

Monthly Bulletin

OF THE

International Bureau

OF THE

American Republics.

INTERNATIONAL UNION OF AMERICAN REPUBLICS.

SEPTEMBER, 1904.

WASHINGTON, D. C., U. S. A.:
GOVERNMENT PRINTING OFFICE.
1904.

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

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	Firmino da Silva	Florianopolis.
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Costa Rica	Señor Don Manuel Aragón	San José.
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	Señor Don Antonio García Cubas	City of Mexico.
	Señor Don Fernando Ferrari Pérez	City of Mexico.
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	Señor Don Francisco de Paula Alamo	Caracas.

^a Honorary corresponding member of the Royal Geographical Society of Great Britain.

^b Corresponding member of the Academia Nacional de la Historia de Venezuela.

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 Haiti WILLIAM F. POWELL, Port au Prince.
 Honduras..... (See Guatemala.)
 Nicaragua..... (See Costa Rica.)
 Paraguay (See Uruguay.)
 Peru IRVING B. DUDLEY, Lima.
 Salvador..... (See Costa Rica.)
 Uruguay WILLIAM R. FISCH, Montevideo.
 Venezuela HERBERT W. BOWEN, Caracas.

RATES OF POSTAGE FROM THE UNITED STATES TO LATIN-AMERICAN COUNTRIES.

The rates of postage from the United States to all foreign countries and colonies (except Canada, Mexico, and Cuba) are as follows:

	Cents.
Letters, per 15 grams (½ ounce).....	5
Single postal cards, each.....	2
Double postal cards, each.....	4
Newspapers and other printed matter, per 2 ounces.....	1
Commercial papers.....	5
{Packets not in excess of 10 ounces.....	1
{Packets in excess of 10 ounces, for each 2 ounces or fraction thereof.....	1
Samples of merchandise.....	2
{Packets not in excess of 4 ounces.....	1
{Packets in excess of 4 ounces, for each 2 ounces or fraction thereof.....	1
Registration fee on letters and other articles.....	8

Ordinary letters for any foreign country (except Canada, Mexico, and Cuba) must be forwarded, whether any postage is prepaid on them or not. All other mailable matter must be prepaid, at least partially.

Matter mailed in the United States addressed to Mexico is subject to the same postage rates and conditions as it would be if it were addressed for delivery in the United States, except that articles of miscellaneous merchandise (fourth-class matter) not sent as *bona fide* trade samples should be sent by "Parcels Post;" and that the following articles are *absolutely excluded* from the mails without regard to the amount of postage prepaid or the manner in which they are wrapped:

All sealed packages, other than letters in their usual and ordinary form; *all* packages (including packages of second-class matter) which weigh more than 4 pounds 6 ounces, except such as are sent by "Parcels Post;" publications which violate any copyright law of Mexico.

Single volumes of printed books *in unsealed packages* are transmissible to Mexico in the regular mails without limit as to weight.

Unsealed packages of mailable merchandise may be sent by "Parcels Post" to Bolivia, British Guiana, British Honduras, Chile, Colombia, Costa Rica, Guatemala, Honduras, Mexico, Nicaragua, Salvador, and Venezuela, at the rates named on page xv.

PROHIBITED ARTICLES TO ALL FOREIGN COUNTRIES.

Poisons, explosives, and inflammable articles, live or dead animals, insects (especially the Colorado beetle), reptiles, fruit- or vegetable matter liable to decomposition, and substances exhaling a bad odor, excluded from transmission in domestic mails as being in themselves, either from their form or nature, liable to destroy, deface, or otherwise injure the contents of the mail bags, or the persons of those engaged in the postal service; also obscene, lewd, or lascivious books, pamphlets, etc., and letters and circulars concerning lotteries, so-called gift concerts, etc. (also excluded from domestic mails); postal cards or letters addressed to go around the world; letters or packages (except those to Mexico) containing gold or silver substances, jewelry or precious articles; any packet whatever containing articles liable to customs duties in the countries addressed (except Cuba and Mexico); articles other than letters which are not prepaid at least partly; articles other than letters or postal cards containing writing in the nature of personal correspondence, unless fully prepaid at the rate of letter postage; articles of a nature likely to soil or injure the correspondence; packets of commercial papers and prints of all kinds, the weight of which exceeds 2 kilograms (4 pounds 6 ounces), or the size 18 inches in any direction, except *rolls* of prints, which may measure 30 inches in length by 4 inches in diameter; postal cards not of United States origin, and United States postal cards of the largest ("C") size (except as letters), and except also the reply halves of double-postal cards received from foreign countries.

There is, moreover, reserved to the Government of every country of the Postal Union the right to refuse to convey over its territory, or to deliver, as well, articles liable to the reduced rate in regard to which the laws, ordinances, or decrees which regulate the conditions of their publication or of their circulation in that country have not been complied with.

••• Full and complete information relative to all regulations can be obtained from the United States Postal Guide.

FOREIGN MAILS.

TABLE SHOWING THE RATES OF POSTAGE CHARGED IN LATIN-AMERICAN COUNTRIES ON ARTICLES SENT BY MAIL TO THE UNITED STATES.

Countries.	Letters, per 15 grams, equal to one-half ounce.		Single postal cards, canceled.		Other articles, per 50 grams, equal to 2 ounces.		Charge for regis- tration.	Charge for return receipt.
	Currency of country.	Cent- times.	Currency of country.	Cent- times.	Currency of country.	Cent- times.		
Argentine Republic.....	15 centavos.....	35	6 centavos.....	15	3 centavos.....	10	24 centavos.....	12 centavos.....
Bolivia.....	22 centavos.....	55	8 centavos.....	30	6 centavos.....	15	20 centavos.....	10 centavos.....
Bolivia via other routes.....	30 centavos.....	50	6 centavos.....	15	4 centavos.....	10	20 centavos.....	10 centavos.....
Brazil.....	300 reis.....	35	100 reis.....	10	50 reis.....	5	400 reis.....	200 reis.....
Chile.....	10 centavos.....	50	3 centavos.....	15	2 centavos.....	10	10 centavos.....	5 centavos.....
Colombia.....	20 centavos.....	50	4 centavos.....	10	2 centavos.....	5	10 centavos.....	5 centavos.....
Costa Rica.....	10 centimos.....	25	3 centimos.....	7 1/2	2 centimos.....	5	10 centimos.....	5 centimos.....
Cuba ^a	10 centavos.....	25	3 centavos.....	10	2 centavos.....	5	10 centavos.....	5 centavos.....
Dominican Republic (Santo Domingo).....	10 centavos.....	50	2 centavos.....	10	2 centavos.....	10	10 centavos.....	5 centavos.....
Equador.....	4 pence.....	40	1 penny.....	15	2 centavos.....	10	2 pence.....	21 pence.....
Falkland Islands.....	10 centavos.....	50	3 centavos.....	15	2 centavos.....	10	10 centavos.....	5 centavos.....
Ghana.....	10 centimes de	50	3 centimes de	15	2 centimes de	10	2 centimes de	2 centimes de
Italy.....	1 gondole.....	50	3 gondole.....	15	2 gondole.....	10	4 gondole.....	5 gondole.....
Honduras.....	5 centavos.....	25	2 centavos.....	10	1 centavo.....	5	10 centavos.....	5 centavos.....
Honduras, British.....	5 centavos.....	25	2 centavos.....	10	1 centavo.....	5	10 centavos.....	5 centavos.....
Mexico.....	15 centavos.....	50	5 centavos.....	15	3 centavos.....	10	10 centavos.....	5 centavos.....
Nicaragua.....	40 centavos.....	50	8 centavos.....	15	5 centavos.....	10	10 centavos.....	5 centavos.....
Paraguay.....	20 centavos.....	50	6 centavos.....	15	4 centavos.....	10	10 centavos.....	5 centavos.....
Peru via San Francisco.....	22 centavos.....	55	8 centavos.....	20	6 centavos.....	15	10 centavos.....	20 centavos.....
Peru via Panama.....	11 centavos.....	55	3 centavos.....	15	3 centavos.....	15	10 centavos.....	5 centavos.....
Porto Rico ^b	10 centavos.....	50	3 centavos.....	15	2 centavos.....	10	10 centavos.....	5 centavos.....
Salvador via Panama.....	10 centavos.....	50	3 centavos.....	15	2 centavos.....	10	10 centavos.....	5 centavos.....
Salvador via other routes.....	50 centimos.....	50	15 centimos.....	15	5 centimos.....	10	50 centimos.....	25 centimos.....
Uruguay.....	5 cents.....	25	2 cents.....	10	1 cent.....	5	10 cents.....	5 cents.....
Venezuela.....	25 cents Dutch.....	50	7 1/2 cents Dutch.....	15	5 cents Dutch.....	10	10 cents Dutch.....	10 cents Dutch.....
British Guiana.....	25 cents Dutch.....	50	7 1/2 cents Dutch.....	15	5 cents Dutch.....	10	10 cents Dutch.....	10 cents Dutch.....
Dutch Guiana.....	25 cents Dutch.....	50	7 1/2 cents Dutch.....	15	5 cents Dutch.....	10	10 cents Dutch.....	10 cents Dutch.....

^aThe rate for a reply-paid (double) card is double the rate named in this column.

^bUnited States domestic rates and conditions

PARCELS-POST REGULATIONS.

TABLE SHOWING THE LATIN-AMERICAN COUNTRIES TO WHICH PARCELS MAY BE SENT FROM THE UNITED STATES; THE DIMENSIONS, WEIGHT, AND RATES OF POSTAGE APPLICABLE TO PARCELS, AND THE EXCHANGE POST-OFFICES WHICH MAY DISPATCH AND RECEIVE PARCELS-POST MAILS.

COUNTRIES.	ALLOWABLE DIMENSIONS AND WEIGHTS OF PARCELS.				POSTAGE.		EXCHANGE POST-OFFICES.		
	Greatest length.	Greatest length and girth combined.		Greatest girth.	Greatest weight.	For a parcel not exceeding 1 pound.	For every additional pound or fraction of a pound.	UNITED STATES.	LATIN AMERICA.
	<i>Fl. in.</i>	<i>Fl.</i>	<i>Fl.</i>	<i>Lbs.</i>	<i>Cents.</i>	<i>Cents.</i>			
Bolivia	3 6	6	.....	11	20	20	New York and San Francisco.	La Paz.	
Chile	3 6	6	.....	11	20	20	New York and San Francisco.	Valparaiso.	
Colombia.....	2 0	.....	4	11	12	12	} All offices authorized to exchange mails between the two countries.		
Costa Rica.....	2 0	.....	4	11	12	12			
Guatemala	3 6	6	.....	11	12	12	New York, New Orleans, and San Francisco.	Guatemala City, Retalhulen, and Puerto Barrios.	
Guiana, British....	3 6	6	.....	11	12	12	All offices authorized to exchange mails.		
Honduras	3 6	6	.....	11	12	12	New York, New Orleans, and San Francisco.	Tegucigalpa, Puerto Cortez, Amapala, and Trujillo.	
Honduras, British .	3 6	6	.....	11	12	12	New Orleans	Belize.	
Mexico	2 0	.....	4	11	12	12	All offices authorized to exchange mails.		
Nicaragua.....	3 6	6	.....	11	12	12	New York, New Orleans, and San Francisco.	Bluefields, San Juan del Norte, and Corinto.	
Salvador	3 6	6	.....	11	12	12	New York and San Francisco.	San Salvador.	
Venezuela.....	3 6	6	.....	11	12	12	All offices authorized to exchange mails.		

UNITED STATES CONSULATES IN LATIN AMERICA.

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

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

ARGENTINE REPUBLIC—

Buenos Ayres.
Cordoba.
Rosario.

BOLIVIA—

La Paz.

BRAZIL—

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

CHILE—

Antofagasta.
Arica.
Coquimbo.
Iquique.
Valparaiso.

COLOMBIA—

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

COSTA RICA—

Puerto Limon.
Punta Arenas.
San José.

CUBA—

Cienfuegos.
Habana.
Santiago.

DOMINICAN REPUBLIC—

Puerto Plata.
Samana.
Santo Domingo.

ECUADOR—

Guayaquil.

GUATEMALA—

Guatemala.

HAITI—

Cape Haitien.
Port au Prince.

HONDURAS—

Ceiba.
Puerto Cortes.
Tegucigalpa.
Utila.

MEXICO—

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

NICARAGUA—

Managua.
San Juan del Norte.

PARAGUAY—

Asunción.

PERU—

Callao.

SALVADOR—

San Salvador.

URUGUAY—

Colonia.
Montevideo.
Paysandu.

VENEZUELA—

La Guayra.
Maracaibo.
Puerto Cabello.

ARG

Alaba
Califo
Florid

Georg

Illinoi
Louis
MaineMaryl
Massa
Missi
Missou
New Y
North
Penns
Virgini

Califo

Missou
New Y
PennsAlaba
Califo
GeorgLouis
Maine
Maryl
Massa
Missi
Missou
New Y
Penns
VirginiCalifo
GeorgHawa
Illinoi
Maryl
Massa
New Y
Oreg
Penns
Philp
Porto
WashiAlaba
CalifoIllinoi
Louis
Maryl
Massa
Michi
Missou
New Y
Penns
Porto
VirginiAlaba
Califo
Colo
Illinoi
Louis
Maryl
Massa

CONSULATES OF THE LATIN-AMERICAN REPUBLICS—Continued.

HONDURAS.		PARAGUAY—Continued.	
Alabama.....	Mobile.	Illinois.....	Chicago.
California.....	Los Angeles.	Indiana.....	Indianapolis.
	San Diego.	Maryland.....	Baltimore.
	San Francisco.	Michigan.....	Detroit.
Illinois.....	Chicago.	Missouri.....	Kansas City.
Kansas.....	Kansas City.		St. Louis.
Kentucky.....	Louisville.	New Jersey.....	Newark.
Louisiana.....	New Orleans.		Trenton.
Maryland.....	Baltimore.	New York.....	Buffalo.
Michigan.....	Detroit.		New York City.
Missouri.....	St. Louis.		Rochester.
New York.....	New York City.	Ohio.....	Cincinnati.
Pennsylvania.....	Philadelphia.	Pennsylvania.....	Philadelphia.
Texas.....	Galveston.		
Washington.....	Seattle.		
MEXICO.		PERU.	
Alabama.....	Mobile.	Alabama.....	Mobile.
Arizona.....	Naco.	California.....	San Diego.
	Nogales.		San Francisco.
	Phoenix.	District of Columbia.....	Washington.
	Tucson.	Hawaii.....	Honolulu.
	Yuma.	Illinois.....	Chicago.
California.....	San Diego.	Louisiana.....	New Orleans.
	San Francisco.	Maryland.....	Baltimore.
	Denver.	Massachusetts.....	Boston.
Colorado.....	Pensacola.	New York.....	New York City.
Florida.....	Chicago.	Pennsylvania.....	Philadelphia.
Illinois.....	New Orleans.	Porto Rico.....	San Juan.
Louisiana.....	Baltimore.		
Maryland.....	Boston.	SALVADOR.	
Massachusetts.....	Pascagoula.	California.....	San Diego.
Mississippi.....	Kansas City.		San Francisco.
Missouri.....	St. Louis.	New York.....	New York City.
	New York City.		
New York.....	Cincinnati.	URUGUAY.	
Ohio.....	Portland.	Alabama.....	Mobile.
Oregon.....	Philadelphia.	California.....	San Francisco.
Pennsylvania.....	Manila.	Florida.....	Apalachicola.
Philippine Islands.....	San Juan.		Fernandina.
Porto Rico.....	Brownsville.		Pensacola.
Texas.....	Eagle Pass.		St. Augustine.
	El Paso.	Georgia.....	Brunswick.
	Galveston.		Savannah.
	Laredo.	Illinois.....	Chicago.
	Rio Grande City.		New Orleans.
	Sabine Pass.	Louisiana.....	New Orleans.
	San Antonio.	Maine.....	Bangor.
Virginia.....	Norfolk.		Calais.
			Portland.
NICARAGUA.			Baltimore.
Alabama.....	Mobile.		Boston.
California.....	Los Angeles.		Seranton.
	San Diego.		New York City.
	San Francisco.		Philadelphia.
	Chicago.		Manila.
Illinois.....	Chicago.		Charleston.
Kansas.....	Kansas City.		Galveston.
Kentucky.....	Louisville.		Norfolk.
Louisiana.....	New Orleans.		Richmond.
Maryland.....	Baltimore.	VENEZUELA.	
Massachusetts.....	Boston.	California.....	Los Angeles.
Michigan.....	Detroit.		San Francisco.
Missouri.....	St. Louis.	Florida.....	Pensacola.
New York.....	New York City.	Illinois.....	Chicago.
Pennsylvania.....	Philadelphia.	Iowa.....	Des Moines.
Porto Rico.....	Ponce.	Maryland.....	Baltimore.
	San Juan.	Michigan.....	Detroit.
Texas.....	Galveston.		
Virginia.....	Norfolk.	Minnesota.....	St. Paul.
	Newport News.	New Jersey.....	Jersey City.
Washington.....	Seattle.	New York.....	New York City.
		Ohio.....	Cincinnati.
PARAGUAY.		Pennsylvania.....	Philadelphia.
Alabama.....	Mobile.	Porto Rico.....	Arecibo.
Delaware.....	Wilmington.		Mayaguez.
District of Columbia.....	Washington.		Ponce.
Georgia.....	Savannah.		San Juan.
			Galveston.
			Norfolk.

WEIGHTS AND MEASURES.

The following table gives the chief weights and measures in commercial use in Mexico and the Republics of Central and South America, and their equivalents in the United States.

Denomination.	Where used.	United States equivalents.
Are	Metric	0.02471 acre.
Aroba	Paraguay	25 pounds.
Aroba (dry)	Argentine Republic	25.3171 pounds.
Do	Brazil	32.38 pounds.
Do	Cuba	25.3664 pounds.
Do	Venezuela	25.4024 pounds.
Arroba (liquid)	Cuba and Venezuela	4.263 gallons.
Barril	Argentine Republic and Mexico	20.0787 gallons.
Carga	Mexico and Salvador	300 pounds.
Centaro	Central America	4.2631 gallons.
Cuadra	Argentine Republic	4.2 acres.
Do	Paraguay	78.9 yards.
Do	Paraguay (square)	8.077 square feet.
Do	Uruguay	2 acres (nearly).
Cubic meter	Metric	35.3 cubic feet.
Fanega (dry)	Central America	1.5745 bushels.
Do	Chile	2.575 bushels.
Do	Cuba	1.599 bushels.
Do	Mexico	1.54728 bushels.
Do	Uruguay (double)	7.776 bushels.
Do	Uruguay (single)	3.888 bushels.
Do	Venezuela	1.599 bushels.
Frasco	Argentine Republic	2.5096 quarts.
Do	Mexico	2.5 quarts.
Gram	Metric	15.432 grains.
Hectare	do	2.471 acres.
Hectoliter (dry)	do	2.838 bushels.
Hectoliter (liquid)	do	26.417 gallons.
Kilogram (kilo)	do	2.2046 pounds.
Kilometer	do	0.621376 mile.
League (land)	Paraguay	4.633 acres.
Libra	Argentine Republic	1.0127 pounds.
Do	Central America	1.043 pounds.
Do	Chile	1.014 pounds.
Do	Cuba	1.0161 pounds.
Do	Mexico	1.01465 pounds.
Do	Peru	1.0143 pounds.
Do	Uruguay	1.0143 pounds.
Do	Venezuela	1.0161 pounds.
Liter	Metric	1.0567 quarts.
Livre	Guiana	1.0791 pounds.
Manzana	Costa Rica	1.5-6 acres.
Mare	Bolivia	0.507 pound.
Meter	Metric	39.37 inches.
Pie	Argentine Republic	0.9478 foot.
Quintal	do	101.42 pounds.
Do	Brazil	130.06 pounds.
Do	Chile, Mexico, and Peru	101.61 pounds.
Do	Paraguay	100 pounds.
Quintal (metric)	Metric	220.46 pounds.
Suerte	Uruguay	2,700 cuadras. (See Cuadra.)
Vara	Argentine Republic	34.1208 inches.
Do	Central America	33.874 inches.
Do	Chile and Peru	33.367 inches.
Do	Cuba	33.384 inches.
Do	Mexico	33 inches.
Do	Paraguay	34 inches.
Do	Venezuela	33.384 inches.

METRIC WEIGHTS AND MEASURES.

METRIC WEIGHTS.

- Milligram (1/1000 gram) equals 0.0154 grain.
 Centigram (1/100 gram) equals 0.1543 grain.
 Decigram (1/10 gram) equals 1.5432 grains.
 Gram equals 15.432 grains.
 Decagram (10 grams) equals 0.3527 ounce.
 Hectogram (100 grams) equals 3.5274 ounces.
 Kilogram (1,000 grams) equals 2.2046 pounds.
 Myriagram (10,000 grams) equals 22.046 pounds.
 Quintal (100,000 grams) equals 220.46 pounds.
 Millier or tonneau—ton (1,000,000 grams) equals 2,204.6 pounds.

METRIC DRY MEASURE.

- Milliliter (1/1000 liter) equals 0.061 cubic inch.
 Centiliter (1/100 liter) equals 0.6102 cubic inch.
 Deciliter (1/10 liter) equals 6.1022 cubic inches.
 Liter equals 0.908 quart.
 Decaliter (10 liters) equals 9.08 quarts.
 Hectoliter (100 liters) equals 2.838 bushels.
 Kiloliter (1,000 liters) equals 1.308 cubic yards.

METRIC LIQUID MEASURE.

- Milliliter (1/1000 liter) equals 0.27 fluid dram.
 Centiliter (1/100 liter) equals 0.338 fluid ounce.
 Deciliter (1/10 liter) equals 0.845 gill.
 Liter equals 1.0567 quarts.
 Decaliter (10 liters) equals 2.6417 gallons.
 Hectoliter (100 liters) equals 26.417 gallons.
 Kiloliter (1,000 liters) equals 264.17 gallons.

METRIC MEASURES OF LENGTH.

- Millimeter (1/1000 meter) equals 0.0394 inch.
 Centimeter (1/100 meter) equals 0.3937 inch.
 Decimeter (1/10 meter) equals 3.937 inches.
 Meter equals 39.37 inches.
 Decameter (10 meters) equals 393.7 inches.
 Hectometer (100 meters) equals 328 feet 1 inch.
 Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches).
 Myriameter (10,000 meters) equals 6.2137 miles.

METRIC SURFACE MEASURE.

- Centare (1 square meter) equals 1,550 square inches.
 Are (100 square meters) equals 119.6 square yards.
 Hectare (10,000 square meters) equals 2.471 acres.

The metric system has been adopted by the following-named American countries: Argentine Republic, Bolivia, Brazil, Chile, Colombia, Costa Rica, Ecuador, Honduras, Mexico, Paraguay, United States of America, and Venezuela.

PRICE LIST OF PUBLICATIONS.

	PRICE.
Annual Reports of the Director of the Bureau, 1891-1903. (Sent upon request.)	
Bulletin of the Bureau, published monthly since October, 1893, in English, Spanish, Portuguese, and French. Average 225 pages, two volumes a year.	
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Yearly subscription (other countries).....	2.50
Single copies.....	.25
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640 pages, 4°.....	2.50
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SPECIAL COMMERCIAL BULLETINS.

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(A reprint of reports 1 to 6 received from a special commissioner appointed by the British Board of Trade to report upon trade in certain South American countries.)	
Money, Weights, and Measures of the American Republics, 1891. 12 pages, 8°.	.05
Report on Coffee, with special reference to the Costa Rican product, etc. Washington, 1901. 15 pages, 8°.....	.10
El café. Su historia, cultivo, beneficio, variedades, producción, exportación, importación, consumo, etc. Datos extensos presentados al Congreso relativo al café que se reunirá en Nueva York el 1° de octubre de 1902. 167, iii pages, 8°. Bibliography, page 164.....	.50
Coffee. Extensive information and statistics. (English edition of the above.) 108 pages, 8°. Bibliography, page 100.....	.50
Leyes y reglamentos sobre privilegios de invención y marcas de fábrica en los países hispano-americanos, el Brasil y la República de Haití. Revisado hasta agosto de 1904. Washington, 1904. 415 pages, 8°.....	1.00
Patent and trade-mark laws of the Spanish American Republics, Brazil, and the Republic of Haiti.....	1.00

HANDBOOKS (GENERAL DESCRIPTION AND STATISTICS).

Argentine Republic. A geographical sketch, with special reference to economic conditions, actual development, and prospects of future growth. 1903. 28 illustrations, 3 maps, 366 pages, 8°. Bibliography, page 334.....	1.00
Brazil. A geographical sketch, with special reference to economic conditions and prospects of future development. 1901. 233 pages, 8°.....	.75
Guatemala. 1897. (2d edition revised.) Illustrations, 119 pages, 8°.....	.25
Honduras. Geographical sketch, natural resources, laws, economic conditions, actual development, prospects of future growth. Washington, 1904. Illustrations, economic and telegraphic maps, 252 pages, 8°.....	1.00

	PRICE.
Paraguay. Second edition, revised and enlarged, with a chapter on the native races. 1902. Illustrations, map, 187 pages, 8°.....	\$0.75
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Part 2. Spanish, 278 pages, 8°. Bibliography, page 275.....	.25
Venezuela. Geographical sketch, natural resources, laws, economic conditions, actual development, prospects of future growth. Washington, 1904. Illustrations, economic and railway map, 608 pages, 8°. Bibliography, p. 543.....	1.00

BIBLIOGRAPHICAL BULLETINS.

Brazil. A list of books, magazine articles, and maps relating to Brazil. 1800-1900. Washington, 1901. 145 pages, 8°.....	1.00
Central America. A list of books, magazine articles, and maps relating to Central America, including the republics of Costa Rica, Guatemala, Honduras, Nicaragua, and Salvador. 1800-1900. Washington, 1902. 109 pages, 8°.....	.50
Chile. A list of books, magazine articles, and maps relating to Chile. Washington, 1903. 110 pages, 8°.....	1.00
Paraguay. A list of books, magazine articles and maps relating to Paraguay.	1.00

MAPS.

Guatemala. From official and other sources. 1902. Scale of 12.5 miles to 1 inch (1:792,000). In 2 sheets, each sheet 71 x 76 cm. No. 1. General features. No. 2. Agricultural.....	1.00
Mexico. From official Mexican and other sources. 1900. Scale of 50 miles to 1 inch. In 2 sheets, each sheet 108 x 80 cm. No. 1. General map. No. 2. Agricultural areas.....	1.00
Nicaragua. From official and other sources. 1904. Scale of 12.5 miles to 1 inch (1:192,000). In 2 sheets, each sheet 80 x 80 cm. No. 1. General map. No. 2. Agricultural.	

LIST OF BOOKS AND MAPS IN COURSE OF PREPARATION.

HANDBOOKS.

The United States. (In Spanish.) Manual de los Estados Unidos de América.
Bolivia. (Spanish and English. Vol. 1. Spanish ed. completed.)
Cuba.
Dominican Republic.
Haiti.
Mexico. (Edition of 1900 thoroughly revised and enlarged.)
Nicaragua.

LAW MANUALS.

	PRICE.
American Constitutions. A compilation of the political constitutions of the Independent States of Spanish America, Brazil, and the Republic of Haiti..	
A comparative study of the Spanish code of commerce and the commercial laws of America. (Full title will be given later.)	
Land and immigration laws of American Republics. (To replace edition of 1893.)	
Patent and trade-mark laws of American Republics. (To replace edition of 1891.)	

MAPS.

Maps are in course of preparation of the Republics of Brazil, Honduras, and Salvador.

The Bureau has for distribution a limited supply of the following reports:

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Reports of the International American Conference of 1890. Reports of committees and discussions thereon. (Revised under the direction of the executive committee by order of the conference, adopted March 7, 1890.) Vols. 1, 2, 3, and 4, cloth, 4°. Set.....	\$3. 00
International American Conference Reports and Recommendations. 1890. Includes reports of the plan of arbitration, reciprocity treaties, intercontinental railway, steamship communication, sanitary regulations, common silver coin, patents and trade-marks, weights and measures, port dues, international law, extradition treaties, international bank, memorial tablet, Columbian exposition—	
Octavo, bound in paper.....	. 25
Octavo, bound in half morocco.....	1. 00
Intercontinental Railway Reports. Report of the intercontinental railway commission. Washington, 1898. 7 vols., 4°, three of maps and four of text, cloth. Set.....	25. 00
Message from the President of the United States, transmitting a communication from the Secretary of State submitting the report, with accompanying papers, of the delegates of the United States to the Second International Conference of American States, held at the City of Mexico from October 22, 1901, to January 22, 1902. Washington, 1902. 243 pages. 8°. (57th Congress, 1st session, Senate Doc. No. 330.) Sent upon proper application.	
Message from the President of the United States, transmitting a report from the Secretary of State, with accompanying papers, relative to the proceedings of the International Congress for the study of the production and consumption of coffee, etc. Washington, 1903. 312 pages. 8° (paper). (57th Congress, 2d session, Senate Doc. No. 35.) Sent upon proper application.	
Transactions of the First General International Sanitary Convention of the American Republics, held at Washington, December 2, 3, and 4, 1902, under the auspices of the Governing Board of the International Union of the American Republics. Washington, 1903. (57th Congress, 2d session, Senate Doc. No. 169.) (In Spanish and English.) Sent upon proper application.	
Message from the President of the United States, transmitting a report by the Secretary of State, with accompanying papers, relative to the proceedings of the First Customs Congress of the American Republics, held at New York in January, 1903. Washington, 1903. 195 pages. 8° (paper). (57th Congress, 2d session, Senate Doc. No. 180.) Sent upon proper application.	
Costa Rica—The land, its resources and its people. By Richard Villafranca. New York, 1895. 139 pages. 8° (paper). Sent upon proper application.	

NOTE.—Senate documents, listed above, containing reports of the various International American Congresses, may also be obtained through members of the United States Senate and House of Representatives.

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VALUE OF LATIN-AMERICAN COINS.

The following table shows the value, in United States gold, of coins representing the monetary units of the Central and South American Republics and Mexico, estimated quarterly by the Director of the United States Mint, in pursuance of act of Congress:

ESTIMATE JULY 1, 1904.

Countries.	Standard.	Unit.	Value in U. S. gold or silver.	Coins.
ARGENTINE REPUBLIC.	Gold	Peso	\$0.965	{ Gold—Argentine (\$4.824) and $\frac{1}{2}$ Argentine. Silver—Peso and divisions.
BOLIVIA	Silver	Boliviano	.403	Silver—Boliviano and divisions.
BRAZIL	Gold	Milreis	.546	{ Gold—5, 10, and 20 milreis. Silver— $\frac{1}{2}$, 1, and 2 milreis.
CENTRAL AMERICAN STATES—				
Costa Rica	Gold	Colon	.465	{ Gold—2, 5, 10, and 20 colons (\$9.307). Silver—5, 10, 25, and 50 centimos.
British Honduras	Gold	Dollar	1.000	
Guatemala	Silver	Peso	.403	Silver—Peso and divisions.
Honduras				
Nicaragua				
Salvador				
CHILE	Gold	Peso	.365	{ Gold—Escudo (\$1.825), doubloon (\$3.650), and condor (\$7.300). Silver—Peso and divisions.
COLOMBIA	Silver	Peso	.403	{ Gold—Condor (\$9.647) and double condor. Silver—Peso and divisions.
CUBA	Gold	Peso	.926	{ Gold—Centen (\$5.017), alphonse (\$4.823). Silver—Peso.
ECUADOR	Gold	Sucre	.487	{ Gold—10 sucres (\$4.8665). Silver—Sucre and divisions.
HAITI	Gold	Gourde	.965	{ Gold—1, 2, 5, and 10 gourdes. Silver—Gourde and divisions.
MEXICO	Silver	Dollar	.438	{ Gold—Dollar (\$0.983), 2 $\frac{1}{2}$, 5, 10, and 20 dollars. Silver—Dollar (or peso) and divisions.
PERU	Gold	Sol	.487	{ Gold—Libra (\$4.8665). Silver—Sol and divisions.
URUGUAY	Gold	Peso	1.034	{ Gold—Peso. Silver—Peso and divisions.
VENEZUELA	Gold	Bolivar	.193	{ Gold—5, 10, 20, 50, and 100 bolivars. Silver—5 bolivars.

Paraguay has no gold or silver coins of its own stamping. The silver peso of other South American Republics circulates there, and has the same value as in the countries that issue it.



Bul. Bureau American Republics, September, 1904.



SEÑOR DON TOMÁS HERRÁN.

BOLETÍN MENSUAL

DE LA

OFICINA INTERNACIONAL DE LAS REPÚBLICAS AMERICANAS,

Unión Internacional de Repúblicas Americanas.

VOL. XVII.

SEPTIEMBRE DE 1904.

No. 3.

EL FALLECIMIENTO DEL SEÑOR DON TOMÁS HERRÁN, REPRESENTANTE DIPLOMÁTICO DE COLOMBIA EN LOS ESTADOS UNIDOS DE AMÉRICA.

Con el fallecimiento del Señor Don TOMÁS HERRÁN, Representante diplomático de la República de Colombia en los Estados Unidos de América—suceso infausto que ocurrió el miércoles 31 del pasado agosto, en el Sanatorio denominado de LOOMIS, en Liberty, New York—ha sufrido su país, y en general la América latina—podría decirse con razón la estirpe toda española—una pérdida de gran tamaño. Pertenecía el finado á una de las grandes familias del Nuevo Mundo. Su padre el General Don PEDRO ALCÁNTARA HERRÁN, campeón de la independencia de su país, peleó con éxito en las batallas de la patria, cubriéndose de gloria en Junín y en Ayacucho. El Mariscal SUCRE lo apellidaba altamente “el húsar de Ayacucho,” aludiendo á sus proezas en aquella jornada, y las del cuerpo de soldados que conducía á la victoria.

Bajo la influencia de aquel grande hombre, que fué Presidente de la República de 1841 á 1845, y después, dos veces (de 1847 á 1849, y de 1855 á 1863) Enviado Extraordinario y Ministro Plenipotenciario de Colombia en los Estados Unidos de América, se formó el alma y el carácter del distinguido personaje á que este artículo se refiere. Con aquel vino á Washington, por primera vez, cuando apenas tenía 4 años (el Señor HERRÁN nació en Colombia en 1843); y fué en Washington donde recibió su educación, graduándose en su día con grandes honores en el Colegio de Georgetown.

Hombre de gran saber, de despejada inteligencia, de cultura intelectual notable, versado en los clásicos, dueño á la perfección de cuatro lenguas, acostumbrado desde los días de la adolescencia al manejo de los negocios y á la seriedad que éstos imponen, buen católico, buen hijo, buen marido, buen padre, buen servidor de su patria, conocedor del mundo por donde había viajado extensamente, admirador de los Estados Unidos de América en que se había criado, y donde vivió y creció en los tempestuosos tiempos de la guerra civil, y antes y después de ella, ofrecía en consorcio admirable las cualidades necesarias para representar dignamente la generosa nación que, aún al alzarse contra España y echarse en la revolución que condujo á la independencia, revolución que partió de las clases altas, las más educadas, las verdaderamente privilegiadas, obedeció más bien á la majestad de los principios, que al dolor y los recores de agravios personales.

El Señor HERRÁN empezó su carrera diplomática, sirviendo de Agregado á la Legación de Colombia en Londres. Después de eso representó á su país en distintas ocasiones en París, en Lima, y en Hamburgo. Tuvo mucho que hacer toda su vida con el proyecto de la construcción de un canal para barcos al través del istmo de Panamá; y en 22 de enero de 1902, sirviendo en Washington como Encargado de negocios *ad interim*, y con el carácter de Plenipotenciario autorizado especialmente para ello por el Gobierno de Colombia, concluyó, con el Honorable Señor JOHN HAY, Secretario de Estado de los Estados Unidos de América, la convención que oportunamente publicó el BOLETÍN,^a que aseguraba con considerable provecho para Colombia la construcción de la referida vía de comunicación, y que de haberse aprobado, hay razón para creer habría también robustecido, y hecho tal vez inquebrantable, la integridad territorial de aquella República.

Una afección pulmonar, agravada tal vez en sus efectos, por las ansiedades consecuentes á la situación creada para él, y para su país, por la negativa del Senado colombiano á aprobar la convención antes mencionada, le arrebató la existencia.

EL FALLECIMIENTO DEL SEÑOR VOLNEY W. FOSTER.

Tiene también el BOLETÍN la necesidad de hacer constar en sus páginas el lamentable fallecimiento del Señor VOLNEY W. FOSTER, ocurrido en Chicago, Illinois, el 15 de agosto último.

Á más de haber sido Mr. FOSTER uno de los hombres de negocios más conocidos en los Estados Unidos de América, donde había asociado su nombre, su capital, su inteligencia y su actividad á diversas em-

^a En castellano, páginas 513 y siguientes, y en inglés, páginas 356 y siguientes, del número correspondiente á febrero de 1903.

presas de importancia y provecho, le cupo representar á su país, como lo hizo con grande honor, en la Segunda Conferencia Internacional de las naciones de América, que se celebró en la capital de México, en el invierno de 1901 á 1902, y á la que concurrió con el carácter de Delegado.

Este último hecho, y los servicios que prestó en aquella Asamblea á la causa simbolizada con el vocablo un tanto impropio, aunque aceptado, de "panamericanismo," imponen el deber de dedicar á la memoria del Señor FOSTER una expresión de respeto.

Hubo en la Conferencia antedicha diez y nueve Comisiones permanentes, y en cuatro de ellas, todas de importancia y de gran trabajo, figuró Mr. FOSTER. Fué Presidente de la que tuvo por objeto la "Reorganización de la Oficina de las Repúblicas Americanas;" y miembro de las denominadas de "Transportes marítimos y fluviales," de "Reglamentos sanitarios panamericanos," y de "Canal Interoceánico." Allí dejó probadas las altas dotes de su espíritu, recibiendo á manos llenas el aplauso y la estimación de sus compañeros.

Bajó á la tumba el Señor FOSTER cuando á penas contaba 56 años de edad.

Detrás de si en su propio país ha dejado un buen nombre; pero entre los pueblos del denominado origen latino ha dejado también un recuerdo, no fácil de borrar, de su espíritu de justicia, y del respeto con que siempre se ocupó de cuanto á ellos pertenecía.

LAUDO DE S. M. EL REY DE ITALIA EN LA CUESTIÓN DE LÍMITES ENTRE EL BRASIL Y LA GUAYANA INGLESA.

[Traducción.]

Nos, Víctor Manuel III, por la gracia de Dios y la voluntad de la nación Rey de Italia, arbitrador nombrado para decidir la cuestión de la frontera entre la Guayana inglesa y el Brasil;

Por cuanto S. M. El Rey del Reino Unido de la Gran Bretaña é Irlanda, Emperador de la India, y el Presidente de los Estados Unidos del Brasil, convinieron por el tratado que se firmó en Londres el 6 de noviembre de 1901, en invitarnos á decidir como arbitrador la cuestión de la frontera entre la Guayana británica y el Brasil, y nos, por nuestra parte, aceptamos la tarea de definir dicho límite;

Y por cuanto las Altas Partes Contratantes se comprometieron en el antedicho tratado, que fué ratificado en Río de Janeiro en 28 de enero de 1902, á aceptar nuestro laudo como determinación definitiva, completa y perfecta de la cuestión sometida á nuestro examen; y nos, en el deseo de corresponder á la confianza de ambas partes, hemos exami-

nado atentamente todas las memorias y documentos que se nos han presentado, y tenido en cuenta y pesado todas las razones en que cada una funda sus respectivas pretensiones;

Visto y examinado todo, y considerando:

Que el descubrimiento de nuevas vías comerciales en regiones que no pertenecen á ningún Estado, no puede ser por sí mismo título ó razón eficaz para que la soberanía de dichas regiones se adquiriera por el Estado, de que son ciudadanos los individuos que en su carácter privado efectuaron el descubrimiento;

Que para adquirir soberanía sobre regiones que no están bajo el dominio de ningún Estado, es indispensable efectuar la ocupación de aquellas en nombre del Estado á cuya dominación se intenta someterlas;

Que la referida ocupación no puede estimarse efectuada sino cuando lo ha sido de una manera efectiva, permanente y no interrumpida, en nombre del Estado, sin que pueda bastar la simple afirmación de los derechos de soberanía, ó la manifestación del intento de hacer efectiva la ocupación;

Que la posesión efectiva de una parte de una región, aunque sea título eficaz para adquirir soberanía sobre el todo de esta última, cuando ella constituya una unidad material, no puede serlo en modo alguno cuando la región de que se trata, ya sea por su extensión, ya sea por su configuración física no puede reputarse que constituya de hecho la referida unidad;

Que en consecuencia, y considerado todo debidamente, se hace imposible mantener que el Portugal primero, y el Brasil después, hayan tomado posesión efectiva de todo el territorio en cuestión, aunque sí pueda reconocerse, sin embargo, que lo han hecho de algunos lugares del mismo, ejercitando en ellos derechos de soberanía;

Y considerando, además:

Que aunque el fallo arbitral pronueciado el 3 de octubre de 1899 por el Tribunal Anglo-Americano que determinó la frontera entre la Gran Bretaña y Venezuela, atribuyó á la primera el territorio que es objeto de la presente disputa, ese hecho no puede cansar estado respecto del Brasil y contra él, por la razón de que él no fué parte en aquel juicio;

Que, no obstante esto, el derecho de la Gran Bretaña, á quien la Colonia perteneció anteriormente, está basado en el ejercicio, por parte de la Compañía Holandesa de las Indias Occidentales, de derechos de jurisdicción sobre el territorio, pues la citada Compañía, provista del poder soberano del Gobierno holandés, ejerció autoridad soberana sobre algunos de los lugares de la zona en cuestión, reglamentando el comercio que de largo tiempo atrás venían haciendo los holandeses, disciplinándolo y sujetándolo á las órdenes del Gobernador de la Colonia, y obteniendo que los indígenas reconociesen parcialmente el poder del mismo;

Que esos actos de autoridad y jurisdicción respecto á los comerciantes y á las tribus nativas continuaron ejecutándose en nombre de la soberanía británica, cuando la Gran Bretaña entró en posesión de la Colonia perteneciente á los holandeses;

Que esta afirmación efectiva de derechos de jurisdicción soberana fué poco á poco desarrollándose, sin encontrar nunca contradicción, llegando gradualmente á ser aceptada por las tribus indias independientes que habitaban aquellas regiones, y que no podían estimarse sujetas á la dominación efectiva de la soberanía portuguesa, primero, y después, brasilera;

Que en virtud de este desenvolvimiento sucesivo del poder jurisdiccional se efectuó la adquisición de la soberanía, por parte de Holanda primero, y después por parte de la Gran Bretaña, de una cierta porción del territorio en disputa;

Que pesados y apreciados su justo valor los documentos que se nos han presentado, no resulta de ellos que haya títulos históricos ó jurídicos en qué fundar derechos de soberanía bien determinados ó definidos á favor de una ú otra de las potencias contendientes, sobre el todo del territorio en cuestión, sino tan solamente sobre unas partes del mismo;

Que el límite de la zona de territorio sobre que debe estimarse establecido el derecho de soberanía de la una ó de la otra de las dos Altas Partes, no puede ser fijado con precisión; y

Que tampoco puede decidirse con seguridad que el derecho del Brasil es mejor que el de la Gran Bretaña.

En este estado de las cosas, y siendo nos llamados á fijar la línea fronteriza entre los dominios de las dos potencias, convencidos como nos hallamos de que en el estado actual del conocimiento geográfico de la región no es posible dividir el territorio en disputa en dos partes iguales en extensión y valor, y se impone la necesidad de partirlo teniendo en cuenta las líneas trazadas por la naturaleza, y de dar la preferencia á la línea que siendo mejor determinada en toda su extensión, se preste más á una repartición equitativa del territorio en disputa.

Por tales motivos decidimos como sigue:

La frontera entre la Guayana inglesa y el Brasil queda fijada por una línea que parte del Monte Jacontipú (Yakontipu); sigue hacia el Este por el divisor de las aguas hasta el nacimiento del río Ireng (Mahú); baja por el curso de este río hasta la confluencia con el Tacutú; sube el Tacutú hasta su nacimiento, donde se reúne con la línea fronteriza establecida por la declaración adjunta al tratado de arbitramento firmado en Londres el 6 de noviembre de 1901, por las dos Altas Partes contendientes. (Véase el anexo dibujo demostrativo.)

Por virtud de esta determinación, toda la parte de la zona en disputa que se encuentra al oriente de la línea fronteriza que aquí se establece,

pertenecerá á la Gran Bretaña, y toda la que se encuentra al occidente pertenecerá al Brasil.

El límite á lo largo de los ríos Ireng-Mahú y Tacutú, queda fijado en el *flum aqua* (Thalweg) de los mismos; y ambos ríos estarán abiertos á la libre navegacion de los dos Estados limítrofes.

Si el curso de las aguas se dividiere en otras ramas, la frontera seguirá por el *flum aqua* (Thalweg) de la rama más al oriente.

Dado en Roma á 6 de junio de 1904.

VITTORIO EMMANUELE.

COSTO DEL GOBIERNO EN DIFERENTES PAÍSES.

El Departamento de Comercio y Trabajo ha publicado un Boletín del que resulta el costo del Gobierno, per capita, en los países que le explican, como sigue:

Nueva Zelanda.....	\$33.38	Cuba.....	\$12.40
Australia.....	37.69	Portugal.....	11.45
Gran Bretaña.....	21.39	Holanda.....	11.40
Francaia.....	17.84	España.....	10.09
Bélgica.....	17.40	Suecia.....	9.54
Paraguay.....	17.30	Imperio Alemán.....	9.45
Austria-Hungría.....	14.27	Domínio del Canadá.....	9.30
República Argentina.....	12.68	Estados Unidos de América.....	7.97

RECEPCIÓN OFICIAL DEL MINISTRO DE LOS ESTADOS UNIDOS DE AMÉRICA EN PANAMÁ.

Se cambiaron los siguientes discursos en la recepción oficial, en la ciudad de Panamá, el 22 de julio de 1904, del Honorable Señor JOHN BARRETT como Enviado Extraordinario y Ministro Plenipotenciario de los Estados Unidos de América en la República de aquel nombre:

DISCURSO DEL SEÑOR BARRETT.

EXCELENCIA: El Presidente de los Estados Unidos de América me ha hecho el honor de nombrarme Enviado Extraordinario y Ministro Plenipotenciario cerca de la República de Panamá, y tengo la honra de presentar á Vuestra Excelencia mis cartas credenciales junto con las letras de retiro de mi distinguido predecesor el Honorable Señor W. I. BUCHANAN.

Al presentar á Vuestra Excelencia estas credenciales, estoy autorizado para manifestaros, y, por vuestro órgano al pueblo de Panamá, el interés personal directo que anima al Presidente de los Estados Unidos, en su carácter de Jefe de aquel Gobierno, por el buen éxito administrativo y estabilidad, así como también por el bienestar de esta nueva República. Los informes de vuestros comisionados fiscales, á quienes

tuve el placer de presentar al Presidente, y de vuestro Plenipotenciario en Washington, pueden confirmar este mensaje.

Demás me parece aseguráros que no sólo procuraré desempeñar fielmente mis funciones como representante del Presidente y Gobierno americano, sino que me esforzaré en contribuir por todo medio al progreso y bienestar de Panamá, en cuanto sea consistente con el puesto que ocupo. Venido aquí sin prejuicio alguno y sin ánimo de favorecer ni combatir determinados intereses de personas ó partidos, mi deber no es otro que el de cumplir la misión, con espíritu de justicia y legalidad, que se me ha confiado, sin perjuicio de nadie. Es mi deseo el ser amigo de Panamá al mismo tiempo que soy agente de los Estados Unidos.

En la construcción del canal tenemos un interés común. Nuestras responsabilidades para con el mundo son hasta cierto punto mutuas. No es exageración el manifestar que los ojos del mundo están fijos en el Istmo como no lo están sobre ningún otro punto de los que disfrutan de los beneficios de la paz. La apertura de esta gigantesca vía marítima cambiará el mapa comercial de los altos mares; y el comercio se ha dicho es la savia fecunda de las naciones.

Los resultados que han de reportar Europa, Asia y Australia apenas son inferiores á los que han de derivar los Estados Unidos y Panamá. El resultado de este beneficio con respecto á Centro y Sur América puede ser aún mayor que el que obtengan los Estados Unidos.

No solamente las costas atlánticas y pacíficas de los Estados Unidos llegarán á más íntimo contacto, sino también las costas de Oriente y Occidente de México, Guatemala, Honduras, Nicaragua y Costa Rica. Más aún, es del todo probable que Colombia, debido al establecimiento de comunicación directa por mar entre sus costas del Caribe y Pacífico, sentirá la pronta influencia del canal en mucho mayor grado que cualquiera otra nación, excepto Panamá. Esta obra dará nueva vida á Chile, Perú, Bolivia, Ecuador, é indirectamente, debido al aumento de prosperidad de estos Estados hermanos, nuevo vigor á la Argentina, Brasil y Venezuela.

Las relaciones muy especiales que existen entre los Estados Unidos y Panamá, como resultado de la intimidad geográfica de la República de Panamá y la Zona del Canal, desarrollan muchos problemas de jurisdicción, administración y relaciones generales, sin precedentes. En consecuencia, no sólo hay necesidad especial de que los funcionarios de los Estados Unidos y Panamá desplieguen paciencia y meditación recíproca en las negociaciones, sino que el mundo entero tenga paciencia y reserve su fallo final sobre nuestros actos hasta que el período experimental haya pasado.

En conclusión, sirvo de vocero al sentimiento sincero de mi Gobierno y mis conciudadanos al congratular á Vuestra Excelencia por el progreso práctico que Panamá ha alcanzado como miembro el más nuevo

de la familia de las naciones. Los Estados Unidos de América desean á Panamá toda la prosperidad, estabilidad y paz que ella merece como teatro de la empresa material más gigantesca que jamás ha acometido el mundo. Ojalá que sus primeros pasos como nación independiente sean guiados con tanta felicidad que anguren su permanente bienestar é integridad.

DISCURSO DEL SEÑOR PRESIDENTE DE LA REPÚBLICA.

SEÑOR MINISTRO: Os habéis servido poner en mis manos las Letras de retiro del Honorable Señor W. I. BUCHANAN, distinguido caballero que tan grato recuerdo ha dejado entre nosotros, así como la Carta que os acredita con el carácter de Enviado Extraordinario y Ministro Plenipotenciario de los Estados Unidos de América ante el Gobierno panameño. Os habéis servido á la vez manifestarme, y por mi conducto al pueblo panameño, el interés que despliega el Excelentísimo señor Presidente de los Estados Unidos por el bienestar y estabilidad del nuevo Estado, y la línea de conducta que bienintencionadamente os proponéis seguir en cumplimiento de vuestro encargo. También os habéis servido exponer vuestro concepto en cuanto á la manera cómo deben proceder los empleados al servicio de uno y otro Gobierno para resolver los problemas intrincados que habrán de surgir en materia de jurisdicción administrativa por razón de la intimidad geográfica de la República de Panamá con la Zona del Canal.

Indudablemente que la misión que se os ha encomendado es en estos momentos de excepcional importancia, por cuanto sois el llamado á intervenir en la aplicación estricta del Tratado de 18 de noviembre de 1903, sobre apertura de un canal marítimo por territorio istmeño. Por ese pacto internacional concedió la República de Panamá al poderoso Gobierno de los Estados Unidos, con la más absoluta confianza, todo lo que se creyó indispensable para llevar á cima tan magna obra, que es una necesidad del mundo, y por lo mismo me prometo y espero que, dentro de los límites de esa concesión, tanto vuestro Gobierno como el mío, cumplirán fielmente sus mutuas obligaciones y respetarán sus derechos recíprocos, á fin de disipar hasta la más ligera sombra de tendencias opuestas al espíritu y letra del pacto que ha unido para siempre á la gran Nación americana con el más pequeño y joven Estado de nuestro Continente: no de otro modo se llevaría á la práctica la plausible idea que alienta vuestro Gobierno en beneficio del bienestar y estabilidad de la nueva República.

Dignaos aceptar los más sinceros votos que hago por el acrecentamiento de la prosperidad de la República de los Estados Unidos y de su digno Jefe, y mi más vehemente anhelo porque vuestra permanencia en el Istmo os sea del todo grata, y porque vuestra acción diplomática logre dejar en pos de sí huella imperecedera de equidad y justicia.

REPÚBLICA ARGENTINA.

POBLACIÓN DE LA REPÚBLICA ARGENTINA HASTA 31 DE DICIEMBRE DE 1903.

La Oficina Demográfica del Ministerio de Interior ha terminado el estudio del crecimiento vegetativo é inmigratorio de la población de la República hasta 31 de diciembre de 1903, dando como resultado que en dicha fecha el país tenía una población de 5,160,986 habitantes, dividida así:

Capital	891,268	Jujuy	54,830
Buenos Aires.....	1,251,439	Misiones.....	37,147
Santa Fe.....	599,058	Formosa.....	5,985
Entre Ríos.....	359,546	Chaco.....	13,400
Corrientes.....	293,477	La Pampa.....	49,512
Córdoba.....	447,512	Neuquen.....	17,424
San Luis.....	95,513	Río Negro.....	18,035
Santiago.....	185,006	Chubut.....	8,755
Mendoza.....	155,093	Santa Cruz.....	1,717
San Juan.....	98,776	Tierra del Fuego.....	1,063
Rioja.....	80,804	Los Andes.....	2,095
Catamarca.....	101,761		
Tucumán.....	257,427	Total.....	5,160,986
Salta.....	134,343		

El exceso de nacimientos en 1903 ha sido de 94,462, y los inmigrantes internados en el mismo año alcanzaron á 37,524.

DERECHOS DE ADUANA RECAUDADOS EN BUENOS AIRES DEL 1° DE ENERO HASTA EL 30 DE JULIO DE 1904.

[De "La Nación," núm. 11023.]

La aduana de la capital ha recaudado desde el 1° de enero hasta el 30 de julio de 1904, por derechos de importación y exportación, la suma de \$49,707,836.70, moneda nacional, y \$2,840,164.68, oro sellado. Comparada la recaudación en lo que va del corriente año con la de igual fecha del anterior, da una diferencia á favor del presente de 1,594,873.15 pesos.

COMERCIO EXTERIOR ARGENTINO CORRESPONDIENTE AL PRIMER SEMESTRE DE 1904.

[De "La Prensa" núm. 12,387.]

La importación está representada por las siguientes totales:

Mercaderías sujetas á derechos.....	Oro.	\$73,029,626
Mercaderías libres de derechos.....		18,639,181
Total.....		91,668,807

La exportación arroja los siguientes resultados:

	Oro.
Productos con derechos.....	\$47, 528, 918
Productos sin derechos	96, 830, 220
Total	144, 359, 138

En total, el comercio exterior argentino en el primer semestre del año actual importa:

	Oro.
Importación	\$91, 668, 807
Exportación	144, 359, 138
Total	236, 027, 945

En igual semestre del año 1903 los totales fueron estos:

	Oro.
Importación	\$61, 902, 153
Exportación	128, 819, 682
Total	190, 721, 835

Comparados los dos semestres resulta una diferencia á favor del año actual de \$45,306,110 oro.

La importación ha aumentado en pesos 29,766,654 oro, y la exportación en pesos 15,539,456 oro.

Según la estadística oficial, la importación de metálico en el semestre fué de \$19,291,857 pesos, con \$988,828 de aumento sobre el semestre del año de 1903, y la exportación de \$918,920, con aumento de \$104,947 sobre el semestre del año de 1903.

El valor de \$144,359,138 oro de la exportación corresponde á los siguientes países de destino:

	Oro.		Oro.
Africa	\$2, 908, 075	Italia	\$1, 428, 769
Alemania	17, 632, 407	Países Bajos.....	1, 549, 826
Bélgica	10, 450, 638	Paraguay	156, 961
Bolivia	329, 191	Reino Unido	18, 060, 341
Brasil	4, 964, 818	Uruguay	1, 996, 979
Cuba	29, 255	Otros destinos	5, 386, 862
Chile	633, 563	Á órdenes.....	53, 145, 723
España	882, 320	Total	144, 359, 138
Estados Unidos.....	5, 134, 711		
Francia.....	19, 668, 699		

Comparadas las cifras de este semestre con las de igual período de 1903, se nota que ha habido aumento en las exportaciones á los siguientes países:

Alemania, por \$1,322,626 oro; Brasil, \$909,116; los Estados Unidos, \$389,971; Paraguay, \$42,248; cargas á órdenes, \$25,132,393.

En cambio ha disminuído la exportación á los siguientes países:

Africa, en \$3,129,557; Bélgica, \$1,589,395; Bolivia, \$34,871; Cuba, \$73,099; Chile, \$81,946; España, \$67,791; Francia, \$1,084,093; Italia, \$538,242; Países Bajos, \$1,205,049; Reino Unido, \$932,304; Uruguay, \$332,813; otros destinos. \$3,187,738.

El valor de las cargas despachadas á órdenes y cuyo destino ignora el Gobierno argentino, asciende á \$53,145,725 oro, en sólo seis meses.

El importe de \$91.668,807 oro de la importación en el semestre corresponde á los siguientes países de procedencia:

África	\$18, 453	Estados Unidos	\$11, 152, 085
Alemania	12, 260, 026	Francia	8, 479, 781
Bélgica	4, 365, 989	Italia	10, 396, 647
Bolivia	53, 322	Países Bajos	447, 679
Brasil	3, 215, 795	Paraguay	897, 506
Cuba	317, 791	Reino Unido	32, 149, 850
Chile	172, 224	Uruguay	450, 616
España	2, 397, 753	Otras procedencias	4, 893, 290

Las importaciones procedentes de África han disminuído, comparadas con las del semestre de 1903, en \$379, y las del Uruguay en \$1.272 oro.

En cambio han aumentado las importaciones procedentes de los siguientes países:

Alemania	\$4, 409, 723	Estados Unidos	\$4, 003, 163
Bélgica	1, 970, 601	Francia	2, 457, 005
Bolivia	11, 004	Italia	3, 136, 589
Brasil	410, 595	Países Bajos	108, 932
Cuba	142, 487	Paraguay	329, 015
Chile	57, 604	Reino Unido	10, 568, 934
España	537, 658	Otras procedencias	1, 624, 905

PRODUCCIÓN DE CEREALES EN EL PRIMER SEMESTRE DE 1904.

Al terminar el primer semestre de 1904, se encontró que, como se había previsto por muchos, la exportación de cereales en la República, en el período mencionado, puede llamarse enorme. Por los datos ya recogidos acerca de este punto resulta que entre el 1° de enero y el 30 de junio de este año, se han embarcado para Europa cargamentos de estos artículos en el orden siguiente:

	Toneladas.
Trigo	1, 700, 000
Maíz	600, 000
Lino	700, 000
Total	3, 000, 000

VALOR DE LA PRODUCCIÓN AGRÍCOLA EXPORTADA.

Los precios medios obtenidos por los cereales embarcados—cargamentos puestos á bordo—pueden ser fijados así, según las casas exportadoras:

Para el trigo, 62 pesos por tonelada; para el maíz, 32 pesos por tonelada; para el lino, 75 pesos por tonelada.

Si aceptamos estas cotizaciones, tenemos para al exportación agrícola del primer semestre del año, un valor total de \$177,000,000, que se distribuyen así: Trigo, \$105,500,000; maíz, \$19,000,000; lino, \$52,500,000.

LOS FLETES MARÍTIMOS.

Se calcula que cada vapor ó velero de los empleados para el transporte de los cereales, ha cargado, término medio, 3,000 toneladas, de manera que para la totalidad de la exportación han sido necesarios 1,000 trasatlánticos.

Los fletes marítimos han oscilado desde el 1° de enero entre 14 y 18 chelines; si tomamos la media, que es de 16 chelines, tenemos \$4 oro pagados por cada 1,000 kilogramos. De esto resulta un dato muy sugerente, á saber, que el país ha pagado en seis meses, en el concepto de fletes para el transporte de cereales, \$12,000,000 oro sellado; enorme masa de oro que sale íntegra para el exterior, por cuanto la República Argentina no cuenta con ninguna empresa naviera que disponga de buques de ultramar.

Esto hace meditar sobre la conveniencia de alentar la nacionalización paulatina de los transportes trasatlánticos, á fin de evitar la colosal sangría que sufre el país con la exportación anual de docenas de millones de pesos oro en concepto de fletes.

EXPORTACIÓN COMPARADA.

Hé aquí las cifras que informan sobre los totales de la exportación agrícola en este año é igual período de 1903.

Productos.	Primer semestre de—	
	1904.	1903.
	<i>Toneladas.</i>	<i>Toneladas.</i>
Trigo.....	1,700,000	1,300,000
Maíz.....	600,000	450,000
Lino.....	700,000	430,000
Total.....	3,000,000	2,180,000

La comparación da una diferencia de más de 800,000 toneladas de granos á favor del primer semestre de este año; cifra que resultará más sugerente cuando se sepa que los embarques de este año se han resentido varias veces por las huelgas de los empleados de las empresas ferroviarias y las dificultades inherentes á la escasez de vapores y veleros.

LOS EMBARQUES DE LINO.

Este año la República Argentina ha alcanzado el record en la exportación de lino. Lo embarcado hasta ayer, desde el 1° de enero, sube á 700,000 toneladas.

En el mismo período de 1903, la exportación fué de 426 683 toneladas, y en el de 1902 marea 334,821 toneladas.

En todo el año 1903, la exportación fué de 615,027 toneladas, y en 1902, de 348,469 toneladas.

Es un paso de gigante de la agricultura argentina, que va en camino de acaparar por completo todos los mercados de consumo del lino.

Las cotizaciones—está demás decirlo—han experimentado fuertes bajas, como consecuencia lógica del exceso de producción, pero, con todo, no es mal negocio, según los colonos, vender el lino á 75 y 80 pesos la tonelada.

COSTA RICA.

CONVENIO ADICIONAL CON HONDURAS SOBRE IMPOSICIÓN DE DERECHOS DE IMPORTACIÓN EN COSTA RICA DEL TOBACO, ALCOHOL Y OTROS ARTÍCULOS.

El Congreso Constitucional de la República de Costa Rica, Decreta: Apruébase el Convenio adicional celebrado entre Don DIEGO ROBLES, Cónsul General de Costa Rica en Honduras, y el Ministro de Fomento de aquella República, Don ALBERTO MEMBREÑO, firmado en Tegucigalpa el 27 de mayo último y que modifica la cláusula XXII del Tratado General entre ambas Repúblicas de 28 de setiembre de 1895, que á la letra dice:

“Reunidos los infrascritos, DIEGO ROBLES, Cónsul General de Costa Rica en Honduras, y ALBERTO MEMBREÑO, Secretario de Estado en el Despacho de Fomento y Obras Públicas de la República de Honduras, suficientemente autorizados por sus respectivos Gobiernos, según los poderes que examinados se encontraron en debida forma, han convenido en modificar el artículo XXII del Tratado General celebrado en San José de Costa Rica el 28 de setiembre de 1895, adicionándose en los términos siguientes:

“ARTÍCULO ÚNICO. La libertad de derechos estipulada en la cláusula XXII del Tratado concluído entre Honduras y Costa Rica el 28 de Septiembre de 1895, no comprenderá la del tabaco ni del alcohol ó sus compuestos, ni la de ningún otro de los artículos hoy estanciados ó prohibidos en cualquiera de las dos naciones, aun cuando más tarde el Gobierno de cualquiera de ellas resolviere permitir su libre comercio. En fe de lo cual, firman por duplicado el presente convenio adicional del Tratado General referido y le ponen sus respectivos sellos, en la ciudad de Tegucigalpa, á los veintisiete días del mes de mayo de mil novecientos cuatro.

“[L. S.]

DIEGO ROBLES.

“[L. S.]

ALBERTO MEMBREÑO.

“San José, 27 de junio de 1904.

“ Vista la anterior Convención adicional y estando conforme á las instrucciones dadas al Plenipotenciario, apruébese y pase al Congreso Constitucional para los efectos de ley.

“ ASCENSIÓN ESQUIVEL.

“ El Secretario de Estado en el Despacho de Relaciones Exteriores,
“ LEONIDAS PACHECO.”

Al Poder Ejecutivo.

Dado en el Salón de Sesiones del Congreso, Palacio Nacional, San José, á los veintidos días del mes de julio de mil novecientos cuatro.

MAURO FERNÁNDEZ, *Presidente.*

VIDAL QUIRÓS, *1.^o Secretario.*

CARLOS SÁENZ, *2.^o Secretario.*

San José, á los veintitrés días del mes de julio de mil novecientos cuatro.

Ejecútese,

ASCENSIÓN ESQUIVEL.

El Secretario de Estado en el Despacho de Gobernación, encargado del de Relaciones Exteriores,

JOSÉ ASTÚA AGUILAR.

FOMENTO DE LA CRIANZA DE GANADO.

El Congreso Constitucional de la República de Costa Rica, Decreta:

ARTÍCULO 1.^o. Concédese una prima de cinco colones por la introducción á la República de cada cabeza de ganado vacuno hembra de dos á seis años de edad, apto para la reproducción. Esta prima se pagará del Tesoro Público.

ART. 2.^o. Desde la publicación de esta ley, se pagarán por derecho de exportación diez colones por cada cabeza de ganado vacuno hembra que salga del país. Por destace de cada res importada de las condiciones á que se refiere el anterior artículo, se pagarán diez colones en favor de los fondos de Instrucción Pública del respectivo distrito, sin perjuicio de satisfacer los derechos ó impuestos actualmente establecidos.

ART. 3.^o. El Poder Ejecutivo dictará las disposiciones reglamentarias necesarias para la ejecución de esta ley.

Al Poder Ejecutivo.

Dado en el Salón de Sesiones del Congreso, Palacio Nacional, San José, á los veintiséis días del mes de julio de mil novecientos cuatro.

MAURO FERNÁNDEZ, *Presidente.*

VIDAL QUIRÓS, *1.^o Secretario.*

CARLOS SÁENZ, *2.^o Secretario.*

San José, á los veintiocho días del mes de julio de mil novecientos cuatro.

Ejecútese.

ASCENSIÓN ESQUIVEL.

El Secretario de Estado en el Despacho de Fomento,

JOSÉ ASTÚA AGUILAR.

LA SOCIEDAD NACIONAL DE AGRICULTURA Y SUS TRABAJOS.

De los experimentos hechos últimamente en el campo de ensayos de Agricultura de la Sociedad Nacional, se ha averiguado que la "alfalfa" crece tres centímetros diarios, ó, lo que es lo mismo, 90 al mes.

Se han mandado al Instituto de Wáshington, varias hojas de papas para que estudien la enfermedad que últimamente ha atacado las plantaciones de Cartago.

Se han estado distribuyendo árboles de naranjo, sin semilla, injertados en ésta por Mr. BRADE, plantas de granada, de camote, de dátiles, algarroba, mandarinas, limón dulce, higos, bambú gigante de la India, y espinaca de la China. También se ha repartido en pequeñas cantidades, cinco quintales de esparceta (fornaje), algunos de alfalfa y varios de cowpas (frijoles abono).

La sociedad cuenta para sus ensayos, para compras de semillas y plantas, con el fondo de \$8,362.

De Cartago ha sido enviada una muestra de papas de semilla inglesa, cosechadas en "Paso Ancho," que pesa cada una, dos y media libras. Se le han pedido informes al Gobernador de aquella provincia sobre el particular.

Existen 400 muestras de maderas cortadas en bosques nacionales.

PERIÓDICOS EN COSTA RICA.

En la actualidad se publican en Costa Rica, sin contar con "La Gaceta," que es el diario oficial, los dieciséis periódicos que siguen: "La República," "El Día," "El Noticiero," "El Derecho," "La Patria," "La Prensa Libre," "Las Noticias," "El Republicano," "El Demócrata," "El Poas," "La Unión," "La Hormiguina," "El Pacífico," y "Limón Weekly News."

Hay además dos Revistas ilustradas, una titulada "Pandemonium," y la otra "Páginas ilustradas."

PRODUCCIÓN DE CUEROS Y OTROS ARTÍCULOS EN EL AÑO DE 1903.

[De la "Memoria de Hacienda" de 15 de julio de 1904.]

CUEROS.

El peso de los cueros de reses vacunas exportados en este año fiscal monta á 289,482 kilogramos, y su valor computado á 30 centavos llega á \$86,845, es decir, ha habido con respecto al año anterior una disminu-

ción en peso de 23,306 kilogramos, y en valor de \$6,991, pero esta disminución si bien es cierta en cuanto á la exportación, no lo es en cuanto á la producción, porque en el presente año ha habido mayor número de reses destazadas; lo cual quiere decir que en este año ha quedado mayor número de cueros sin exportar. Este fenómeno tiene sencilla explicación en el incremento que ha tomado la industria de la tenería, con las leyes dictadas en protección del calzado nacional.

Tomando como promedio de peso de un cuero listo para embarcar 9 kilogramos 250 gramos, comprobarán los siguientes números la verdad de tales acertos:

Año.	Kilos.	Exportados.	Consumidos.	Destazados.
1901	305,220	32,298	4,557	36,855
1902	212,788	33,098	5,364	38,462
1903	289,482	31,295	8,013	40,308

La exportación de pieles de venado fué más grande en este año que en el anterior: llegó á 27,176 kilogramos, y representa, computada á 60 centavos, la suma de \$16,306.

Por lo tanto, el valor total de la producción de pieles exportadas significa tanto en este año como en el pasado: monta á \$103,151.

PRODUCTOS VARIOS.

Fuera de los artículos citados en los capítulos precedentes, tenemos otros de menor cuantía cuyos importes tomados en conjunto forman una suma considerable en el monto de la producción nacional. Entre ellos figuran el caucho, por valor de 71,858 colones, el carey por 10,581 colones; la concha-perla por 45,967 colones; el ganado por 77,182 colones; el oro en barras por 228,237 colones, y algunos otros más, de muy escasa significación.

La exportación de caucho superó á la del año pasado, pero sin embargo, esta industria, hoy por hoy, carece aquí de importancia, debido al sistema destructor del arbolado que con ella se ha ejercido, y no la recobrará sino cuando sea resultado del cultivo y se haga la explotación en forma regular y metódica. El mismo agotamiento de los bosques y el alto precio á que por sus múltiples aplicaciones se vende el caucho, serán estímulo poderoso para que pronto esta producción natural resurja en nuestras amplias y feraces tierras del Norte, en condiciones más lucrativas y estables, y no sea como hasta aquí obra del acaso, sino en la misma mano del hombre.

La producción de concha-perla fué mayor que la del año próximo pasado: de 135,528 kilogramos subió á 632,294. Si, como es de esperarse, continúan en observancia las prescripciones reglamentarias impuestas al libre ejercicio de la pesquería, no desaparecerá esta pingüe fuente de producción que tantos beneficios rinde hoy á Puntarenas y Guamaeste, sino que más bien irá en aumento. Pero nunca

serán exageradas las precauciones que se tomen para evitar la destrucción de los yacimientos perlíferos, porque ellos sobresalen en valía por entre los ricos dones con que la Naturaleza colmó á nuestras bellas playas del Pacífico.

La partida referente á la exportación de animales en pié no debe ser considerada en su totalidad como un factor permanente del monto de la producción nacional, porque ella no es el resultado de excedente entre la producción y el consumo de reses criollas, sino de la industria del repasto de animales forasteros para la exportación, industria incierta todavía en cuanto á su estabilidad y provecho.

Las cifras relativas á la producción de oro en barras son satisfactorias porque indican el progresivo desarrollo que va tomando la industria minera. En el año de 1902 sirvió esta producción \$137,150 y en éste \$228,237; es decir, hay un aumento de \$91,087.

Además de esas fuentes de producción agrícola, existen otras varias, las que abastecen el consumo interior, pero acerca de las cuales no precisa entrar en prolijo examen, porque no es en ellas en donde con más fidelidad puede revelarse la situación económica del país, sino en el lado por donde se incline la balanza de las importaciones y exportaciones.

Sin embargo, bueno es agregar como razonamiento secundario que con excepción del cultivo de la caña, transitoriamente abatido por exceso mismo de producción, en todos los demás destinados al abasto interior, no se nota síntoma que indique descenso en la producción nacional.

Como resumen, pues, de este capítulo del movimiento agrícola, bien podemos afirmar que el año de 1903 ha sido favorable.

MISIÓN DE PRIMERA CLASE ACREDITADA EN PANAMÁ.

Habiendo decidido el Gobierno de Costa Rica acreditar en Panamá una misión de primera clase, confiándola al Señor Licenciado Don LEÓNIDAS PACHECO, tuvo lugar la recepción del caballero últimamente mencionado por el Señor Presidente de la República, citada el 18 de julio último.

La ceremonia tuvo efecto con gran solemnidad, acompañando al Señor Presidente los varios miembros de su Gabinete, y algunos otros funcionarios de alto rango, y en ella se cambiaron los siguientes discursos.

El Señor Ministro de Costa Rica dijo:

EXCELENTÍSIMO SEÑOR: El Señor Presidente de Costa Rica me ha dado el honroso encargo de poner en vuestras manos la carta autógrafa que me acredita como su Enviado Extraordinario y Ministro Plenipotenciario ante vuestro digno Gobierno.

Al investírseme con el elevado cargo de representante de mi patria y al confiárseme la gratísima misión de decir á este pueblo hermano y

amigo, cuán grande es la simpatía que por él abriga el pueblo costarricense, no puedo menos que sentirme orgulloso de ser el primer Enviado de la América latina que tiene ocasión de hacer presente en persona á la República de Panamá sus votos fervientes por su anhelo de que esta bella nación, venida la última á la vida internacional, se desarrolle y engrandezca tanto cuanto lo prometen su incomparable situación geográfica, el vigor y la riqueza de su suelo, la cordura y el patriotismo de sus nobles hijos.

“La misión que tengo á mi cargo confío en que será fácilmente desempeñada, porque espero ser oído cuando os asegure, señor Presidente, y cuando diga al pueblo panameño, que mi Gobierno y Costa Rica os miran con particular deferencia, que en aquella tierra los hijos de ésta encuentran el cariño de patria; que nuestro empeño constante es el de estrechar cada día más las relaciones que felizmente existen entre Costa Rica y Panamá; y que á vecindad de nuestros territorios, la tradicional amistad de nuestros hombres y la legítima confianza en un brillante porvenir ha de hacer que marchemos siempre unidos por el lazo de la amistad franca y sincera.

“En nombre del Señor Presidente de Costa Rica, de su Gobierno y del pueblo costarricense recibid, Señor, mi cordial saludo, y creed que hago votos por vuestra felicidad personal, por la de vuestros dignos colaboradores y por la de este país hermano que con merecida justicia os ha confiado la dirección de sus destinos.”

El Señor Presidente de la República contestó como sigue:

“EXCELENCIA: Con positiva satisfacción recibo de vuestras manos la carta autógrafa del Excelentísimo Señor Presidente de la República de Costa Rica, por la cual os acredita como su Enviado Extraordinario y Ministro Plenipotenciario ante mi Gobierno.

“Celebro de todas formas la designación hecha en vuestra persona por el ilustrado y progresista Gobierno de Costa Rica, para que seáis su digno representante en esta Nación, y celebro asimismo que sea esa República—á la cual nos unen lazos indestructibles de amistad y cariño, y cuya fraternal hospitalidad siempre hemos apreciado cordialmente—la primera de la América latina que haya acreditado un representante de primera clase ante la joven República de Panamá.

“En nombre de la Nación que me ha tocado en suerte gobernar, agradezco sinceramente las declaraciones de íntimo afecto que en representación del pueblo de Costa Rica hacéis al de Panamá, y sus votos por la felicidad y el progreso de esta República; y haciéndome fiel intérprete de los sentimientos de mis gobernados, corresponde con gusto esas protestas y hago votos fervientes porque ese país hermano alcance el grado de prosperidad á que está llamado por el patriotismo é inteligencia de sus hijos y por la fertilidad de su rico suelo.

“Confío firmadamente en que, dadas las relaciones de verdadera amistad que por fortuna existen entre nuestros países, la importante

misión que os ha sido encomendada será llevada á feliz término, y, en cuanto de mi Gobierno dependa, os anticipo todas las facilidades necesarias para que así resulte y para consolidar la amistad que une á las dos Repúblicas, para que marchen juntas en pos del brillante porvenir que les espera.

“Dignaos manifestar al Excelentísimo Señor Presidente Esquivel los votos fervientes que hago por su felicidad personal y por la prosperidad del pueblo costarricense, y recibid, junto con mis agradecimientos por las frases honrosas que habéis emitido sobre mi persona, la manifestación de mis sinceros deseos por vuestra ventura y porqu os sea grata la permanencia en el Istmo.”

CUBA.

COMERCIO EXTERIOR EN 1903.

Según un Informe Consular Mexicano publicado en “El Economista Mexicano,” de la ciudad de México, el 27 de agosto del corriente año de 1904, el comercio exterior de la República de Cuba, durante el año natural de 1903, alcanzó la cifra de \$145,564,085, distribuidos como sigue:

Importación	\$67, 077, 676
Exportación	78, 486, 409
Total	145, 564, 085

Para poder darse una idea exacta de la importancia de estas cifras, es conveniente comparárlas con las de los cuatro años anteriores, como sigue:

[Valor en miles de pesos.]

Año.	Importación.	Exportación.	Balancé anual.
1899.....	\$75, 503, 6	\$19, 698, 8	— \$25, 105
1900.....	70, 079, 2	51, 342, 3	— 18, 737
1901.....	67, 743, 0	66, 502, 2	— 1, 241
1902.....	62, 135, 5	61, 948, 8	— 2, 811
1903.....	67, 077, 7	78, 486, 4	+ 11, 299
Aumento en 1903.....	1, 942, 2	13, 537, 6	.....

Las anteriores cifras incluyen la importación y exportación de moneda acuñada.

El detalle del metálico es como sigue:

[Valor en miles de pesos.]

Años.	Importación.	Exportación.	Balancé á favor de la—	
			Importación.	Exportación.
1899.....	8, 520, 5	4, 011, 1	3, 889, 1	.....
1900.....	3, 420, 6	2, 437, 7	982, 9	.....
1901.....	1, 169, 1	5, 223, 8	.....	2, 054, 7
1902.....	1, 550, 7	619, 1	931, 6	.....
1903.....	3, 613, 2	2, 225, 6	2, 387, 6	.....

Mercomías mexicanas importadas en Cuba.

[Valor en miles de pesos.]

Años.	Valor.	Años.	Valor.
1899	3,850.7	1902.....	3,148.6
1900	3,000.6	1903.....	2,658.1
1901	3,090.1		

La baja de cerca de \$500,000 que se observa en el valor de las mercaderías mexicanas importadas en Cuba en 1903, comparado con el del año anterior, reconoce como principal causa la disminución de las cabezas de ganado traído á Cuba procedente de México.

ZAFRA DE 1904.

De un Informe "sobre la zafra de 1904," remitido al Ministerio de Negocios Extranjeros de Francia por el Señor EDMUND BRUWAERT, Ministro de aquella nación en Cuba, publicado en el "Moniteur Officiel du Commerce," de París, número del 25 de agosto de 1904, se toman los siguientes párrafos:

"La estadística de los puertos entre el 1° de enero y el 30 de junio de este año y del pasado, muestra que la zafra de 1903 y 1904, en toneladas métricas de mil kilogramos, están representadas por los siguientes guarismos:

Destino de la azúcar.	1904.	1903.
Enviada fuera de la isla	896,073	569,298
En depósito	161,819	358,397
Consumida en Cuba.....	20,900	19,950
Menos existencia de 1903.....	1,078,792	917,645
	94,835	82,530
Zafra visible	983,657	905,115

"Este resultado de 983,657 toneladas se muestra superior al de 1903 en 78,542 toneladas, ó sea cosa de un 9 por ciento. Se había esperado que la zafra de 1904 aumentaría en valor un 20 por ciento á la del año antecedente, y es de creer que los resultados definitivos harán más elevado este aumento . . . Los precios tienden á subir, y es de creer que los hacendados, menos necesitados de vender, que conservaron su fruto, obtendrán por él mayor remuneración en el tiempo muerto, si es que venden antes de que entre en campaña el azúcar de remolacha.

"Precios y rendimientos han sido buenos; y á juzgar por la extensión de los plantíos de caña, sobre todo en las provincias de la Habana, Matanzas, y Santa Clara, los hacendados deben estar satisfechos. Es evidente que el país está volviendo á su antigua prosperidad."

REPÚBLICA DOMINICANA.

FERROCARRIL DE LA BAHÍA DE MANZANILLO Á SANTIAGO DE LOS CABALLEROS.

La Gaceta Oficial del 9 de julio último publica la concesión otorgada el 6 de junio anterior á Mr. N. GOODING FIELD, súbdito británico, para la construcción y exploración de un ferrocarril que partiendo desde la Bahía de Manzanillo toque en Sabaneta y Llegue á San José de las Matas. Si pudieren removerse satisfactoriamente las dificultades que hoy existen por virtud de contratos celebrados entre el gobierno y la compañía exploradora del "Ferrocarril Central Dominicano," se extenderá la línea desde San José de las Matas hasta Santiago de los Caballeros.

La concesión durará cincuenta años, transcurridos los cuales la propiedad y dominio del ferrocarril y sus dependencias pasará al Gobierno.

Los estudios definitivos han de empezar dentro de seis meses, que se contarán desde la fecha de la concesión.

El concesionario está obligado á establecer y mantener una línea telegráfica, ó telefónica, á lo largo del ferrocarril.

El Gobierno ha hecho al Señor FIELD las concesiones más liberales, y le garantiza una entrada neta que corresponda al 5 por ciento de interés anual sobre un capital de \$20,000 en oro, por kilómetro de vía corriente. La estación cabecera de la línea se contará para este efecto como 1 kilómetro. Esta garantía se hará efectiva tan pronto como se abra un trayecto de 10 kilómetros, y después de esto, por secciones sucesivas de 10 kilómetros cada una.

La concesión no podrá traspasarse, en ninguna forma, á otra nación ó Estado; y todo pacto ó contrato á ese efecto será nulo.

Tampoco podrá admitirse á ninguna nación ó Estado extranjero, con el carácter de accionistas, ó asociados ó internados en la Empresa. Todo pacto ó arreglo en contrario será nulo.

DECRETO SOBRE IMPUESTOS ADUANEROS.

CARLOS F. MORALES L., Presidente Constitucional de la República:

Considerando que el estado de normalidad en que ya se encuentra el país permite que se tomen medidas tendentes á organizar la Administración pública á fin de poder cumplir los numerosos compromisos que la gravan:

Considerando que es deber del Gobierno buscar una forma de pago equitativa para todos los acreedores, ya que la actual sólo favorece á unos y perjudica á otros;

Oído el parecer del Consejo de Secretarios de Estado, decreto:

ARTÍCULO 1°. Á partir del día 20 del mes en curso, queda derogado el Decreto del Gobierno Provisional de fecha 14 de mayo próximo

pasado, que dispone recibir en las Oficinas fiscales de la República, en pago de los impuestos aduaneros, un 25 por ciento en documentos de los emitidos legalmente ó á cuenta de Contratos, etc.

ART. 2°. El 5 por ciento sobre amortización de billetes se segñirá cobrando en la forma expresada en el Decreto de fecha 30 de julio del corriente año.

ART. 3°. Del mismo modo continuará cobrándose el recargo especial de 8 por ciento efectivo calculado sobre el aforo impuesto á la mercancía de adeudo.

ART. 4°. Por una disposición especial, que se decretará oportunamente, se dará una forma de amortización á todos los créditos legalmente reconocidos pendientes de pago.

ART. 5°. Este decreto deroga todo otro que le sea contrario, y en cuanto á su ejecución queda sujeto á las órdenes del Ministro de Hacienda.

Dado en el Palacio Nacional de Santo Domingo, Capital de la República, á los 12 días del mes de agosto de 1904; año 61° de la Independencia y 41° de la Restanración.

MORALES L.

Refrendado: El Ministro de Hacienda y Comercio.

FEDERICO VELÁSQUEZ H.

**RECEPCIÓN OFICIAL DEL SEÑOR THOMAS CLEVELAND DAWSON,
MINISTRO RESIDENTE DE LOS ESTADOS UNIDOS DE AMÉRICA
EN LA REPÚBLICA DOMINICANA.**

La "Gaceta Oficial" del 23 de julio del corriente año publicó lo siguiente:

“SEÑOR PRESIDENTE: Deseando estrechar más los lazos de amistad que siempre han unido la República Dominicana á los Estados Unidos, el Congreso ha creado recientemente el cargo de Ministro para Santo Domingo. El Presidente ROOSEVELT me ha nombrado para ese puesto, y hoy tengo el alto honor y el placer de presentar á Vd., Señor Presidente, mis cartas credenciales en esa capacidad.

“El Presidente de los Estados Unidos y el pueblo americano desean con sinceridad, que los dominicanos todos sean felices, que reine la prosperidad y el desarrollo de su hermoso y feraz país, que tenga éxito y se afirme la paz en el Gobierno Dominicano.

“Esta es una república hermana, son Vdes. nuestros vecinos; los americanos han tenido siempre cordial bienvenida entre Vdes.; el canje de los productos de su inagotable suelo por nuestras producciones es de ventaja mutua; el capital americano ha sido invertido aquí en grandes proporciones, proporcionando honrosa y bien remunerada labor á miles dominicanos. Vuestros intereses, por tanto, son los nuestros; vuestras desgracias nos tocarían de cerca; y de vuestra prosperidad, libertad, seguridad y tranquilidad nos regocijaríamos nosotros.

“Una vez más gozan Vdes. de la inestimable bendición de la paz, y están Vdes. concentrando todo el talento y toda la energía en la explotación de los recursos de este hermoso país tan maravillosamente dotado por la pródiga Providencia. Yo espero sinceramente que la labor de regeneración financiera é industrial progresará con rapidez y que su buena marcha no tenga interrupción.

“Que pueda yo ser testigo de su buen término y de su resultado es mi más cara ambición.

“He gozado ya de la hospitalidad y encantadora cortesía de vuestras Capitales Provinciales, y espero ser merecedor y alcanzar la fina amistad personal de todos los buenos dominicanos, así como la aceptación pública y oficial.

“A V. personalmente, Sr. Presidente, tengo el honor de ofrecer la expresión de los mejores y más cordiales deseos del Presidente de los Estados Unidos de América, á lo que ruego permita que agregue la seguridad de mi profunda y profesa consideración.”

El Ciudadano Presidente de la República, terminado que hubo el Diplomático de los Estados Unidos, le contestó en estos términos.

“SEÑOR MINISTRO: Las palabras que acabáis de pronunciar me imponen como primer deber el de manifestaros la inmensa gratitud que las ideas fraternales que ellas encierran despiertan en mi corazón, y habrán de despertar en el corazón de todos los dominicanos á quienes tendré empeño en hacerlas conocer.

“La merecida grandeza y la pujante prosperidad de vuestro hermoso país, la sabiduría con que sus gobiernos dirigen el desenvolvimiento de la sociedad nacional y la paternal disposición que en obsequio de los pueblos sudamericanos han demostrado muchas veces los actos oficiales emanados de la Casa Blanca, son á un mismo tiempo motivos de admiración y de confianza, ejemplos elocuentísimos de virtud y de civismo y alientos de esperanza que nos hacen entrever días de verdadero bienestar dentro de la propia vida nacional.

“Yo me considero un gobernante afortunado al alcanzar del Gobierno de los Estados Unidos la honrosa distinción del nombramiento de un Ministro Residente en la República Dominicana; y al recibir las credenciales que os acreditan como tal y como Cónsul General de los Estados Unidos y escuchar de vuestros labios frases tan alentadoras como las que acabáis de dirigirme, se robustece en mi espíritu la convicción, hace tiempo arraigada en él, de que la prosperidad de mi país y la garantía de su vida política libre é independiente, habrán de encontrar en la amistad del pueblo americano y en las relaciones con su gobierno su ayuda más eficaz y su apoyo más decidido.

“Sed el bienvenido entre nosotros, Señor Ministro, y considerad que la franca y espontánea acogida con que os han recibido nuestras ciudades provinciales, que ignorábamos ibais á honrar con vuestra visita, es la mejor prenda de las simpatías del pueblo dominicano y de

sus gobernantes por vuestro pueblo y por el gobierno que representáis."

A su vez el Contra-Almirante SIGSBEE, que acompañaba al Señor Ministro DAWSON, expresó algunos conceptos congratulatorios y de cortesía que fueron contestados por el Ciudadano JUAN FRANCISCO SÁNCHEZ, Ministro de Relaciones Exteriores.

Lo mismo á la llegada que al despedirse el Señor Ministro Americano y el Contra-Almirante SIGSBEE, una parte del "Batallón Ozama" les rindió los honores de Ordenanza, ejecutando la Banda los Himnos Dominicano y Americano.

ECUADOR.

SITUACIÓN DE LOS BANCOS DE EMISIÓN DE LA REPÚBLICA EN 1904.

Del Mensaje dirigido al Congreso Nacional de la República del Ecuador, el 10 de agosto de 1904, por el Señor Presidente de la misma, se toman los siguientes párrafos:

"Dos Bancos de emisión funcionan en la República: el Banco del Ecuador, y el Comercial y Agrícola, cada uno con un capital suscrito de 3,000,000 de sucres. El activo de estos Bancos alcanzó el 31 de diciembre de 1903 á 10,668,508.67 sucres en el primero, y á 13,662.870 sucres en el segundo. El efectivo en caja era 2,581,225.29 sucres en aquel, y 1,446,911.90 sucres en éste. Los billetes emitidos suman un valor de 3,669,829.60 sucres respecto del primero, y 2,686,200 sucres respecto del segundo.

"El Banco del Ecuador realizó durante el año de 1903 una ganancia líquida de 491,987.89 sucres y el Comercial y Agrícola uno de 308,852.14 sucres.

"El público tiene depositado en esos bancos la suma de 2,780,329.35 sucres, en el primero, y 888,324.11 sucres en el segundo."

DEUDA DEL GOBIERNO.

Del mismo importante documento se toma lo que sigue:

"La deuda del Gobierno estuvo representada en la fecha referida (1903) por la suma de 2,663,941.61 sucres á favor del Banco del Ecuador, y la de 1,556,304.49 sucres á favor del Comercial y Agrícola.

"De manera que la deuda total del Gobierno á los dos Bancos en la fecha indicada, monta á 4,220,243.10 sucres, cantidad relativamente pequeña, atenta la circunstancia de haberse venido acumulando desde muy atrás á causa del déficit que constantemente y como vicio incurable, ha dejado el Presupuesto Nacional, déficit legal que ha fluído en los últimos cuatro años entre uno y dos millones de sucres.

“Este déficit de todos los años se ha convertido en deuda de Gobierno, descomponiéndose en esta forma: deuda á los Bancos por empréstito para gastos inaplazables; crédito público por partidas votadas en la ley y no cubiertas; otras partidas que no se invirtieron, y finalmente, sueldos que no se pagaron. Y como consecuencia de esto el estado actual de la deuda pública es como sigue:

	Suercs.
Deuda á los Bancos, hasta 1903.....	4, 220, 243. 10
Empréstitos verificados en 1904.....	800, 000. 00
Crédito Público—cantidad reconocida hasta la fecha.....	228, 401. 04
Por conversión de la Deuda Externa, 77,851 condores, que hacen.....	778, 510. 00

“Finalmente, deben contarse en la deuda del Estado los \$9,557,035.31, que en bonos del ferrocarril se han entregado hasta hoy á la compañía constructora.

“Durante los dos últimos semestres se ha mandado á los Sres. GLIX, MILLER Y COURIER, de Londres, maestros fideicomisarios, la suma de 1,582,425.25 suercs, para el pago de intereses y amortización del capital de los referidos bonos ferracarileros.

“Este millón y medio no representa el producto de las rentas especiales destinadas á aquel servicio, las cuales sólo dieron en el año económico la cantidad de 1,164,394.21 suercs: el resto, es decir, cerca de medio millón, fué tomado de fondos comunes.

“Así pues, déficit en el presupuesto general, déficit en los presupuestos ó partidas especiales—este es el estado de la Hacienda pública.”

ESTADOS UNIDOS.

COMERCIO CON LA AMÉRICA LATINA.

IMPORTACIONES Y EXPORTACIONES.

En la página 666 aparece la última relación del comercio entre los Estados Unidos y la América latina, tomada de la compilación hecha por la Oficina de Estadística del Departamento de Comercio y Trabajo de los Estados Unidos. Estos datos se refieren al valor del comercio arriba mencionado. La estadística corresponde al mes de julio de 1904, comparada con la del mes correspondiente del año anterior, y también comprende los datos referentes á los siete meses que terminaron en julio de 1904, comparados con igual período de 1903. Debe explicarse que las estadísticas de las importaciones y exportaciones de las diversas aduanas referentes á un mes cualquiera no se reciben en el Departamento de Comercio y Trabajo hasta el 20 del mes siguiente, necesitándose algún tiempo para su compilación é impresión; de suerte que los datos estadísticos correspondientes al mes de julio, por ejemplo, no se publican hasta septiembre.

INMIGRACIÓN EN NEW YORK EN UN SÓLO DÍA.

[Septiembre 6 de 1904.]

El lunes 6 de septiembre, en que por ser día festivo (Labor Day) estaban cerradas las Oficinas del Departamento de Inmigración en el puerto de New York, entraron en este ocho vapores conduciendo inmigrantes en el orden que sigue:

El <i>Furnessia</i>	396
El <i>Gallia</i>	286
El <i>Main</i>	154
El <i>Zeeland</i>	748
El <i>Heligoland</i>	1,268
El <i>Ryndam</i>	728
El <i>König Albert</i>	784
El <i>Kaiser Wilhelm der Grosse</i>	654
Total	5,018

GUATEMALA.

MENSAJE DEL PRESIDENTE DE LA REPÚBLICA Á LA ASAMBLEA NACIONAL LEGISLATIVA EN SUS SESIONES EXTRAORDINARIAS DE 1904.

[De "La República" de 4 de agosto de 1904.]

SEÑORES DIPUTADOS: Convocada á sesiones extraordinarias por la Comisión Permanente, la reúne hoy con el importante objeto de hacer el escrutinio de votos y la declaratoria de la persona electa para ejercer la Presidencia de la República en el próximo período constitucional.

Teugo, pues, en esta oportunidad, la satisfacción de ofrecer una vez más en el presente año, el homenaje de mi respeto á la Representación Augusta del Pueblo; y llenado este deber, permítaseme que haga otro tanto con el de informaros respecto de la manera cómo he cumplido y hecho cumplir la ley, en virtud de la cual nuestros conciudadanos han ejercido sus derechos en las urnas electorales.

Sería faltar á la verdad y desconocer hechos públicos y notorios, si no consignara en este documento oficial, que el pueblo guatemalteco ha entrado de lleno en el régimen de sus instituciones; y que, robustecidos en el espíritu público el deseo de paz inalterable, el amor al orden y el anhelo de fecunda evolución por medio del trabajo, ha resuelto en esta ocasión, sin el menor desorden y autes bien dando pruebas inequívocas de moderación y cultura, el problema eleccionario, motivo casi siempre de divisiones y zozobras entre hermanos y que hoy ha sido oportunidad de unión, acercamiento y concordia de los diversos círculos sociales.

En tanto la Nación ejercitaba su soberanía en las condiciones expresadas, la labor del Gobierno se facilitaba, limitándose á mantener á

todos los ciudadanos en el uso de sus legítimos derechos, bajo la égida de la tranquilidad, que en el interior se sostiene por la opinión nacional y que, respecto del exterior, continúa imperturbable, como consecuencia lógica de las excelentes relaciones de amistad que Guatemala cultiva felizmente con las Naciones de América y Europa.

Prescindiendo por mi parte, en lo absoluto, de mi modesto nombre invocado en los comicios, y encontrándose como se halla la terminación del asunto de elecciones enteramente en jurisdicción de la Asamblea Nacional Legislativa, he querido anotar aquellos hechos, cuya veracidad está en la conciencia pública, solamente por cuanto ellos demuestran, como dije antes, que nuestra patria goza en su plenitud del sistema democrático que tiene adoptado, y que el ejercicio de la autoridad es enteramente compatible con el de los derechos y garantías constitucionales con mayor eficacia cuando la nación allana á sus delegados la realización de todos sus deberes.

Educado en el respeto á la ley y á la verdad, demostrado como lo tengo por los actos de mi vida pública, que jamás he dejado guiarme por móviles ajenos á la justicia y el patriotismo, y que nunca he aseverado sino aquello que estaba debidamente confirmado de antemano por acciones y sucesos, el mejor testimonio de lo que hoy me es grato informaros, está, como he dicho, en la conciencia pública y en la manera cómo el pueblo se ha acercado á las urnas á depositar sus votos, no sólo sin la menor ocasión, sin temor de ninguna especie, sino llevado de su propia voluntad, en número tal de sufragantes como no hay precedente en nuestra historia, y en uso amplio y perfectamente garantido de la función más elevada que el ciudadano compete en una democracia.

Cualquiera que sea, pues, la resolución que adopte este Alto Cuerpo, mi mayor satisfacción consistirá en el cumplimiento del deber, acatando, como siempre he acatado, las prescripciones del Poder Legislativo.

Señores Diputados,

MANUEL ESTRADA CABRERA.

GUATEMALA, 3 de agosto de 1904.

HONDURAS.

PRESUPUESTO GENERAL DE INGRESOS Y EGRESOS EN LA REPÚBLICA EN EL AÑO FISCAL DE 1904 Á 1905.

Un "Suplemento" á "La Gaceta," publicado en Tegucigalpa el 14 de julio del corriente año, publica el Presupuesto general de ingresos y egresos de la República para el año fiscal de 1904 á 1905.

Los ingresos se calculan en \$3,043,500, de los cuales \$1,350,000 proceden de las Aduanas, y \$900,000 de la "Renta de Aguardiente."

La "Renta de Licores," que es ramo aparte, se calcula que rendirá \$90,000.

Los egresos importan exactamente la misma suma de \$3,043,500, de los cuales \$1,166,168.65 se destinan al ramo de Guerra. En el de Instrucción Pública se consumen \$337,173. Para amortización de la Deuda Pública se señalan \$130,284.55.

MÉXICO.

EL CANAL DE PANAMÁ Y EL FERROCARRIL NACIONAL DE TEHUANTEPEC.

[De "El Economista Mexicano," agosto 20, 1901, traducido de "The Railroad Gazette."]

Después de trescientos cuarenta y ocho años—de Cortés al General Díaz—de innumerables proyectos y fracasos, y de persistentes esfuerzos por parte de México, tras gastos de grandes cantidades de dinero, se acerca el fin, pues el ferrocarril del Istmo de Tehuantepec, de Océano á Océano, se completará á fines del presente año. Á fines de 1905, alcanzará la barra de Coatzacoalcos, en el Golfo, una profundidad de 22 pies, que se aumentará á 33. La bahía de Salina Cruz, en el Pacífico, será protegida por sus dos rompeolas sobre el mar, y el puerto interior quedará listo para el tráfico, estableciéndose entonces líneas de vapores entre ambos puertos y los otros de las costas de México, los Estados Unidos y otros países. Los trabajos de Océano á Océano se están prosiguiendo con toda la energía posible por una de las más enérgicas y experimentadas empresas contratistas de la actualidad—los Sres. PEARSON & HILLO, de Londres—que son también los contratistas de los cuatro túneles del East River del ferrocarril de Pennsylvania, entre la ciudad de Nueva York y Long Island.

Á contar desde el mes de noviembre de 1903, faltan que invertir todavía más de \$10,000,000 oro en el arreglo de las dos bahías y puertos mencionados.

Cuando estos trabajos estén definitivamente terminados, quedará abierta al comercio del mundo una ruta verdaderamente internacional. El hecho de que el gobierno mexicano sea un asociado de PEARSON & HILLO en la construcción y explotación, durante cuarenta años, de esta ruta, y que el gobierno, en virtud de una consolidación de ciertas compañías ferrocarrileras, dirija ahora la explotación de un importante sistema que se extiende de Laredo á Salina Cruz, da interés á la breve reseña histórica del proyecto que sigue, retrocediendo cerca de cuatrocientos años, hasta las ventajas atribuidas actualmente á esta ruta por el General Díaz y sus consejeros. Su opinión, firmemente sostenida, es la de que la ruta de Tehuantepec estará enteramente terminada y en completa operación con sus propias líneas de vapores, ocho años antes de

que el canal de Panamá pueda abrirse al tráfico interoceánico; que dicha ruta tiene inmensas ventajas geográficas y de navegación sobre la de Panamá, y que puede atravesarse fácilmente en esos ocho años todo el tráfico que naturalmente es tributario suyo, y que aun después de la apertura del canal de Panamá, sus excelentes facilidades para el pronto y económico transporte de la carga de los buques al tren y viceversa, le pondrán en condiciones de conservar lo adquirido; así como que el siempre creciente volumen del comercio del mundo y del tráfico interoceánico, facilitará á dicha ruta una parte en este aumento, en proporción suficiente para compensar al Gobierno de los gastos que ha hecho. Puede afirmarse también que el gobierno de México y su pueblo han creído siempre que era su deber para con el mundo desarrollar lo que creen ser la ruta natural y más ventajosa para que el comercio del mundo pase de Océano á Océano.

En 1520, tan pronto como Cortés, por la hospitalidad de Moctezuma, fué instalado en el palacio nacional azteca, preguntó al rey si tenía algunos mapas de la costa. El rey se los presentó, y el ojo de águila de Cortés se fijó desde luego en la embocadura del río de Coatzacoalcos. Inmediatamente se envió á reconocerlo una partida exploradora. Su informe fué tan favorable para esta abrigada bahía, así como para el río que se extiende muchas millas hacia el interior, que Cortés urgió al Emperador CARLOS V de España para que abriera allí un camino. Tan seguro estaba Cortés de que un día sería aquélla una ruta interoceánica, que pidió y obtuvo la concesión de una inmensa extensión de terreno en el interior del Istmo, y se le hizo Marqués del Valle de Oaxaca. La ruta del ferrocarril pasa actualmente por las tierras de sus descendientes. Estas tierras abarcan una extensión de cerca de 200,000 acres.

Hay evidencias de que CORTÉS construyó un camino militar de la ciudad de Tehuantepec, sobre el Pacífico, á la embocadura del Coatzacoalcos, sobre el Atlántico, camino que estuvo en uso durante cien años. Un siglo después, se pidió al virrey español que declarara á Coatzacoalcos puerto de entrada y gran estación comercial, en lugar de la ciudad y puerto de Veracruz.

La primera medición efectiva se hizo en 1774, por un ingeniero civil llamado AGUSTÍN CRAMER, por orden del virrey. Aquél informó que "no sería labor de gran dificultad ni de excesivo costo practicar una comunicación entre los dos mares á través del Istmo." En 1814 se formó otro proyecto para un canal, y las Cortes españolas autorizaron la apertura de "un canal á través del Istmo de Tehuantepec, de preferencia á Nicaragua ó Panamá." En 1842, se practicó una mensura por el Coronel ORBEGOZO, nombrado para ello por el gobierno general. Esto fué tres años después de que México se hubo convertido en país independiente. En 1842 el Presidente SANTA ANNA otorgó á un ciudadano mexicano llamado JOSÉ DE GARAY, el derecho de vía á

través del Istmo para una comunicación entre el Atlántico y el Pacífico. Esto sucedía por la época del advenimiento de los ferrocarriles, y el concesionario tenía el privilegio de construir un canal ó "emplear carros ferrocarrileros y de vapor." La mensura de la ruta fué practicada después por GAETANO MORO.

Esta concesión fué prorrogada varias veces, y en 1848 GARAY la traspasó á una compañía inglesa, la que, en 1849, la delegó á Sr. HARGOUS, de Nueva York. La compañía ferrocarrilera de Tehuantepec, corporación de Nueva Orleans, organizada bajo la concesión GARAY traspasada á HARGOUS, empezó una atenta mensura para un ferrocarril, en 1850, bajo la dirección del General J. G. BARNARD, ingeniero topógrafo, ayudado por Srs. J. J. WILLIAMS y C. E. WILLIAMS, preparó y presentó los resultados de la mensura en una obra publicada, de cerca de 300 páginas, y un libro de mapas. Este trabajo daba "un resumen de la geología, clima, geografía local, industria productiva, fauna y flora de aquella región." Esta interesante obra ha formado la base de todos los estudios posteriores. Se publicó en 1852. Sin embargo, antes de que los trabajos pudieran emprenderse, el Congreso mexicano declaró, en 1851, nula y sin valor la concesión otorgada en 1842 y reformada en 1846, sobre la base de que el presidente que la otorgase había excedido sus facultades.

Durante todos los cinco años subsecuentes reinó, no sólo la desconfianza hacia el pueblo y Gobierno de los Estados Unidos, sino una guerra de dos años, dejando el temor de la poderosa influencia de la gran República. No se quería que ocurriera en Tehuantepec una repetición de lo que acaba de suceder en Texas. Esta desconfianza aumentó por algunas invasiones filibusteras en las fronteras de la República.

La desconfianza y el fracaso en concluir un tratado de neutralidad sobre el Istmo de Tehuantepec, que los Estados Unidos hubieran celebrado con gusto, y la evidente determinación del gobierno mexicano de no reconocer la concesión GARAY que había pasado á manos de ciudadanos de los Estados Unidos, hizo á las partes interesadas en los Estados Unidos en el tráfico del Istmo, dirigirse al gobierno de Granada en solicitud de otra concesión. Esta se otorgó con un tratado entre ambos gobiernos, para construir un ferrocarril á través del Istmo de Panamá, que se comenzó en 1850 y se terminó en 1855.

A no haber sido por estas circunstancias, indudablemente que se hubiera construido el ferrocarril de Tehuantepec en aquella época, y ninguno en Panamá, así como tampoco el canal; y Tehuantepec sería ahora el camino real del comercio del mundo entre los océanos, ya por ferrocarril como ahora, ó por medio de un canal que el Capitán SUUFELDT declaró enteramente practicable tras extensas mensuras, ó por un ferrocarril de naves, como lo propuso el Capitán EADS.

Después de anular la concesión GARAY, el Congreso Mexicano abrió en 1852 un Concurso Internacional para practicar una ruta á través

del Istmo, y obtuvo el contrato una compañía compuesta de ciudadanos mexicanos y americanos. El promotor de este proyecto era A. G. SLOO, pero no se llevó á cabo y fué anulado en 1857. En el mismo año se otorgó una concesión á la "Louisiana Tehuantepec Co." Esta concesión fué prorrogada dos veces, hasta que en 1861 NAPOLEÓN III dió instrucciones á su Ministro en México de gestionar la concesión que acababa de caducar, y que estuvo en vigor hasta el 12 de octubre 1866, en que el Emperador MAXIMILIANO prorrogó el plazo; pero tres años después, el Presidente JUÁREZ, no reconociendo la autoridad de MAXIMILIANO, concedió el derecho de vía para un ferrocarril y línea telegráfica á "The Tehuantepec Transit Co.," y anuló la concesión de 1857.

Las oficinas de esta última compañía estaban en Nueva York, pero esta concesión caducó también. En 1867, el Presidente de México otorgó una concesión á EMILIO DE LA SERE, ciudadano americano. Se organizó una compañía en Vermont, por acta de la Asamblea general del Estado. Siguiéron varias modificaciones hechas por el Gobierno Mexicano, y en 1870 se otorgó un derecho adicional á esta compañía para construir también un canal. Uno de los más tenaces é infatigables iniciadores de este proyecto era SIMON STEVENS, bien conocido en Nueva York como promotor de la empresa. Era presidente de la compañía y publicó un folleto de 90 páginas, con mapas é ilustraciones sobre el asunto.

Por esta fecha el Gobierno de los Estados Unidos envió al Istmo una Comisión al mando de Capitán SHUFELDT, "para comprobar la practicabilidad de un canal para buques entre el Atlántico y el Pacífico." Los resultados de este estudio se publicaron en un libro en cuarto, con numerosas ilustraciones y mapas, 190 páginas de texto y 20 diseños. El principal ingeniero civil, ayudante del Capitán SHUFELDT, era el antiguo profesor E. A. FUERTES, decano de los ingenieros de la Universidad Cornell. Se encontró que las condiciones físicas é hidráulicas eran favorables á la construcción y operación de un canal de 22 pies de profundidad, poco más ó menos la profundidad proyectada por el Gobierno de Nicaragua en aquella época—60 pies de anchura en el fondo y 162 en la superficie. La extensión total del canal debería ser de 140 esclusas, de un calado muy bajo en comparación al de las esclusas modernas. Las condiciones de la bahía se encontraron muy favorables en ambos lados del Istmo. En lo tocante al asunto del tránsito á través del Istmo, el informe del Almirante SHUFELDT contiene importantes datos:

"He considerado, por lo tanto, la comunicación por medio de un canal en este hemisferio como americana y local en su objeto principal, é incidental tan sólo para el resto del mundo. Considerado bajo este punto de vista, una sola mirada sobre el mapa demuestra no sólo la necesidad del canal, sino su localización. Cada Istmo aumenta en

importancia mientras más cerca se halla del centro de la influencia comercial y política americana, y el valor intrínseco de esta obra eminentemente nacional, debería basarse en la razón inversa de la distancia de dicho centro. Un canal á través del Istmo de Tehuantepec es una extensión del Mississippi hacia el Océano Pacífico. Convierte el Golfo de México en un lago americano, y en tiempo de guerra cierra dicho Golfo á todos los enemigos. Es la única ruta que nuestro Gobierno puede dominar. Por decirlo así, hace nuestro territorio circunnavegable: acerca Nueva Orleans 1,400 millas navales más de San Francisco que un canal por la vía Darien."

Tras de varias prórrogas y muchos fracasos para reunir el dinero, la concesión de LA SERE fué declarada caduca por decreto del Gobierno, de 31 de mayo de 1879. Entretanto EDWARD LEARNED, de Nueva York, obtuvo en 1879 una concesión con subvención de \$7,500 por kilómetros. Esta concesión caducó en 1882 por no haberse terminado el ferrocarril en la fecha especificada en el contrato, pues sólo se construyeron treinta y cinco kilómetros. El Gobierno liquidó con la compañía, adquiriendo todas sus propiedades en el Istmo y pagando \$125,000 en moneda mexicana y \$1,500,000 en oro de los Estados Unidos. Desde esta fecha emprendió el mismo Gobierno la construcción del ferrocarril.

Primeramente nombró un representante que era en realidad un agente para comprar materiales y llevar á cabo los trabajos por cuenta del Gobierno. Después se hizo un contrato con este agente, DELFIN SÁNCHEZ, súbdito español, otorgándole una subvención, pero los trabajos no progresaban y se rescindió el contrato en 25 de abril de 1888. La mayor parte de las obras efectuadas bajo este contrato se ejecutaron en el lado del Pacífico, y las del contrato LEARNED estaban del lado del Atlántico. El gobierno pagó \$562,910 como valor de los trabajos ejecutados y materiales adquiridos, y \$170,225 que representaban las ganancias del contratista.

El Ejecutivo había sido previamente autorizado por el Congreso para construir el ferrocarril, y de acuerdo con esta autorización emitió el Gobierno unos bonos de oro del 5 por ciento, siendo la emisión total de \$13,500,000, que fueron vendidos á un sindicato de bancos alemanes al 70 por ciento de su valor nominal. Se efectuó un contrato con EDWARD MCMURDO, de Londres, para construir el ferrocarril, muriendo aquél antes de emprender los trabajos activamente. En 1892 se rescindió el contrato, quedando cerca de \$2,000,000 plata, del producto de la emisión de bonos.

El Gobierno efectuó un contrato en 27 de Febrero de 1892, con los Sres. STANDHOPE, HAMPSON y CORTHELL, para invertir esta suma en una tentativa para unir los extremos de la línea. La cantidad no fué suficiente, y el mismo Mr. STANDHOPE proveyó después el dinero nece-

sario para terminar las obras, por medio de un empréstito especial hecho al Gobierno, y gastó en los trabajos \$1,111,035. En 1898 firmó el gobierno un contrato de sociedad con T. PEARSON É HIJOS, de Londres, contrato que fué reformado en 1902. Esta sociedad recibió el nombre de "Compañía del Ferrocarril Nacional de Tehuantepec," y los contratistas son los administradores ó directores de los asuntos de la compañía.

El capital social es de \$5,000,000 y las ganancias y pérdidas de las operaciones deben dividirse entre los socios. La sociedad terminará en 1953 y comprende la construcción de las bahías y puertos en ambos océanos, la instalación de facilidades terminales y de puertos y la reforma completa del ferrocarril, modificándose los grados muy pronunciados, la supresión de las curvas defectuosas, el lastre completo del ferrocarril de extremo á extremo, el establecimiento de estaciones y escapes y el equipo del ferrocarril con bastante material rodante para un gran tráfico interoceánico. Se está poniendo especial cuidado en los puntos terminales, un profundo canal de entrada al puerto natural protegido en la embocadura del río Coatzacoalcos, y una bahía protegida con un puerto interior en Salina Cruz, sobre el Pacífico.

Serán provistos de todos los procedimientos modernos para manipular la carga con la mayor facilidad y economía posibles. Habrá diez metros (32.8 pies) de agua en ambos puntos terminales, con muelles y diques suficientes para los mayores navíos.

Por cortesía de Sir WEETMAN D. PEARSON É HIJO, y del Hon. LEANDRO FERNÁNDEZ, Ministro de Comunicaciones y Obras Públicas de México, podemos publicar los planos de las obras, así como de las bahías, puertos y facilidades terminales. La pendiente desde el Golfo de México es gradual, sobre terrenos que se elevan poco á poco, hasta la mesa, cuya cima está cerca de 924 pies sobre el nivel del mar. El descenso hacia los valles del Pacífico es mucho más abrupto. Las planicies del declive del Atlántico son, sin embargo, ondulantes y están cruzadas por muchas corrientes laterales de tamaño considerable, tributarias del Coatzacoalcos, que es el desagüe principal de una extensa región sujeta á una lluvia anual de cerca de 100 pulgadas. Las irregularidades requeridas en la construcción preliminar son graduaciones ondulantes y curvas bastante agudas. Los grados más altos eran de $1\frac{1}{2}$ á 2 por ciento, y el máximo de curvatura de cerca de 9 grados en un radio de 600 pies. Las obras del contrato actual consisten en gran parte en el corte de grados innecesarios y en mejorar la alineación. La extensión total de la ruta es de 290 kilómetros (180 millas). La vía es del tipo de los Estados Unidos 4 pies $8\frac{1}{2}$ pulgadas.

Los rieles que se tendieron primeramente éran de 56 libras por yarda. Los estipulados en el presente contrato son de 80 libras. Todos los primitivos rieles se están renovando. Los puentes eran, en

su mayor parte, de armaduras y pilares de madera, con excepción de los grandes ríos. Estos se están sustituyendo por construcciones permanentes de mampostería y acero. Se está lastrando toda la línea, alargando los escapes, construyéndose estaciones y poniéndose toda la línea en condiciones de recibir un fuerte tráfico interoceánico, proveyéndose el material rodante necesario.

Como á 126 kilómetros (78 millas) del puerto de Coatzacoalcos, el ferrocarril de Tehuantepec conecta con el de Veracruz al Pacífico.

No es probable que el ferrocarril de Veracruz adquiera mucho del tráfico del Istmo, por razón de que de Salina Cruz, sobre el Pacífico á Veracruz, la ruta es 200 kilómetros (124 millas) más larga que de Salina Cruz á Coatzacoalcos. Es, sin embargo, probable que haya un importante tráfico de pasajeros y de carga mexicana por la vía de Veracruz, debido á que el Gobierno mexicano ha entrado recientemente en el campo ferrocarrilero, en virtud de la consolidación arriba indicada, de varios sistemas en los que ha adquirido últimamente intereses preponderantes, por la compra de una gran parte de la propiedad de un extenso sistema que corre de la frontera de los Estados Unidos á Salina Cruz y á México, por la vía del Nacional Mexicano por el Interoceánico, de México á Veracruz; por el de Veracruz al Pacífico, de Veracruz á Santa Lucrecia, y por su propiedad absoluta del ferrocarril Nacional de Tehuantepec, de Santa Lucrecia á Salina Cruz. Este es un tramo de importancia para el propuesto sistema intercontinental de Nueva York á Buenos Aires.

El hecho de que exista ya una conexión ferrocarrilera de los Estados Unidos á Tehuantepec, es una importante ventaja para dicho ferrocarril como ruta interoceánica.

Al delinear las condiciones de la ruta del Istmo de Tehuantepec, es importante saber lo que se ha proyectado, lo que se ha hecho y lo que falta por hacer en los dos puntos terminales, pues el valor é importancia real de esta ruta como factor interoceánico, dependerá del carácter de las facilidades terminales.

En Coatzacoalcos hizo el Gobierno, por un contrato con PEARSON, un canal de desagüe á través de la barra, en la embocadura del Coatzacoalcos, entre la extensa y profunda bahía interior y el mar exterior. La barra en su estado normal tenía cerca de 14 pies de agua en la cresta. El canal fué profundizado á 32.8 pies, haciéndose de una anchura de 328 pies. Una crecida del río arrastrando la cantidad acostumbrada de fango y despojos azolaría el canal 15 pies en 15 días. El plan decidido y que se lleva á cabo actualmente con tanta rapidez como es posible, es el de construir dos diques sustanciales y permanentes de piedra y bloques de concreto.

Estos diques varían de una anchura de cerca de 3,445 pies, en las costas, á 919 pies en los extremos que quedan sobre el mar, como á

3,280 pies de la playa occidental. El proyecto comprende un canal permanente, en la barra de 656 pies de anchura y 32.8 pies de profundidad en la marea baja. Si los trabajos emprendidos no producen y conservan este canal, indudablemente que se recurrirá á las dragas para mantenerlo. A estas fechas se ha terminado algo más de una tercera parte de la extensión del dique occidental á partir de la costa; no se ha emprendido la construcción del dique oriental. El proyecto comprende también el establecimiento de facilidades terminales extensas y bien proyectadas en el puerto. Dentro de 100 pies de la línea de la costa existe un cauce natural de más de 30 pies de profundidad con una extensión de más de una milla. El muelle proyectado se extiende por más de milla y cuarto con nueve almacenes de cerca de 400 pies de longitud cada uno, detrás de los cuales hay un patio suficiente en que puede evolucionar el gran número de carros necesario para un importante tráfico entre el ferrocarril y el mar. Están terminados ya cuatro de los nueve almacenes y el muelle frontal.

En Salina Cruz las cosas son totalmente diferentes. Las olas del Pacífico azotan la playa. No hay río que ofrezca su lecho para una bahía, sino una gran costa curva con un promontorio de pórtido de 250 pies de altura en el Oeste, penetrando atrevidamente en el mar. Este promontorio se convirtió naturalmente en la base de un rompeolas hecho de la roca misma. La piedra, barrenada, forma el cimiento de una maciza obra formada de enormes bloques de concreto colocados en su lugar por una poderosa grúa que se mueve sobre toda la obra. Este dique está terminado hasta 100 metros (328 pies) del extremo del mar. El agua se profundiza muy rápidamente, de manera que el dique descansará en el extremo en cerca de 18 metros (59 pies) de agua.

El dique del Este está construído de la misma manera, y cuando ambos estén terminados dejarán una entrada de cerca de 656 pies de anchura. Este dique se construye llevando los materiales del promontorio á lo largo de la playa y depositándolos por medio de una segunda grúa que funciona sobre estas obras. A la fecha se ha terminado ya cerca de una tercera parte de la distancia de la playa. El plano indica claramente los detalles del puerto mismo. El terreno en que está colocado es bajo, pantanoso, de manera que puede ser dragado fácilmente. Por la parte posterior del área protegida se extiende una línea de muelles, con una abertura para el paso de los vapores hacia el interior. Sobre estos muelles hay seis almacenes con vías ferrocarrileras de cada lado para transportar la carga entre el ferrocarril y los buques. Detrás de una extensa cuenca interior se construirá, cuando el tráfico lo requiera, una hilera de muelles y malecones. Esta cuenca tiene una profundidad de 32.8 pies, que es la que puede encontrarse en todo el puerto exterior frente á los almacenes.

El costo de las bahías, puertos y obras terminales, sin contar las líneas ferrocarrileras, estaciones, etc., es el siguiente:

COATZACOALCOS.

Costo total aproximado, según cálculo	\$8,950,786
Gastado hasta noviembre de 1903.....	3,928,579
Quedan por gastarse	5,031,207

SALINA CRUZ.

Costo total	\$24,983,615
Gastado hasta noviembre de 1903.....	8,602,570
Quedan por gastarse	16,381,045

Todas estas cantidades son en plata mexicana, y el tipo de cambio actual es de cerca de 42 centavos. Tan aproximadamente como podemos calcular el monto total en pesos oro que el Gobierno mexicano tendrá que gastar, incluyendo los intereses pagados desde el principio de sus esfuerzos para construir el ferrocarril bajo el contrato LEARNED hasta la completa terminación de la ruta, quedando lista para el tráfico interoceánico, será de cerca de \$33,000,000.

Como lo afirmó el Almirante SHUFFELDT, el hecho de que Tehuantepec esté más cerca del "Eje" del comercio del mundo—Hongkong, Yokohama, San Francisco, Nueva York, Liverpool—da á esta ruta grandes ventajas sobre Panamá. Examinando un planisferio, se ve que la ruta oceánica más corta de Panamá al Oriente—Yokohama y Hongkong—debe pasar á lo largo de nuestra costa, á lo menos por San Francisco. En realidad la línea más corta—el gran círculo—trazado entre Panamá y Yokohama pasa por el Golfo de México en Corpus Christi, más de 100 millas al Este de San Francisco y por las islas Aleutianas. Podemos presumir que el promedio de economía de distancia que se obtiene por la ruta de Tehuantepec sobre Panamá, con relación á todos los puntos de nuestra costa del Atlántico y Europa, es de cerca de 1,250 millas.

Los vapores de carga ordinarios hacen cerca de 10 millas por hora, ó sean 250 millas por día, presumiendo que se haga el mismo tiempo en cruzar los dos istmos. Un vapor emplearía un día en pasar el canal de Panamá, y la carga emplearía dos días en pasar de buque á buque por el ferrocarril de Tehuantepec, quedando todavía enatro días de ventaja para Tehuantepec.

Sabido es que los sistemas de manipular la carga en Tehuantepec son los mejores y más rápidos de los que se emplean en la actualidad en todas partes. Si los vapores construídos para esta ruta son del tipo de los de la línea de vapores Morgan, que hacen la travesía de Nueva York á Nueva Orleans y Galveston, podrán descargar y cargar 5,000 toneladas sobre furgones ó sobre buques en diez horas. Esta maniobra se hace con toda regularidad en Argel, frente á Nueva Orleans. Cada

uno de los tres entrepuentes destinados á la carga tiene grandes puertas laterales herméticamente cerradas durante la travesía, pero que se abren cuando el buque descarga. Estas escotillas son bastante para que una cuadrilla de peones pueda transportar la carga del buque á los furgones, cuyo piso está al nivel del muelle. Cuando el entrepuente superior ha sido descargado, el buque emerge del agua lo suficiente para permitir que se abra el siguiente juego de escotillas, y así hasta el tercero. La carga pesada—maquinaria, etc.—que no puede transportarse tan fácilmente, está colocada cerca de las escotillas y es empujada por los palanquines del buque y cargada en carros planos que se encuentran en una vía colocada inmediatamente al lado del buque. Los vapores toman la carga de los carros de la misma manera y en igual tiempo. Diez horas bastarán para transbordar una carga de 5,000 toneladas del buque al ferrocarril, emprendiendo éste su viaje por el Istmo.

Por lo que hace á las semillas, en lugar del enorme viaje de 16,552 millas, rodeando el Cabo de Hornos, de San Francisco á Liverpool, los buques veleros que las conducen pueden dirigirse á Tehuantepec, transbordar su carga por los sistemas arriba mencionados, si el grano está en sacos, como se acostumbra en esta ruta, ó por medio de elevadores en los dos puntos terminales, si está en granel, ahorrando 8,250 millas, ó mejor dicho 12,000 millas, pues la travesía por buques de vela es generalmente un .50 por ciento mayor que la del vapor.

Esto trae consigo otra importante ventaja que no hay que perder de vista, á saber, las ventajas navales de Tehuantepec. No es aventurado decir que los navíos de vela no harán jamás uso del canal de Panamá. No podrán llegar á él ó salir de él. Estas embarcaciones evitan siempre la región de calmas que prevalece en ambos Océanos frente á Panamá. Conviene citar á este respecto la opinión del Teniente MAURY, quien resumió las ventajas navales de Tehuantepec en la forma siguiente:

“Si la naturaleza, por una de sus convulsiones, dividiera el continente americano practicando un canal á través del Istmo de Panamá ó Darien, tan profundo, tan ancho y tan libre como los estrechos de Dover, nunca sería aquél una ruta para los buques de vela, con excepción de los que zarpan de él ó los que pudieran llegar hasta allí en virtud de vientos favorables.”

Es un error suponer que el buque de vela está para desaparecer dejando el campo en absoluto á los vapores. La flota velera del mundo, aunque disminuyendo en número, es todavía un importante factor en el comercio del Océano, y por lo que hace al comercio de cabotaje de este continente, es todavía más importante. Probablemente el tonelaje de la carga de veleros es dos veces igual á la de los vapores, aun calculando que el tonelaje de vapor sea cuatro veces el tonelaje de vela. En cuanto al costo relativo de transporte por ambas rutas,

dependerá en parte del portazgo y fletes respectivos, pero como ambas rutas serán operadas por gobiernos, podemos presumir que habrá competencia y los fletes se reducirán para acaparar todo el tráfico posible.

El exceso de costo de los cuatro días de vapor, ó sean \$2,000, más el derecho de paso, determinará un costo de cerca de \$10,000 por la vía de Panamá á un cargamento de 5,000 toneladas. Sin duda que los gastos no serían mayores por Tehuantepec, quedando todavía la ventaja de cuatro días, que para la carga es de gran importancia en estos tiempos de transporte rápido. Muchos cálculos se han hecho del tonelaje que se espera pasará por la ruta trans-istmiana. Algunos de dichos cálculos se han hecho sobre bases correctas, y otros sobre suposiciones. Calculando 6,000,000 toneladas, que es poco más ó menos el promedio de dichos cálculos, no hay duda de que, durante los ocho años que estará en explotación la ruta de Tehuantepec, terminada y equipada antes de que el canal de Panamá esté en condiciones de recibir el tráfico, la mencionada ruta acaparará por lo menos la mitad del tonelaje tributario, y es razonable esperar que aun cuando el canal esté construído, conservará todo el tráfico adquirido.

PERÚ.

CUESTIÓN DE LÍMITES CON EL BRASIL.

Protocolo de un acuerdo provisional concluído en Río de Janeiro en 12 de julio de 1904, entre los Gobiernos del Brasil y del Perú.

Reunidos en conferencia en el palacio Itamaratí, en Río de Janeiro, á los doce días del mes de julio de mil novecientos cuatro, el Enviado Extraordinario y Ministro Plenipotenciario de la República del Perú, Señor Doctor DON HERUAN VELARDE y el Ministro de Estado de las Relaciones Exteriores, Señor DON JOSÉ MA. SILVA PARANOS, de Río Branco, debidamente autorizados para concluir un acuerdo provisional, que prevenga posibles conflictos entre brasileños y peruanos en las regiones del alto Yurúa y del alto Purús, y permita que los dos Gobiernos del Perú y del Brasil, entren amigablemente en la negociación de un acuerdo provisional y honroso entre los dos países, convinieron en los artículos siguientes:

Primero. La discusión diplomática para un acuerdo directo sobre la fijación de los límites entre el Brasil y el Perú desde las nacientes del Yavaví hasta la línea de once grados de latitud sur, comenzará el primer día de agosto y deberá quedar cerrada el 31 de diciembre de este año de mil novecientos cuatro.

Segundo. Los dos Gobiernos, deseosos de mantener y estrechar cada vez más sus relaciones de buena vecindad, declaran desde luego su

sincero propósito de recurrir á algunos de los otros medios de resolver amigablemente los litigios internacionales, esto es, á los buenos oficios ó á la mediación de un gobierno amigo, ó á la decisión de un árbitro, si dentro del indicado plazo ó en las prórrogas en que pueden convenir, no consiguiesen un acuerdo directo y satisfactorio.

Tercero. Durante la discusión quedarán neutralizados los siguientes territorios en litigio:

(a) El de la cuenca del alto Yurúa, desde las cabeceras de ese río y de sus afluentes superiores, hasta la boca y margen izquierda del río Breu, y de allí para el oeste por el paralelo de la confluencia del mismo Breu, hasta el límite occidental de la cuenca del Yurúa.

(b) El de la cuenca del alto Purús, desde el paralelo once grados hasta el lugar denominado Catay, inclusive.

Cuarto. La policía de cada uno de los territorios neutralizados será hecha por una comisión mixta, formada de una comisión peruana y otra brasileña. Cada comisión se compondrá de un comisario del grado de mayor ó capitán, y de un oficial sustituto del grado de capitán ó teniente, y de una escolta de cincuenta hombres y las embarcaciones menores que fueran necesarias.

Quinto. En la margen izquierda de confluencia del Breu, ó en algún otro punto aguas arriba sobre el Yurúa, así como en Catay, ó en algún otro punto próximo sobre el Purús, se establecerán puestos fiscales mixtos que darán guías para que los derechos de exportación de los productos de las dos regiones provisionalmente neutralizadas, sean cobrados en la aduana brasileña de Manaos ó en la de Pará; y recibirán los certificados de pago de derechos de importación que en alguna de las dos citadas aduanas brasileñas de Manaos y Pará, ó en la peruana de Iquitos, hayan sido efectuados para el despacho de mercaderías con destino á los dichos territorios provisionalmente neutralizados. Esos derechos de exportación ó importación serán los mismos que el gobierno federal brasileño cobra actualmente en sus estaciones fiscales; y de ellos corresponderá la mitad á cada uno de los dos países.

Sexto. Los crímenes cometidos por brasileños en los dos territorios neutralizados serán juzgados por las justicias del Brasil, y los cometidos por peruanos por las justicias del Perú. Los individuos de otras nacionalidades que cometieren crímenes contra brasileños serán juzgados por las justicias del Brasil, y contra peruanos por las del Perú. Cuanto á los acusados por crímenes contra individuos que no sean brasileños ni peruanos, la jurisdicción competente para juzgarlos será la brasileña ó la peruana, según determinación que tomen de común acuerdo los comisarios de las dos repúblicas, después del examen de las circunstancias del caso.

Séptimo. Las dudas ó divergencias que se presentasen entre los comisarios serán llevadas á conocimiento de los dos gobiernos para que las resuelvan.

Octavo. Quedarán á cargo de los gobiernos los gastos de su respectivo personal y material, inclusive el referente á la escolta.

Noveno. Además de las dos comisiones mixtas de administración, cada gobierno nombrará un oficial especial para el alto Purús y otro para el alto Yurúa, con los auxiliares y escolta que sean necesarios, formando así otras dos comisiones mixtas que serán incumbidas de hacer un reconocimiento rápido de esos dos ríos en los territorios neutralizados.

Décimo. El personal de las comisiones de que tratan los artículos anteriores será designado en el plazo de treinta días, á partir de la fecha del presente acuerdo; debiendo llegar á las regiones indicadas con la mayor brevedad posible.

Undécimo. Formularán ambos gobiernos de común acuerdo, las instrucciones por las cuales deberán guiarse las comisiones mixtas.

Duodécimo. Los gobiernos del Brasil y del Perú declaran que las cláusulas de este acuerdo provisional no afectan de modo alguno los derechos territoriales que cada uno de ellos defiende.

En fe de lo cual, fué extendido este acuerdo en dos ejemplares, escrito cada uno de ellos en las lenguas castellana y portuguesa y en el lugar y fecha arriba declarados.

RÍO BRANCO.

HERNÁN VELARDE.

Estos dos representantes han convenido, además, en que quedará restablecido el libre tráfico en el Amazonas y cesará el bloqueo establecido contra los peruanos del alto Purús.

EL SALVADOR.

INAUGURACIÓN DE LA EXPOSICIÓN NACIONAL DE EL SALVADOR.

A las 10 a. m. del día de ayer, fué solemnemente inaugurada, por el señor Presidente de la Republica, la primera Exposición nacional salvadoreña, creada por reciente disposición suprema. Al acto concurrieron el Jefe del Ejecutivo y los miembros de su Gabinete, el señor Presidente del Congreso, el personal de la Suprema Corte de Justicia con su Presidente, el Señor Obispo Diocesano y altas dignidades del Clero, el Cuerpo Consular, el Ayuntamiento de San Salvador, representantes de la alta Banca, del Comercio, de la Prensa y de las Municipalidades más importantes de la República, empleados civiles y militares de categoría, y numerosas y distinguidas damas de la capital y de los Departamentos. Fuerzas de Infantería, vestidas de gran gala, formaban valla en la calle que conduce á los campos de la Exposición.

Revistió la ceremonia un carácter imponente y al mismo tiempo conmovedor, porque esa fiesta del trabajo ha venido á representar la

suma de energías y el grado de adelanto del Pueblo Salvadoreño, que ha visto realizarse la primera Exposición Nacional, sin violencias ni gravámenes económicos, disponiendo de sus propios recursos, sin vanos alardes de ostentación, y contentándose con que sus fuentes de vida corran libres por apropiado y seguro cauce.

El discurso de inauguración fué leído por el señor Ministro de Fomento, Dr. JOSÉ ROSA PACAS, y de su mérito, no es al órgano oficial del Gobierno á quien corresponde externar opinión. Para conocimiento del público, aparece en la presente edición dicho discurso.

Por medio de estas líneas, el señor Presidente de la República y sus colaboradores en el Gobierno, hacen público su reconocimiento á todas aquellas personas que han aportado su valioso contingente para mejor coronamiento del certamen inaugurado el día de ayer, bajo auspicios tan lisonjeros, y que ha colmado la medida de los deseos y esperanzas de aquellos altos funcionarios.

DISCURSO INAUGURAL PRONUNCIADO POR JOSÉ ROSA PACAS EN LA APERTURA DE LA EXPOSICIÓN NACIONAL, EL DÍA 1º DE AGOSTO DE 1904.

SEÑORAS Y SEÑORES: Tócame la honra de dirigirlos la palabra inaugural en esta solemnidad, dedicada á la apertura de la primera Exposición Nacional de El Salvador.

En ella vemos, con júbilo, que todas las clases sociales se hallan representadas y llenas de patriótico entusiasmo, en señal de que los esfuerzos que el Gobierno Supremo ha puesto en acción para llevar á cabo este Certamen, salvo las dificultades y resistencias naturales en la realización de toda nueva idea, han hallado benévola correspondencia en los gremios productores y en todas las esferas sociales del país, quienes han secundado con interés el movimiento iniciado por el Ejecutivo, convencidos de los altísimos fines que en sí llevan estos torneos, los más meritorios de la época moderna—estas apoteosis del ingenio y del trabajo que llamamos Exposiciones.

Y en verdad, señores, que es una de las mayores glorias de la actual civilización el haber rectificado el concepto del trabajo, y debido á ello consagrarle la estima y protección que merece, impulsándolo, estimulándolo, enaltecíendolo, dándole calor y fecundidad por medio de la competencia, por medio de brillantes concursos en que se coleccionan, se clasifican y en disposición artística se exponen á la pública contemplación todos los productos de la actividad humana.

Muy erradas andaban la antigüedad y la época media en su criterio á este respecto, debido al carácter esencialmente conquistador de aquellos tiempos. Todo era secundario fuera del ejercicio de las armas; no había nobleza en las ocupaciones que no fueran el arte de la guerra, en primer término, y en segundo, el sacerdocio; tanto que el uno sólo estaba destinado á la primogenitura nobiliaria y el otro á

los segundones. Todo lo demás, para esclavos y plebeyos, en lo antiguo; después, para siervos, pecheros y colonos.

Sin duda por eso Cincinato raya á tanta altura en la humana historia. Las enseñanzas de su conducta se adelantaron tanto á su tiempo, que al través de más de veinticuatro siglos, aun veneramos en ellas manos que empuñaron la insignia del Director romano, encallecidas por la esteva del arado.

Por supuesto que, dadas esas condiciones del trabajo, tenía que hacerse menos productivo é insuficiente para llenar el general consumo. De aquí la necesidad de las leyes agrarias y de forzados repartimientos de trigo á las indigentes muchedumbres, que á cambio de una vida de abyección, demandaban de sus señores pan para sostenerla y circo y espectáculos públicos en que aturdir el sentimiento de su propia dignidad, en que ahogar la conciencia de su triste condición.

Fué un supremo esfuerzo de la Revolución, fué un paso gigantesco del espíritu humano, dado á fines de la penúltima centuria, la rectificación del concepto, la dignificación del trabajo y la propagación de la idea moderna, de que "no hay oficio vil, sino sólo acciones viles," y que en la colmena social sólo los zánganos y los malvados no deben tener derecho al aprecio y á las consideraciones de todos, á la protección y á los favores del Poder público. Como fruto grandioso de estos bellos principios, ya las multitudes no piden pan y fiestas como en la Roma de los Césares, sino trabajo y libertad, para que cada uno pueda, en la medida de sus fuerzas, dar acertado empleo á las creadoras facultades del hombre.

La Francia revolucionaria fué la que dió los primeros pasos, si bien de poca significación, en este sentido, durante la época del Directorio, organizando exposiciones, pero de carácter puramente local y limitado.

Toca á la Gran Bretaña el honor indisputable de haber construído un Palacio de cristal, parecido en aquél entonces á los que cuenta la "Mil y Una Noches," para dar al mundo el espectáculo de la primera Exposición Universal, que abrió el camino á las que se han verificado en otros países con más esplendidez y mayores proporciones. Y cuánto debe, Señores, el progreso humano á estos grandes torneos de la actividad, en donde, acertándose y poniéndose en contacto, en competencia, á todas las clases laboriosas de la tierra, se ha abierto paso á los principios económicos, quitando muchas trabas al libre cambio, y contribuyendo con ello á establecer la solidaridad humana y á estrechar los vínculos de la confraternidad universal.

El Salvador ha concurrido á esos certámenes, no por el beneficio positivo que pudiera obtener, pues bien nos consta que ninguno ha alcanzado, sino más bien para no quedar ignorado en esas grandes lizas de la civilización, y como un acto de cortesía internacional.

Mas, por amargo que sea decirlo, nuestro verdadero puesto no estaba allí. Á pesar de nuestras naturales disposiciones, de nuestras diversas

aptitudes (que las tenemos para todas las empresas) confesemos que aún no ha despertado entre nosotros el espíritu de inventiva; carecemos de creaciones que valgan la pena de llevarlas allá; nuestra agricultura, nuestra industria, nuestras manufacturas se hallan en estado incipiente, y no podemos figurar en honrosa línea, y menos competir con lo que exhiben naciones más adelantadas por su edad, por el medio en que viven, ó por su precoz desarrollo.

No, señores; nuestro puesto está aquí en este modesto certamen nacional; y él y los demás que vengan serán los que han de dar vida á la invención y desenvolver las diferentes industrias y el arte salvadoreños. Es aquí donde debemos preparar y perfeccionar el contingente con que hemos de concurrir á aquellos grandes certámenes, si queremos no quedar desairados, y figurar como nación culta y obtener algún provecho.

El Jefe del Poder Ejecutivo ha impreso á su Administración la tendencia (muy acertada, á mi juicio), de buscar vías prácticas para todo aquello que ha de ser objeto del fomento que por las instituciones le está encomendado; haciendo á un lado con energía, cuando necesario ha sido, las viejas formas y lo establecido por la estacionaria rutina.

Así, por ejemplo, siguiendo tal sistema, se procura que en los establecimientos de enseñanza, además de la instrucción literaria, se adquieran aquellos conocimientos que son de positiva utilidad en la vida común. Así también, en el importante ramo de agricultura, se trata de salir del sistema empírico en que hemos permanecido, y para promover un cultivo consciente de los diferentes terrenos, además del Laboratorio Químico-Agrícola, que tan buenos resultados está dando, y que es una prez legítima de la anterior Administración, se está fundando una escuela bien montada de agronomía y veterinaria. Para dar cotización en el extranjero al café, nuestro principal producto de exportación, que no la ha obtenido á pesar de beneficiarse tan bien como en Costa Rica, Guatemala ó cualquier otro lugar, y de haberlo llevado á las grandes exhibiciones, se le está dando consumo gratis en algunas plazas de importancia, por medio de *degustaciones*, á fin de dar á conocer su buena calidad y provocar la demanda. Y en fin, para dar aliento á todo aquello que pueda ser objeto del trabajo en sus manifestaciones diversas, se ha realizado la idea de la Exposición Nacional que hoy inauguramos, dando con ella una nueva forma á los festivales titulares de la Capital, y á los de la Independencia Patria.

No se lisonjea el Gobierno en lo absoluto del resultado obtenido, que no podía ser espléndido tratándose de la primera ejecución de un gran pensamiento, pero sí está justamente satisfecho de haber dado el primer paso en ese sendero, que á ser continuado con fe y constancia en los años venideros ha de cambiar nuestro modo de ser estacionario, desde el punto de vista artístico é industrial.

Por otra parte, señores, dado el ferviente deseo de progreso, cuando al cabo de algunos años que lo promovamos por medio de estas exhibiciones puramente locales, puramente salvadoreñas; cuando hayan estos concursos domésticos dado de sí todo el fruto que tengan que dar y no satisfagan ya nuestros anhelos, se tendrá que buscar un campo más extenso para cumplirlo, y naturalmente llegaremos á las Exposiciones verdaderamente centroamericanas, donde entren en fraternal competencia las producciones todas de las cinco fracciones en que por desgracia estamos divididos; y entonces, extinguiéndose el espíritu estrecho creado por los elementos separatistas que aún poseemos, y acreciéndose pueblos y gobiernos, identificándose unos y otros en una sola aspiración social y política, sin duda llegaremos por este medio á la realización del más bello ideal del patriotismo, á la unificación de Centro América. Y he aquí, señores, otro de los puntos prácticos de la Exposición que celebramos.

Ella ha podido verificarse, como os consta, al favor de la paz de que disfrutamos, y como una de las saludables consecuencias de la confianza que infunde en los pueblos ese benéfico don. Quieran el Dios de las Naciones y la acción santa del patriotismo, ó diré más bien, el sentido práctico de gobernantes y gobernados, mantenernos siempre en paz, para que podamos explotar los múltiples veneros de riqueza que poseemos, consagrándonos sin zozobra á las fecundas luchas del trabajo, y de esta manera asegurar las fuentes de nuestra prosperidad y bienestar.

Es labor constante y asidua del actual Mandatario salvadoreño, y de todos los que con él colaboramos en la obra difícil de regir los destinos de la Nación, la de sostener á todo trance la buena armonía con los demás Estados del Istmo centroamericano, hacer en el interior prácticas las instituciones que nos rigen y efectivas las garantías para todos, porque es el único medio eficaz de obtener una tranquilidad y un orden estables y bien cimentados, que abran nuevos horizontes al espíritu y que infundan alientos á todas las clases de la sociedad, á fin de que puedan entregarse de lleno al trabajo y á las empresas útiles, puesto que todo ello ha de rehabilitarnos de nuestro pasado, y darnos crédito honroso y progreso positivo.

No hay tributo más digno, no hay ofrenda más santa que podamos consagrar á la Patria en el aniversario de su nacimiento, que la coronación de obras, que como la que ahora le afrendamos, tengan por auspicios la paz por medio del libre ejercicio de las energías de todos los salvadoreños; y por término glorioso, su engrandecimiento.

Para concluir, señores, permitidme expresaros que el Supremo Gobierno, por un medio, agradece la buena voluntad y el aplauso con que, en lo general, ha sido secundado en sus propósitos, y que se complace profundamente en que hayáis dado realce con vuestra presencia á la apertura del primer Certamen Nacional.

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COMERCIO DEL PUERTO DE MONTEVIDEO EN MAYO DE 1904.

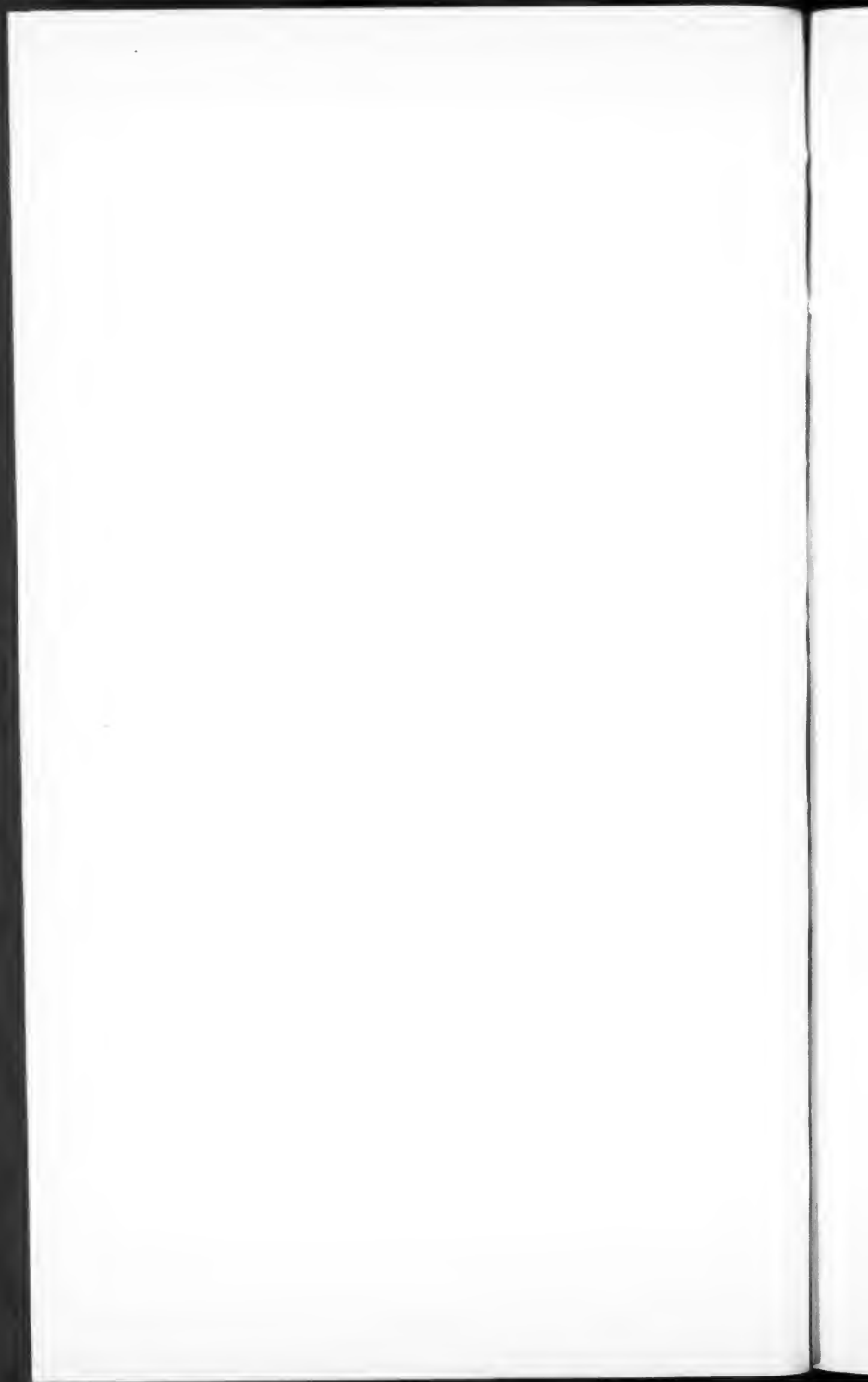
Las salidas de buques y las exportaciones del puerto de Montevideo durante el mes de mayo de 1904 fueron como sigue:

BUQUES.

Vapores.....	12
Veleros.....	5

EXPORTACIONES.

Artículos.	Cantidad.	Artículos.	Cantidad.
Estados Unidos:			
Cuernos vacunos secos..... número..	5,000	Inglaterra—Continued.	
Cuernos vacunos salados..... id....	1,322	Lana..... fardos.....	53
Cerda..... fardos.....	3	Cuernos lanares..... id....	100
Tasajo..... toneladas..	211	Tasajo..... id....	75
Alemania:			
Cuernos vacunos secos..... número..	5,319	Id..... toneladas..	5
Cuernos vacunos salados..... id....	25,938	Sebo..... pipas.....	313
Lana..... fardos.....	2,319	Id..... bordalesas..	1,153
Cuernos lanares..... id....	6	Maiz..... sacos.....	172
Afrechillo..... sacos.....	716	Trigo..... id....	1,182
Francia:			
Cuernos vacunos salados..... número..	9,682	Lino..... id....	9,212
Lana..... fardos.....	2,358	Legüms..... cajones..	2,609
Cuernos lanares..... id....	591	Carne conservada..... id....	680
Sebo..... pipas.....	200	Brasil:	
Huesos y reniza..... sacos.....	5,776	Tasajo..... fardos.....	19,681
Astas..... número..	35,500	Id..... toneladas..	3,180
España:			
Cuernos vacunos salados..... número..	417	Sebo..... pipas.....	220
Cerda..... fardos.....	1	Id..... bordalesas..	21
Tasajo..... id....	48	Harina..... sacos.....	6,799
Id..... toneladas..	800	Maiz..... sacos.....	2,950
Sebo..... pipas.....	195	Alpiste..... id....	100
Italia:			
Cuernos vacunos, secos..... número..	3,122	Ovejas.....	1,525
Cuernos lanares..... fardos.....	30	Chile:	
Cuernos diversos..... id....	106	Sebo..... bordalesas..	186
Sebo..... pipas.....	552	Harina..... sacos.....	290
Trigo..... sacos.....	190	Maiz..... id....	885
Astas..... número..	10,370	Grasa..... cajones..	273
Belgia:			
Cuernos vacunos, secos..... id....	4,110	Id..... cuarterolas..	125
Cuernos vacunos, salados..... id....	18,400	Id..... tercercolas..	125
Lana..... fardos.....	2,992	Portugal:	
Sebo..... pipas.....	237	Tasajo..... toneladas..	765
Legüms..... cajones..	50	Carne conservada..... cajones..	50
Huesos y reniza..... sacos.....	884	Cuba:	
Id..... toneladas..	20	Tasajo..... fardos.....	23,942
Inglaterra:			
cerda..... fardos.....	15	Id..... toneladas..	2,266
		Islas Malvinas:	
		Maiz..... sacos.....	50
		Ördenes:	
		Cuernos vacunos salados..... número..	15,119
		Cuernos diversos..... fardos.....	3
		Astas..... número..	29,178







VOLNEY W. FOSTER.

MONTHLY BULLETIN

OF THE

INTERNATIONAL BUREAU OF THE AMERICAN REPUBLICS,

International Union of American Republics.

VOL. XVII.

SEPTEMBER, 1904.

No. 3.

DEATH OF VOLNEY W. FOSTER.

The death of VOLNEY W. FOSTER occurred in Chicago, Illinois, on August 15, 1904. Mr. FOSTER was one of the best-known business men in the United States, and was identified with large business interests in this country and in Mexico. He was a native of the State of Wisconsin, where he was born in 1848. Going to Chicago as a young man he entered upon an active business career, becoming the head of several important corporations. He took an active part in politics and in public matters generally, and was a member of the Delegation of the United States to the Second International Conference of American States in Mexico in 1901-2. At this Conference he was chairman of the committee on the reorganization of the International Bureau of the American Republics. President ROOSEVELT appointed Mr. FOSTER as one of the Commissioners of the United States on the International Archaeological Commission, created at said Conference.

DEATH OF SEÑOR DON TOMÁS HERRÁN, DIPLOMATIC REPRESENTATIVE OF COLOMBIA IN THE UNITED STATES.

In the death of Señor Don TOMÁS HERRÁN, the diplomatic representative of the Republic of Colombia in the United States of America, on August 31, 1904, in Liberty, New York, not only does his native land, and Latin America in general, experience a great loss, but the same may be said of the entire Spanish-speaking world. Señor HERRÁN was

a member of one of the great families of the New World. His father, Gen. DON PEDRO ALCÁNTARA HERRÁN, fought with distinction the battles for the independence of his country and subsequently, from 1841 to 1845, served as President of the Republic. On two occasions, from 1847 to 1849, and from 1855 to 1863, he represented Colombia near the Government of the United States of America in the capacity of Envoy Extraordinary and Minister Plenipotentiary. Señor TOMÁS HERRÁN was born in Colombia in 1843, but as he accompanied his father on his missions to the United States, it was in the latter country that the mind and character of the youth was formed, his education having been received in the city of Washington, where he graduated with honor from Georgetown College.

A man of great learning, of notable intellectual culture, versed in classic studies, a master of four languages, and endowed through birth and rearing with the qualities which make up a good citizen; an extensive traveler and well-known admirer of the institutions of the United States of America which he regarded, to some extent, as a foster country, he was admirably equipped to serve as the representative of his nation in any land, but especially in the Republics of America.

Señor HERRÁN began his diplomatic career with the Colombian Legation in London, afterwards representing his country with distinction in Paris, Lima, and Hamburg. He took special interest in the subject of the construction of the trans-Isthmian Canal, and on January 22, 1902, being at that time Chargé d'Affaires of Colombia *ad interim* near the Washington Government and invested with the power of Special Plenipotentiary, he concluded with Secretary HAY a convention providing for the building of the canal in reference and also maintaining unbroken the integrity of Colombian territory.

His labors in connection with these negotiations and the subsequent anxieties growing out of the situation aggravated an already existing pulmonary affection, to which he finally succumbed. The Government at Washington took sympathetic action on hearing of the demise of Señor Herrán and expressed in cordial terms the high esteem in which he was held.

BOUNDARY AWARD BETWEEN BRAZIL AND BRITISH GUIANA.

We, VICTOR EMMANUEL, by the grace of God and the will of the people, King of Italy, arbitrator in the matter of deciding the question of the frontier between British Guiana and Brazil.

His Majesty the King of the United Kingdom of Great Britain and Ireland, Emperor of India, and the President of the United States of Brazil having, in the Treaty concluded between them in London on

the 6th of November, 1901, decided us as arbitrator to settle the question of the frontier of British Guiana and Brazil, we have accepted the task of defining the limits of the frontier.

The high contracting parties having undertaken, in the above-mentioned Treaty, which was ratified at Rio de Janeiro on the 28th of January, 1902, to accept our arbitral decision as a complete, perfect, and definitive settlement of the question referred to us, we, wishing to act in a manner corresponding to the trust reposed in us by the said parties, have examined carefully all the memoranda and all the documents produced to us, and have weighed and duly considered the reasons on which each of the high contracting parties founds its claim.

Having taken note of everything, we have considered:

That the discovery of new channels of trade in regions not belonging to any State can not by itself be held to confer an effective right to the acquisition of the sovereignty of the said regions by the State whose subjects the persons who in their private capacity make the discovery may happen to be;

That to acquire the sovereignty of regions which are not in the dominion of any State, it is indispensable that the occupation be effected in the name of the State which intends to acquire the sovereignty of those regions;

That the occupation can not be held to be carried out except by effective, uninterrupted, and permanent possession being taken in the name of the State, and that a single affirmation of rights of sovereignty or a manifest intention to render the occupation effective can not suffice;

That the effective possession of a part of a region, although it may be held to confer a right to the acquisition of the sovereignty of the whole of a region which constitutes a single organic whole, can not confer a right to the acquisition of the whole of a region which, either owing to its size or to its physical configuration, can not be deemed to be a single organic whole *de facto*;

That consequently, all things duly considered, it can not be held that Portugal in the first instance, and Brazil subsequently, have effectively taken possession of all the territory in dispute; but that it can only be recognized that they have taken possession of some places in the same, and have there exercised their sovereign rights.

On the other hand we have under our consideration—

That the arbitral judgment of the 3d of October, 1899, delivered by the Anglo-American Tribunal, which, when deciding the boundary between Great Britain and Venezuela, adjudged to the former the territory which constitutes the subject of the present dispute, can not be cited against Brazil, which was unaffected by that judgment;

That, however, the right of the British State as the successor to Holland, to whom the colony belonged, is based on the exercise of rights of jurisdiction by the Dutch West India Company, which, furnished with sovereign powers by the Dutch Government, performed acts of sovereign authority over certain places in the zone under discussion, regulating the commerce carried on for a long time there by the Dutch, submitting it to discipline, subjecting it to the orders of the governor of the colony, and obtaining from the natives a partial recognition of the power of that official;

That like acts of authority and jurisdiction over traders and native tribes were afterwards continued in the name of British sovereignty when Great Britain came into possession of the colony belonging to the Dutch;

That such effective assertion of rights of sovereign jurisdiction was gradually developed and not contradicted, and by degrees became accepted even by the independent native tribes who inhabited these regions, who could not even be considered as included in the effective dominion of Portuguese, and later on of Brazilian, sovereignty;

That in virtue of this successive development of jurisdiction and authority the acquisition of sovereignty on the part of Holland first and Great Britain afterwards, was effected over a certain part of the territory in dispute;

That it does not appear from the documents produced to us, which have been weighed and duly considered, that there are historical and legal claims on which to found thoroughly determined and well-defined rights of sovereignty in favor of either of the contending powers over the whole territory in dispute, but only over certain portions of the same;

That not even the limit of the zone of territory over which the right of sovereignty of one or of the other of the two parties may be held to be established can be fixed with precision;

That it can not either be decided with certainty whether the right of Brazil or of Great Britain is the stronger.

In this condition of affairs, since it is our duty to fix the line of frontier between the dominions of the two powers, we have come to the conclusion that, in the present state of the geographical knowledge of the region it is not possible to divide the contested territory into two parts equal as regards extent and value, but that it is necessary that it should be divided in accordance with the lines traced by nature, and that the preference should be given to a frontier which, while clearly defined throughout its whole course, the better lends itself to a fair division of the disputed territory.

For these reasons we decide:

The frontier between British Guiana and Brazil is fixed by the line leaving Mount Yakontipu; it follows eastward the watershed as far as

the source of the Ireng (Mahu); it follows the downward course of that river as far as its confluence with the Takutu; it follows the upward course of the Takutu as far as its source, where it joins again the line of frontier determined in the declaration annexed to the Treaty of Arbitration concluded in London by the high contracting parties on the 6th of November, 1901.

In virtue of this delimitation every part of the zone in dispute, which is to the east of the line of frontier shall belong to Great Britain, and every part which is to the west shall belong to Brazil.

The frontier along the Ireng-Mahu and Takutu is fixed at the "thalweg," and the said rivers shall be open to free navigation of both conterminous States.

Wherever the water course may be divided into more than one branch, the frontier shall follow the "thalweg" of the most eastern branch.

Given at Rome on the 6th of June, 1904.

VICTOR EMMANUEL.

ARGENTINE REPUBLIC.

EXPORT DESTINATIONS, FIRST HALF OF 1904.

The following figures published in the "Review of the River Plate" for July 16, 1904, show the principal exports from the Argentine Republic and their destinations for the first six months of 1904. In making the calculations, the average weights are rated as follows: One bale of wool, 400 kilograms; 1 bale of sheepskins, 400 kilograms; 1 bale of hair, 400 kilograms; 1 bale of goatskins, 370 kilograms; 1 bale of hay, 50 kilograms; 1 pipe of tallow, 400 kilograms; 1 hogsh-head of tallow, 200 kilograms; 1 cask of tallow, 160 kilograms; 1 case of butter, 25 kilograms.

Of dry ox hides, the total number exported was 747,616, as compared with 993,780 in the first half of 1903, of which the United Kingdom received 3,431; the United States, 587,354; France, 16,265; Germany, 11,964; Belgium, 9,996; Italy, 17,951, and other countries, 100,655. Of salt ox hides, the total number exported was 746,228, as compared with 653,147 in the first half of 1903, of which the United Kingdom received 1,500; the United States, 29,943; France, 55,790; Germany, 504,350; Belgium, 146,546; Italy, 6,471; and other countries, 1,628. Of dry horse hides, the total number exported was 55,752, as compared with 70,003 in the first half of 1903, of which the United States received 25,222; France, 100; Germany, 30,430, while of a total of salt horse hides, amounting to 55,166, as against 92,066 in the first half of 1903, the United States took 13,071 and Germany 42,095.

Sheepskins to the number of 35,204 bales were exported, as compared with 37,879 in the first half of 1903, of which the United Kingdom received 3,718; the United States, 410; France, 25,888; Germany, 1,285; Belgium, 854; Italy, 3,027; Brazil, 15; and other countries, 7. Bales of hair numbering 1,858 were exported, as against 1,539 in the first half of 1903, of which the United Kingdom took 36; the United States, 674; France, 166; Germany, 398; Belgium, 272; Italy, 309; and other countries, 3.

Tallow was shipped abroad to the amount of 15,813 pipes, 36,213 casks, and 12,664 hogsheds, as compared with 12,017 pipes, 50,411 casks, and 12,755 hogsheds in the first half of 1903, distributed as follows: To the United Kingdom, 3,828 pipes, 24,653 casks, and 6,813 hogsheds; France, 62 pipes and 2,785 hogsheds; Germany, 138 pipes and 3,255 casks; Belgium, 2,167 pipes, 2,529 casks, and 60 hogsheds; Italy, 6,079 pipes, 591 casks, and 153 hogsheds; South Africa, 11 casks; Brazil, 2,220 casks and 200 hogsheds; other countries, 3,539 pipes, 3,044 casks, and 2,653 hogsheds.

Goatskins numbering 2,414 bales, as compared with 1,329 in the first half of 1903, were exported as follows: To the United States, 1,701; France, 680; Germany, 32; other countries, 1. Bales of wool to the number of 297,032, as compared with 338,147 in the first half of 1903, were shipped, distributed as follows: United Kingdom, 12,131; United States, 22,851; France, 142,429; Germany, 88,546; Belgium, 27,599; Italy, 2,238; Brazil, 19; other countries, 1,219.

Frozen wethers to the number of 1,911,726, as against 1,727,597 in the first half of 1903, were exported, as follows: To the United Kingdom, 1,517,086, and to South Africa, 394,640.

Wheat exports during the period under consideration amounted to 1,761,182 tons, as compared with 1,336,384 tons in the first half of 1903, distributed as follows: United Kingdom, 181,867; France, 9,642; Germany, 139,068; Belgium, 213,685; Italy, 2,549; South Africa, 16,838; Brazil, 106,765; orders, 879,091, and other countries unenumerated, 210,977.

Maize was exported to the amount of 696,508 tons, as compared with 502,237 tons in the first half of 1903, being distributed as follows: United Kingdom, 173,014 tons; France, 42,873; Germany, 62,500; Belgium, 44,973; Italy, 9,392; South Africa, 9,162; Brazil, 2,038; orders, 331,603, and other countries unenumerated, 21,853.

Shipments of linseed amounted to 746,597 tons, as against 434,492 in the corresponding period of 1903, according to the following distribution: United Kingdom, 94,596 tons; United States, 3,907; France, 55,990; Germany, 123,497; Belgium, 54,613; Italy, 3,329; Brazil, 16; orders, 326,016; other countries unenumerated, 84,633.

Flour shipments amounted to 43,597 tons, as against 32,109 tons in the first half of 1903, distributed as follows: United Kingdom, 4,993

tons: Germany, 50; Belgium, 4; Italy, 22; South Africa, 342; Brazil, 36,870; orders, 45; other countries, 1,024.

Bran shipments amounted to 68,345 tons, as compared with 47,678 tons in the first six months of 1903, distributed as follows: United Kingdom, 7,265; France, 2,042; Germany, 47,980; Belgium, 5,687; Italy, 14; South Africa, 523; Brazil, 638; orders, 2,885; other countries, 1,311.

Pollards were shipped to the amount of 154,089 bags, as against 121,376 in the first six months of 1903, distributed as follows: United Kingdom, 73,455; France, 56,388; Germany, 6,608; Belgium, 4,542.

Bags of oilseed numbering 138,385 were exported, as compared with 78,083 during the first half of 1903, distributed as follows: United Kingdom, 72,664; France, 1,677; Germany, 58,174; Belgium, 5,870.

The total shipments of the quarters of beef numbered 480,362, as against 438,772 in the first half of 1903, distributed as follows: United Kingdom, 363,158, and South Africa, 117,204.

Hay to the amount of 352,582 bales was exported, as compared with 589,749 in the corresponding half of the preceding year, distributed as follows: United Kingdom, 49; France, 1,160; Belgium, 23; South Africa, 134,010; Brazil, 208,967; orders, 700; other countries, 7,673.

Quebracho to the amount of 149,186 tons was shipped, as compared with 129,166 tons in the first half of 1903, and was distributed as follows: United Kingdom, 11; United States, 12,552; France, 5,782; Germany, 65,532; Belgium, 8,131; Italy, 15,205; orders, 15,182; other countries, 26,791.

Tobacco was shipped to the amount of 15,706 bales, as compared with 8,023 bales in the corresponding half of 1903, and was distributed as follows: France, 2,612; Germany, 8,758; Belgium, 3,420; other countries, 916.

Batter was exported to the amount of 130,952 cases, as compared with 140,124 cases in the first half of 1903, and was distributed as follows: United Kingdom, 106,907; Germany, 8; South Africa, 24,033; Brazil, 4.

The total of the sugar shipments amounted to 5,232 tons, as against 8,753 tons in the corresponding half of 1903, and was distributed as follows: United States, 2,689; Germany, 1,073; Belgium, 288, and other countries, 1,182.

FOREIGN COMMERCE, FIRST HALF OF 1904.

[From "La Prensa," No. 12387.]

The imports into the Argentine Republic during the first half of 1904 consisted of dutiable merchandise to the value of 73,029,626 gold *pesos*, and nondutiable merchandise aggregating in value 18,639,181 gold *pesos*, or a total importation of 91,668,807 gold *pesos*. The ex-

ports for the same period were made up of dutiable products amounting to 47,528,918 gold *pesos*, and nondutiable products amounting to 96,830,220 gold *pesos*, or a total exportation of 144,359,138 gold *pesos*.

The following table shows the imports and exports for the first six months of the current year, compared with those corresponding to the same period in 1903:

[In gold *pesos*.]

	First half of—	
	1904.	1903.
Imports	91,668,807	61,902,151
Exports	144,359,138	128,819,692
Total	236,027,945	190,721,843

This comparison shows an excess of the commerce of the first half of 1904 as compared with that of 1903 of 45,306,110 gold *pesos*, there having been an increase in the imports during the time referred to of 29,766,654 gold *pesos* and an increase in the exports to the amount of 15,539,456 gold *pesos*.

According to the official figures the imports of coin during the first half of 1904 amounted to 19,291,857 gold *pesos*, or an increase of 988,828 gold *pesos* over the imports of coin corresponding to the same period in 1903, the exports of this same commodity being 988,828 gold *pesos* for the first six months of 1904, or an increase of 104,947 gold *pesos* over the first half of 1903.

The value of the exports, by countries, is shown in gold *pesos* in the following table:

Africa	2,908,075	Italy	1,428,766
Germany	17,632,407	Netherlands	1,549,826
Belgium	10,450,638	Paraguay	156,961
Bolivia	329,191	United Kingdom	18,060,361
Brazil	4,964,818	Uruguay	1,996,957
Cuba	29,255	Other countries	5,386,882
Chile	633,563	Orders	53,145,722
Spain	882,320		
United States	5,134,711	Total	144,359,138
France	19,668,699		

A comparison of the figures of the first half of 1904 with those corresponding to the same period in 1903 shows an increase in the exports to the following countries:

	Gold <i>pesos</i> .		Gold <i>pesos</i> .
Germany	1,322,626	Paraguay	42,290
Brazil	909,116	Orders	25,132,380
United States	389,971		

On the other hand, there was a decrease in the exports to the following countries:

	Gold pesos.		Gold pesos.
Africa	3, 129, 557	France	1, 084, 093
Belgium	1, 589, 395	Italy	538, 242
Bolivia	34, 871	Netherlands	1, 205, 049
Cuba	73, 099	United Kingdom	932, 304
Chile	81, 946	Uruguay	332, 813
Spain	67, 791	Other countries	3, 187, 738

The amount of the exports (91,668,807 gold pesos) corresponding to the first half of 1904 came from the following countries:

Africa	18, 453	United States	11, 152, 085
Germany	12, 260, 026	France	8, 479, 781
Belgium	4, 365, 989	Italy	10, 396, 647
Bolivia	53, 322	Netherlands	447, 679
Brazil	3, 215, 795	Paraguay	897, 506
Cuba	317, 791	United Kingdom	32, 149, 850
Chile	172, 224	Uruguay	450, 616
Spain	2, 367, 753	Other countries	4, 893, 290

The imports from Africa and Uruguay decreased in 1904 as compared with the same period in 1903 to the extent of 379 and 1,272 gold pesos, respectively. The imports from the following countries show an increase in the first half of 1904 as compared with 1903:

Germany	\$4, 409, 723	United States	\$4, 003, 163
Belgium	1, 970, 691	France	2, 457, 005
Bolivia	11, 004	Italy	3, 136, 589
Brazil	410, 595	Netherlands	108, 932
Cuba	142, 487	Paraguay	329, 015
Chile	57, 604	United Kingdom	10, 568, 934
Spain	537, 658	Other countries	1, 624, 905

CUSTOMS RECEIPTS AT BUENOS AYRES.

[From "La Nación," No. 11023.]

The customs office at Buenos Ayres has collected from January 1 to July 30, 1904, export and import duties amounting to \$49,707,836.70, national currency, and \$2,840,164.68, sealed gold. A comparison of this collection with that corresponding to the same period in 1903 shows an excess in favor of 1904 of 1,594,873.15 pesos.

POPULATION OF THE REPUBLIC ON DECEMBER 31, 1903.

The Census Bureau of the Department of the Interior has finished the compilation of the growth of the population of the Republic by births and from immigration up to December 31, 1903, and the result

shows that the population of the country on that date was 5,160,986 inhabitants, made up in the following manner:

Capital (city of Buenos Ayres).....	891,268	Jujuy	54,830
Buenos Ayres (province).....	1,251,439	Misiones.....	37,147
Santa Fe.....	599,058	Formosa.....	5,985
Entre Ríos.....	359,546	Chaco.....	13,400
Corrientes.....	293,477	La Pampa.....	49,512
Córdoba.....	447,512	Neuquén.....	17,424
San Luis.....	95,513	Río Negro.....	18,035
Santiago.....	185,006	Chubut.....	8,755
Mendoza.....	155,093	Santa Cruz.....	1,717
San Juan.....	98,776	Tierra del Fuego.....	1,063
Rioja.....	80,804	Los Andes.....	2,095
Catamarca.....	101,761		
Tucumán.....	257,427		5,160,986
Salta.....	134,343		

The excess of births in 1903 over deaths was 94,462, and the immigrants entering the country during the same year numbered 37,524.

IMMIGRATION DURING FIRST HALF OF 1904.

The immigration returns for the first half of the current year show that 33,359 immigrants arrived in the country, as against 21,579 for the corresponding period of 1903. The total arrivals were 72,303 persons, and the departures 55,251, being a balance in favor of the Republic of 17,052, while for the corresponding period of 1903 there was a balance against the country of 2,230.

SALADERO STATISTICS.

The following are the saladero slaughter figures to July 15, with corresponding 1903 returns for comparison:

	1904.	1903.
Buenos Ayres.....		8,100
Entre Ríos.....	239,900	283,600
Uruguay (R. O.).....	419,000	405,700
Montevideo.....	511,000	395,700
Río Grande.....	412,000	360,000
Paraguay.....	10,000	
Head.....	1,592,500	1,451,100

MILLING INDUSTRY IN THE REPUBLIC.

According to returns compiled by the statistical department of the Province of Buenos Ayres, there were 74 flour mills in operation in the province during 1903, as against 56 in 1902 and 61 in 1901. The wheat milled was 184,725 tons, yielding 125,121 tons of flour in 1903, against 192,375 tons of wheat, yielding 129,506 tons of flour, in 1902. The returns for capital showed \$7,139,495 national currency in 1902.

and this was reduced to \$6,731,380 in 1903. The daily capacity of the mills is 1,386 tons of wheat, so that the mills only worked to about one-half their capacity in 1903.

STATUS OF THE SUGAR-MAKING INDUSTRY.

The directors of the *Refinería Argentina*, in their report for the year ended April 30, 1904, state that a larger quantity of sugar was refined by the company than in the previous year, and by reason of greater economy being practiced, the results were more favorable. The profit on the year's working amounts to \$112,683.89 gold, which, after meeting various charges, allows for a dividend of \$10 gold on the preferred share and \$3 gold on the ordinary share, and preferred shares to the value of \$24,330 were amortized, and the sum of \$31,860.88 carried forward.

BOLIVIA.

GOLD DREDGING IN SOUTHERN BOLIVIA.

In a few months it is not improbable that public attention will be attracted to the developments at present taking place in South Bolivia in the direction of gold dredging. On the River San Juan de Oro a plant is being erected for commencing operations, and several dredges, constructed in New Zealand, are arriving in port. In Buenos Ayres, and, indeed, in Argentina generally, considerable interest is being evinced in this undertaking, as the mineral wealth of Bolivia has long been recognized, although until lately no capital has been forthcoming to exploit it. Now, however, partly on account of the improved political status of the Republic, and partly by reason of the better security which is afforded by Bolivian law in the matter of titles, 300 dredgable miles of the River San Juan de Oro have been leased in perpetuity, and three companies, one in Manchester and two in Buenos Ayres, have been floated. Careful and extensive boring tests have, it is said, been made by well-known experts, including Mr. W. H. CURTEX, of the firm of CURTEX BROTHERS, Dunedin, New Zealand. Mr. CURTEX, in a report to the general manager of the San Juan Company, published last June in Buenos Ayres, refers to the fact that he has been engaged as consulting engineer for the past fifteen years in New Zealand, the most important gold-dredging field in the world, and has been connected with fifty-eight dredges there. Having personally examined the San Juan de Oro, he declares his opinion that its dredgable area is superficially as large as the united claims of New Zealand. It is claimed that the average results of the boring tests on the River San Juan de Oro give a yield of from 1s. to 6s. gold per cubic yard. The shares of the companies already formed are said to be quoted at a premium in Buenos Ayres.

BRAZIL.

RUBBER EXPORTS FROM THE AMAZON REGION, 1903-4.

The following table shows the quantity of india rubber exported from the Amazon region during the year 1903-4, including direct shipments from Iquitos (Peru) and Serpa (State of Amazonas), and rubber in transit from Bolivia:

	Manaos.	Pará.	Iquitos.	Serpa.
	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>	<i>Kilos.</i>
<i>To Europe.</i>				
Fine	3,636,085	4,012,093	621,703	3,720
Medium	556,158	434,520	100,769	.....
Coarse	801,589	1,695,314	249,254	1,143
Caucho	1,665,521	638,896	1,033,283	.....
Total	6,659,353	6,780,796	2,005,009	4,993
<i>To the United States of America.</i>				
Fine	5,262,373	2,114,249	2,999	.....
Medium	1,131,216	389,200	179	.....
Coarse	1,207,758	3,764,577	1,050	.....
Caucho	1,137,003	65,410	7,386	.....
Total	8,738,350	6,333,436	11,614	.....

The total quantity of rubber exported to Europe during the year 1903-4 was 15,450,091 kilograms, as compared with 15,260,651 kilograms during the previous year. To the United States of America 15,083,400 kilograms were exported, as compared with 14,565,816 kilograms during the year preceding, while the total export figures are 30,533,491 kilograms for 1903-4 and 29,826,467 for 1902-3.

EXPORTS OF BAHIA RUBBER, 1901-1904.

The following table shows the amount and value of Bahia rubber exported since 1901:

Exports of Bahia rubber, 1901-1904.

Country.	1901.		1902.	
	Pounds.	Value.	Pounds.	Value.
England	25,076	\$6,875.42	36,164	\$9,468.28
France	23,705	6,479.64	36,967	9,476.92
Germany	26,004	7,701.96	50,004	13,081.20
United States	41,364	11,908.65	139,141	36,309.00
Total	116,149	32,965.67	362,276	68,335.40
Country.	1903.		First quarter of 1904.	
	Pounds.	Value.	Pounds.	Value.
England	207,282	\$37,299.84	43,327	\$7,562.40
France	50,736	8,276.88	148	32.16
Germany	96,197	16,542.72	8,826	1,540.56
United States	400,690	76,820.88	233,405	40,739.96
Belgium	1,210	173.76	.....	.....
Total	756,115	139,114.08	285,706	49,875.08

The values given in the above table are based on the official value decreed by the State custom-house, on which the export tax is collected.

The following table, compiled from consular invoices, shows the rubber exported from Bahia to the United States since 1901:

Exports of rubber from Bahia to the United States, 1901-1904.

Year.	Manicoba.		Mangabeira.	
	Pounds.	Value.	Pounds.	Value.
1901	107,604	\$48,029	168,190	\$53,104
1902	229,744	104,730	201,502	74,291
1903	607,218	340,693	405,291	161,170
1904 (6 months)	470,065	380,837	254,925	121,092

The discrepancy between this table and that taken from State custom-house records is due to the fact that much rubber originating in neighboring States is exported from Bahia, coming here in transit. In 1903 there came to Bahia, in transit for export, from Minas, 190,034 pounds; from Piauhý, 999,167 pounds; from Pernambuco, 686 pounds; from Sergipe, 21,492 pounds; total transit rubber, 1,211,379 pounds.

COFFEE MOVEMENT IN THE SECOND QUARTER OF 1904, AND FOR THE CROP YEARS 1900-3-4, INCLUSIVE.

According to statistics published by the Bureau of Commercial Statistics of Rio de Janeiro, the coffee movement for the second quarter of 1904, and for the crop years of 1900-1901, 1901-2, 1902-3, and 1903-4, was as follows:

	Second quarter, 1904.	1900-1901.	1901-2.	1902-3.	1903-4.
ENTRIES.					
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
Rio	392,325	3,015,968	5,371,775	4,002,935	4,056,587
Santos	586,958	7,973,148	10,165,052	8,357,452	6,402,769
Victoria	36,614	203,699	468,646	414,151	435,033
Bahia	13,882	180,556	241,719	197,914	274,158
Other ports	8,158	.....	23,486	21,082	24,959
Total	1,037,937	11,373,371	16,270,678	12,993,534	11,193,506
SHIPMENTS.					
Rio	544,598	2,693,572	4,805,678	3,851,668	3,801,775
Santos	981,724	7,816,142	9,728,135	8,527,513	6,516,787
Victoria	36,614	203,699	468,646	414,151	435,033
Bahia	13,882	180,556	241,719	197,914	274,158
Other ports	8,158	.....	23,486	21,082	25,959
Total	1,584,976	10,893,969	15,267,664	13,012,328	11,052,712
SALES.					
Rio	444,000	2,241,000	2,641,000	2,573,000	2,688,000
Santos	881,000	6,449,000	6,204,000	6,463,000	5,083,000
Total	1,325,000	8,690,000	8,845,000	8,976,000	7,771,000
<i>Stock, June 30, 1904.</i>					
Rio	524,676	162,055	412,204	233,399	524,676
Santos	554,811	398,893	882,220	685,627	554,811
Total	1,079,487	560,948	1,294,424	939,026	1,079,487

AVERAGE PRICE.

	Second quarter, 1901.	1900-1901.	1901-2.	1902-3.	1903-4.
	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>	<i>Milreis.</i>
Rio No. 7.....per 10 kilos..	5,671	6,524	4,773	4,377	5,142
Santos, good average.....do.....	5,069	5,745	4,722	4,114	4,789
New York No. 7.....per pound..	a 7.03	a 7.53	a 5.99	a 5.34	a 6.47

a Cents.

IMPORTS AT SANTOS FROM JANUARY TO JULY, 1904.

The Santos Dock Company reports imports at the port of Santos for the first six months of 1904, as follows:

Articles.	Value.
	<i>Milreis.</i>
Live animals.....	38,800
Hair.....	227,065
Skins and hides.....	522,002
Meat, fish, and other animal products.....	1,112,857
Ivory, mother-of-pearl, tortoise shell, etc.....	60,991
Fruits.....	146,660
Cereals and vegetables.....	7,942,153
Plants, seeds, roots, barks, etc.....	1,171,892
Vegetable juices, alcoholic beverages, etc.....	5,495,823
Perfumery, dyestuffs, etc.....	1,269,878
Chemicals and pharmaceutical products.....	1,106,500
Woods.....	159,793
Cane, bamboo, etc.....	14,303
Straw, pita, piassava, and other fibers.....	139,789
Cotton.....	4,083,068
Wool.....	1,434,301
Linen.....	1,390,452
Silk.....	338,146
Paper and paper articles.....	770,905
Ores and minerals.....	762,300
Porcelain and glass.....	527,416
Gold, silver, and platinum.....	13,740
Copper and its alloys.....	472,231
Lead, tin, zinc, and their alloys.....	97,665
Iron and steel.....	3,145,225
Metalloids and other metals.....	20,282
Ammunition and war supplies.....	91,966
Cutlery.....	74,957
Jewelry.....	41,767
Vehicles.....	123,478
Mathematical, chemical, and optical instruments.....	353,951
Surgical instruments.....	106,437
Musical instruments.....	72,295
Machinery and tools.....	1,892,857
Miscellaneous articles.....	462,903
Preliminary.....	132,226
Total.....	36,426,754

EXTENSION OF TRADE CONVENTION WITH ITALY.

The time of the provisional trade agreement concluded between the Governments of Italy and Brazil, July 5, 1900, has been extended to December 31, 1906. By this agreement the import duty on Brazilian coffee was reduced from 150 to 130 lires per 100 kilograms, while in return Brazil conceded preferential tariff rates to Italian products imported into Brazil.

CUSTOMS RECEIPTS FOR JUNE, 1904.

The following figures show the revenue of the custom-houses of the Republic for the month of June, 1904; the figures for the corresponding period of 1903 being also furnished for purposes of comparison:

Custom-house.	1904.	1903.	Custom-house.	1904.	1903.
	<i>Milreis.</i>	<i>Milreis.</i>		<i>Milreis.</i>	<i>Milreis.</i>
Mandós.....	759,206	685,787	Paranaguá.....	118,218	148,774
Belém.....	1,762,043	1,453,935	Florianópolis.....	110,990	78,247
Maranhão.....	338,626	352,929	Rio Grande.....	837,605	691,217
Pernambuco.....	147,097	65,160	Porto Alegre.....	493,591	502,340
Fortaleza.....	193,415	256,128	Uruguayana.....	66,646	45,386
Natal.....	7,325	4,729	Santa Anna do Livramento.....	31,516	13,015
Parahyba.....	57,109	134,980	Corumbá.....	86,013	83,806
Recife.....	1,249,227	1,209,874	Total—June.....	15,799,944	15,067,912
Macacó.....	93,017	123,413	May.....	15,258,714	15,600,347
Araçajú.....	32,217	22,255	April.....	17,896,044	15,972,870
Bahia.....	1,241,369	1,226,250	March.....	17,571,692	17,204,371
Victoria.....	29,686	19,314	February.....	17,642,960	15,242,847
Macacó.....	886	1,528	January.....	17,871,522	18,347,920
Rio de Janeiro.....	5,621,659	5,523,165			
Santos.....	2,160,163	2,427,671			

Compared with 1903, the revenue for the month of June shows a slight increase of 702,052 milreis, and for the six months, January to June, an increase of 5,204,609 milreis, or 5.3 per cent.

CUSTOMS RECEIPTS FOR MAY, 1904.

The receipts at the custom-houses of Brazil for the month of May, 1904, compared with those for the corresponding month of 1903, were as follows:

Custom-house.	May—		Custom-house.	May—	
	1904.	1903.		1904.	1903.
	<i>Milreis.</i>	<i>Milreis.</i>		<i>Milreis.</i>	<i>Milreis.</i>
Mandós.....	810,471	690,327	Macacó.....	3,462	8,882
Belém.....	1,943,257	1,755,013	Rio de Janeiro.....	5,638,839	5,867,013
Maranhão.....	322,065	354,821	Santos.....	2,351,212	2,151,964
Pernambuco.....	109,402	59,428	Paranaguá.....	147,819	94,176
Fortaleza.....	252,908	262,804	Florianópolis.....	131,236	124,163
Natal.....	23,171	4,123	Rio Grande.....	740,274	815,416
Parahyba.....	49,033	107,927	Porto Alegre.....	460,211	578,712
Recife.....	1,210,310	1,236,980	Uruguayana.....	108,167	57,150
Macacó.....	181,117	151,803	Santa Anna do Livramento.....	44,583	58,731
Penedo.....	329	9,800	Corumbá.....	111,740	78,101
Araçajú.....	15,650	23,651	Total.....	15,648,597	15,600,347
Bahia.....	954,204	1,082,790			
Victoria.....	36,157	26,152			

CUSTOMS RECEIPTS FOR APRIL, 1904.

The receipts at the custom-houses of Brazil for April, 1904, compared with those for the corresponding month of 1903, were as follows:

Custom-houses.	April—		Custom-houses.	April—	
	1904.	1903.		1904.	1903.
	<i>Milreis.</i>	<i>Milreis.</i>		<i>Milreis.</i>	<i>Milreis.</i>
Manoás.....	900, 019	678, 045	Macahé.....	5, 363	7, 508
Belém.....	1, 882, 530	1, 437, 736	Rio de Janeiro.....	6, 186, 977	6, 284, 928
Maranhão.....	458, 173	302, 247	Santos.....	2, 696, 929	2, 608, 648
Parahyba.....	95, 213	49, 286	Paranaíba.....	133, 856	140, 171
Fortaleza.....	276, 319	236, 896	Florianópolis.....	160, 884	77, 855
Natal.....	8, 189	4, 908	Rio Grande.....	907, 961	703, 822
Parahyba.....	51, 876	84, 312	Porto Alegre.....	603, 513	537, 685
Recife.....	1, 232, 064	1, 266, 761	Uruguayana.....	90, 176	51, 201
Maceió.....	112, 122	137, 781	Sant'Anna do Livramento.....	33, 486	20, 614
Penedo.....	9, 683	8, 112	Corumbá.....	89, 640	104, 673
Aracaju.....	19, 980	18, 364			
Bahia.....	1, 289, 092	1, 068, 431	Total.....	3, 896, 604	15, 972, 870
Victoria.....	37, 223	40, 885			

DISCOVERY OF MANIÇOBA RUBBER FORESTS.

United States Consul FURNISS, Bahia, Brazil, reports as follows concerning the discovery of maniçoba rubber forests in Brazil:

"During the past few months discovery has been made that there are in the interior of this State vast forests of trees from which can be produced a high grade of rubber known to the trade as 'maniçoba.' The area is said to be very large, but can not be defined, as the region has not been fully explored. The attention called to the first discovery has led to further exploration, with the result that from time to time comes notice of other sections where like trees occur in profusion.

"The output of maniçoba rubber has rapidly increased during the last few years and bids fair to be so large an item in the exports of this district as to warrant specific report.

"The tree which furnishes the product from which maniçoba rubber is made is known in most sections as 'mandioea brava,' which means 'wild mandioc.' It is so named because of the marked resemblance of the young trees to the mandioc, which forms the most common crop of all sections. It in reality belongs to the same family, but, unlike the other, produces latex and seed. During prolonged droughts the people have dug up its roots and ground and prepared them as is mandioc, though with greater labor and less benefit, because of the smaller amount of nourishment contained in the finished product and the work necessary to wash out the greater amount of poison.

"The specific name of the tree is *Jatropha elastica*, but it has recently also been called *Manihot glaziovii*. It belongs to the Euphorbiaceæ family. To this same family belongs *Symphonia elastica*, which produces the rubber of the Amazon region. *Jatropha elastica* is native to many parts of Brazil, and when planted will grow on the

interior plains and highlands as well as close to the sea. It has been observed to grow from near the equator to the southern limits of Brazil, except in those sections which, because of their altitude, have frosts or rapid and marked changes in temperature. It is very susceptible to frost, being either killed or injured thereby when bananas and other tropical plants would be unhurt. In its wild state it has been known for some time in Ceará and Piauhý, and from those States has come the greater part of the maniçoba rubber of commerce, but it is now believed to exist in even greater abundance in Bahia. It is also cultivated in many sections, large plantations having been set out during the last few years in Sergipe, Bahia, and other States.

"The tree grows rapidly from either seeds or cuttings. In four or five years it will reach a height of from 20 to 50 feet and a circumference of from 12 to 50 inches, depending upon the soil and climatic conditions. It grows erect and branches some distance above the ground.

"I have never seen the tree in flower, but am told that after it is 4 or 5 years old it produces numerous flowers, which are followed by nut-like fruits about the size of a large plum, each one containing four seeds. When the seeds have reached maturity the shells suddenly and forcibly break open, hurling the seeds to some distance. The seeds resemble weather-beaten cherry seeds in shape and color, though much larger, thicker, and harder. On account of their hardness they are not readily attacked by insects, resist water, and do not easily germinate. The seeds will average about 900 to the kilogram [2.2 pounds]. They can be bought here for about \$1 a kilogram, and for much less if taken in quantities.

"As has been stated, the tree is reproduced either by seeds or by cuttings taken from old trees. When the seeds are used it is considered best to plant them in beds, 2 or 3 inches apart. The proper time to plant is just before the rainy season. On account of the slowness with which the seeds germinate, many file two edges of the shells carefully until they are just cut through, thus permitting rapid entrance of moisture. The seeds are planted about an inch below the surface in a place exposed to the sun and are watered from time to time if necessary. They come up in from three to six weeks. Others soak seeds in water about a week and then plant them as described above, when they will come up in from two to four months. Year-old seeds are said to germinate best, and good seeds can be told by the rapidity with which they sink in water. When planted in the ground in the ordinary way they sometimes do not come up until the following year.

"As soon as the plants are a few inches high, and while the rains are yet on, they should be transplanted about 10 feet apart.

"When reproduction by cuttings is desired, branches are taken from old trees and stuck in the ground to the depth of 2 or 3 feet during the rainy season, when they soon take root.

"Seedlings are said to be preferable, as they resist drought better. They produce latex later than cuttings, yet they are said to give more when the proper time comes and do not so readily die as a result of the extraction.

"The best soil in which to plant is a question not yet settled. In the wild state the tree seems to flourish best on sandy soil mixed with clay, the clay aiding in retaining moisture. It also occurs in quantities on hard clay soils and on sandy soils which seem unfit for any other form of vegetation. I have seen in this State planted trees growing luxuriously in the very sandy soil within sound of the sea. In some places in the State of Sergipe the tree grows well on the heavy black soils thought to be so essential to sugar-cane culture. In Ceará, in a region which has periodic droughts of great duration, it is said to grow wild, forming forests on the sides of hills the soil of which is clay containing reddish pebbles called 'iron stones.' From what I have seen I am inclined to believe that it will prosper, under proper climatic conditions, in any soil which will retain moisture, though doubtless the better the soil the stronger the trees.

"The plants once up do not seem to demand much attention; at any rate they seldom get it. Some argue, particularly in Ceará, that underbrush is beneficial, retaining the moisture and protecting the trees, while others claim that the soil should be cultivated to produce the best results. It is my opinion that cultivation is desirable. The best trees I have seen have been in the open and had been cultivated.

"Trees will produce milk after the first year or two, but it is thought best not to commence extraction before they are 4 or 5 years old; otherwise they are less capable of resisting drought and perish more easily. The latex seems to flow more freely during and immediately after the rainy season, but produces then a smaller percentage of rubber and coagulates less rapidly, requiring from four to six hours, which, because of the future treatment, is frequently a help rather than a detriment. During the dry season the flow of the latex is less. It then comes out drop by drop, contains a larger percentage of rubber, and frequently coagulates so rapidly as soon to close the orifice from which it is flowing. The temperature, likewise, seems to modify the flow, it being interrupted during the cold weather and augmented during the hot weather. In places constantly hot and humid there seems to be no interruption in the production of milk.

"The manner of extracting, collecting, and preparing the latex varies in different sections. In some places serpentine incisions are made around the trunk of the tree, in other places a large horizontal chip is taken from the bark and wood, and in still other places either a slightly

oblique or a V-shaped incision is made. The first method enables a larger and quicker collection of the milk, but tends to kill the tree. The second method exposes the tree to the destructive action of ants. The other two methods are the best, with a preference for the V-shaped incision, as therewith a greater number of lactiferous ducts are cut with the least injury to the tree.

•• If either the V-shaped or the oblique incision is made, it is customary to commence at the height a man can reach and make them from 2 to 3 inches in length. Care should be taken not to cut through the bark to the wood. Two or three of these incisions, the number varying with the circumference of the tree, may be made at intervals on a line with each other. On the following days like incisions may be made a few inches below the others until the tree has been tapped to within a foot or two of the ground. The tree should then rest for a couple of months, when the operation may be recommenced, new incisions being made parallel to the old ones.

•• The amount of rubber which may be extracted from each tree has been variously stated; but, depending as it does upon the age of the tree and the different conditions which affect its nourishment, it can not help varying greatly. It was estimated that under good conditions, with the tapping done carefully at the best time, the average yield of a wild tree would be somewhat over 3 Troy ounces, while experiments made in Sergipe show that planted trees partially cared for and properly tapped will yield a considerably greater quantity.

•• When it is remembered that about 676 trees can be planted to an acre, the product per acre, taking the average given, would be 676 kilos [1,490 pounds], which, at the present price of the best quality, (and if proper care is used there should be no other), would be worth \$1,352. The value of the yield of plantations nearer the market or with better transportation facilities would be even greater. If the trees are planted on good ground other light crops can be grown between them, increasing the revenue.

•• The roots give the greatest quantity of milk, but it is not thought desirable to extract it there because the position is not so well adapted to its proper collection, the ascent and descent of the sap is interfered with more markedly, and the roots being exposed to the sun the closing of the cut ends of the lactiferous ducts by coagulation is more rapid.

•• The best rubber which has come to this market has been prepared by an American, who has acquired considerable property in the heart of the newly discovered region. His rubber has been prepared by keeping the milk liquid until he was able to fill up pans, then letting it coagulate, immediately thereafter submitting it to pressure between boards and subsequently washing and drying it on several days in succession. As a result he produces slabs one-fourth by 10 by 20 inches,

of a beautiful amber color, with agreeable odor and wonderful elasticity. His rubber has brought the best price offered in the market and has been classed in New York and Liverpool as equal to first-quality Para rubber. He informs me that he is making active preparation to go into the business on a more extensive scale by cleaning up the lands where the maniçoba trees occur wild and planting in places where it does not now exist.

"From my investigation I am convinced that the culture of the maniçoba could be most advantageously introduced into the south of the United States, and particularly into Porto Rico and the Philippines.

"Besides the large areas in which maniçoba trees occur wild in the State of Bahia, there are vast areas suited to their culture. The larger portion of the wild trees are on State lands, which can be acquired either outright by purchase or by lease granting privilege of rubber extraction, requiring a certain number of new trees to be planted each year and making provision for official inspection, etc.

"Recently about all of the productive State lands so far discovered have been leased, but this does not prevent some one other than the lessee from purchasing the land at any time, thus summarily terminating the lease. For this reason I would advise only purchase of the land outright, especially since the land can be bought at a very reasonable figure."

TREASURY ESTIMATES FOR 1905.

The Treasury estimates for 1905 to be submitted to Congress calculate revenue at 47,844,880 *milreis* gold and 261,133,000 *milreis* paper, and expenditure at 46,743,981 *milreis* gold and 260,767,513 *milreis* paper, and shows a probable surplus of 1,100,890 *milreis* gold and 365,486 *milreis* paper. Expenditure is distributed as follows:

	Gold.	Paper
	<i>Milreis.</i>	<i>Milreis.</i>
Justice and Interior	12, 114	22, 228, 345
Exterior	1, 038, 500	652, 000
Marine	650, 654	30, 522, 246
War	50, 000	47, 712, 404
Public Works, etc.	4, 491, 375	69, 058, 049
Finance	40, 501, 338	90, 314, 468
Total	46, 743, 981	260, 767, 512

CHILE.

ECONOMIC CONDITIONS.

In a report presented to the Chilean Congress by the Minister of Finance in connection with the budget estimates for 1905 the following statements covering the general economic conditions of the Republic of Chile are made:

In regard to the value of the exports of mineral products it is shown

that from 1893 to 1897 the yearly value of copper exports ranged between \$5,000,000 and \$6,000,000, but subsequent to 1898, during which year it made an advance over the preceding year of \$10,000,000, it has averaged, in the six years 1898-1903, about \$20,000,000. The exact figures are as follows:

1898	\$16,859,603	1901	\$23,791,168
1899	19,745,561	1902	17,097,539
1900	23,145,188	1903	19,663,808

The following statistics relating to nitrate and iodine for the decade 1894-1904 are presented:

Year.	Spanish quintals.	Nitrate duty.	Iodine duty.
1894	23,947,014	\$35,096,482.80	\$103,759.69
1895	27,285,205	43,760,710.03	199,240.85
1896	25,171,834	38,431,083.68	286,746.40
1897	23,970,789	35,925,850.22	523,332.51
1898	28,468,110	44,126,801.19	324,129.67
1899	30,209,192	46,998,085.05	389,164.51
1900	31,989,925	49,737,936.27	404,838.16
1901	28,113,334	43,806,497.13	352,343.74
1902	28,925,352	45,019,443.21	310,750.29
1903	31,589,545	49,115,426.77	433,589.42
1904	34,500,000	53,000,000.00	

The exports of agricultural produce for the decade 1893-1902 is reported as follows:

Year.	Value.	Year.	Value.
1893	\$8,861,039	1898	\$15,053,934
1894	6,061,620	1899	11,512,962
1895	5,786,961	1900	7,018,624
1896	7,915,069	1901	5,749,120
1897	5,818,311	1902	9,545,704

The yearly values of the foreign trade of the Republic from 1898 to 1903, inclusive, are quoted as follows:

Year.	Imports.	Exports.	Total.
1898	\$168,069,431	\$102,262,058	\$270,331,489
1899	163,106,133	106,260,358	269,366,491
1900	167,674,635	128,538,142	296,212,777
1901	171,844,976	139,300,766	311,145,742
1902	185,879,965	132,428,204	318,308,169
1903	202,153,126	116,276,667	348,429,793

The internal debt on December 31, 1903, is stated to have been \$75,301,716.51, the service of which cost \$976,274.27. The foreign debt outstanding on the same date was £16,649,400, or, in dollars of 18 pence each, \$221,991,999.97. In this statement are not included the £1,000,000 owing to the bank of Tarapacá, and the £1,500,000 owing to Rothschild, which will be paid during the current year.

The year 1903 closed with a surplus of \$14,628,762.74 and the revenue for 1904 is calculated at \$155,899,931.74, while the expenditure for the latter year is fixed at \$159,299,462.91, thus necessitating a deficit for the year of \$3,399,531.17. For 1905 the revenue is estimated at \$142,983,333.33 and the expenditure at \$126,668,563.15, a surplus of \$16,314,770.18 being thus indicated.

CONDITIONS GOVERNING THE NITRATE TRADE, FIRST QUARTER OF 1904.

According to a recent report of the "*Asociación Salitrera de Propaganda*," the production of nitrate in the first quarter of the current year amounted to 6,331,460 Spanish quintals, which was 649,299 Spanish quintals less than in the corresponding period of 1903. The exportation in the first quarter of the present year amounted to 6,855,625 Spanish quintals, being 98,952 Spanish quintals less than in the corresponding period of the preceding year. There was also a decrease in the world's consumption of nitrate in the first quarter of the current year, as compared with the corresponding quarter of last year, amounting to 701,230 Spanish quintales, the total amount for each of the periods having been respectively 12,550,139 and 13,251,369 Spanish quintals. The third year of the Nitrate Association's operations terminated on the 31st of March, 1904, and some interesting figures are published in this connection. The total quantity of nitrate exportable in the year—April 1, 1903, to March 31, 1904—was 33,969,080 Spanish quintals, but this quantity was not reached by 2,384,178 quintals. The general quota of exportation for the year was fixed at 32,500,000 quintals, and the quantity actually exported amounted to 31,595,902 quintals, so that there remained of the quota not exported 904,098 quintals. The quotas of production stipulated for 1903-4 amounted to 28,575,620 quintals, but the actual production was in excess of this quantity by 2,602,121 quintals. This excess is made up thus: 2,868,286 fall within the margin of the 15 per cent which is allowable, and which will be deducted from the quotas corresponding to the nitrate year 1904-5, from which quantity there is to be deducted the amount of 265,165 quintals, representing underproduction by some works, the right to which they have lost.

The report states that in the year 1903-4 no work has exceeded its quotas of exportation and production beyond the marginal limits allowed by the combination agreement. The world's consumption of nitrate in the nitrate year ended March 31 last is returned as 32,803,159 quintals, as compared with 31,559,838 quintals in the previous year, a difference of 1,243,321 quintals in favor of 1903-4.

The stocks on the coast on March 31, 1904, are given as 5,138,624 quintals, in the following form: In yards and pans at the works, 3,068,316; in transit to shipping ports, 93,956; in warehouses at ship-

ping ports, 1,630,772. and on board in ships loading at the aforesaid date, 345,580. In the circular issued at the end of 1903, the probable consumption of the nitrate year was estimated at 33,000,000 quintals. Owing to unfavorable weather the expected great consumption in March did not take place; nevertheless the actual consumption was 32,803,159 quintals, which is the largest on record. The exportation, too, is the highest on record.

The circular states that experience has demonstrated the necessity of keeping larger stocks in the consuming centers, and measures have been adopted to accomplish this end. At the end of last year the total of the quotas assigned to the different works footed up to 44,990,000 quintals, to which quantity there is now to be added 800,000 quintals assigned on March 23 to the Trinidad works. At the date of the report, quotas were under consideration for the following works: Hervatska, Rosita, and Alemania. Steps were being taken to incorporate in the association and convention the Santa Lucía (formerly Oriente) work at Aguas Blancas, which is already producing. It is expected that in the course of the present nitrate year the following works will be ready to produce: Victoria, San Augustin, Aurrerá, Condor, and Cota. The Chile and Empresa works commenced to produce on April 1, their quotas having been already assigned to them. The Pirineos work was expected to be ready to produce at the beginning of July. The Hervatska and Rosita works are producing on account of their quotas, which are under consideration.

Besides the works mentioned in the previous report as being under construction, there are now to be added the Cuevas, the Department of Pisagua, and some seven more which are talked of in Antofagasta, of great capacity. Leaving out of consideration the last mentioned, it is expected that the total of the quotas which will be assigned during the present year will reach the enormous figure of 53,210,000 quintals. The Jazpanpa Bajo Nitrate Company joined the association and combination on March 30. At the request of the permanent committee in London, the directory of the association agreed to contribute another £1,000 to the propaganda fund to promote the use of nitrate in the United States. This new contribution brings the fund up to £35,000 a year.

Annexed to the circular there are a number of interesting reports from the agents who are engaged in different parts of the world in disseminating information respecting the use of nitrate and the benefits which are derived from the use of this fertilizer.

IMPORTS OF MACHINERY.

According to "Export" of August 4, 1904, the organ of the central union for commercial geography, published in Berlin, Germany, Chile is a large importer of machines, tools, implements, and apparatus.

During the years 1901 and 1902, the last years for which figures are furnished, the imports were as follows:

Imports of machinery, etc., into Chile during 1901 and 1902.

Source.	1901	1902	Source.	1901	1902
Germany.....	\$1,311,595	\$1,998,208	Belgium.....	\$29,609	\$82,756
Great Britain.....	1,034,757	1,728,017	Spain.....	3,876	5,415
United States.....	924,658	1,492,780	Switzerland.....	433	1,867
France.....	177,866	156,138	Holland.....		4,044
Italy.....	32,138	15,320			

The increase in the machinery imports of 1902 is attributed largely to locomotives and mining machinery. Many of the mining machines and implements were bought for the saltpeter mines owned or controlled by Germans. The only very great increase in imports into Chile during the year 1902 were those of machinery.

COLOMBIA.

AUTHORIZATION OF TRANSIT THROUGH VENEZUELA.

Transit through the port of Ciudad Bolivar, Venezuela, of foreign merchandise destined for the Colombian town Oroené has been authorized. This action is of great value to Colombia, which country has for many years past been deprived of this convenient means of communication with parts of its interior. It is considered as a marked proof of the sincerity of the renewed friendship between the two countries.

INSPECTION OF THE MAGDALENA RIVER.

A commission has been appointed to inspect the Magdalena River from Honda to Barranquilla and to report on the improvement and canalization of the same, with specifications of the places in which there is the most urgent demand for the removal of obstacles to navigation.

COSTA RICA.

SALUBRITY OF THE COSTA RICAN CLIMATE.

In the "Picayune," of New Orleans, for September 11, 1904, the following article setting forth the salubrious conditions of the climate of Costa Rica was published, and is herewith reproduced as a matter of interest in connection with the health problem for workers on the Isthmian Canal.

"One of the most feasible projects in connection with the construction of the Panama Canal is the proposal to utilize Costa Rica, the little Central American Republic which borders the Isthmus, as a sort of sanitarium annex. The atmosphere of its high plateaus is dry, pure, and invigorating, and the temperature remains about the same throughout the year. On account of the malarial conditions which prevail in the Canal Zone, it is necessary to have an easy accessible post of recuperation in the vicinity. Fortunately, the climate of the elevated regions of Costa Rica is particularly suited to people suffering from the diseases of the lowlands or those who have become debilitated from any cause. There are no mosquitoes, house flies, or other annoying insects, and pure water can be had in abundance.

"One of the most desirable vicinities is known as the Plateau of Cartago. The early Spaniards called it "Paraiso," which means paradise. There are a number of hot springs in the vicinity that are famous for the reputed healing qualities of their waters. An English sanitary expert pronounced this locality as being intended by nature for one of the great sanitariums of the world. It was frequented by the French during their operations in Panama, and there has been an extensive correspondence between Admiral WALKER, President of the Canal Commission, and the Costa Rican authorities relative to its being used by our Government.

"The time by steamer from Colon, Panama, to Port Limon, Costa Rica, is about eight hours. Trains connect with the ships at the piers, and Cartago is about 60 miles inland. The limit of time necessary in making the journey ought not to exceed ten or twelve hours. It is a region of grand scenery and one that offers many wonders of an ancient civilization. When this fact is thoroughly understood by American officials and employees who will come to Panama in the service of the Canal Commission, as well as tourists across the Isthmus, they will embrace the opportunity of visiting Costa Rica, both for pleasure and for health.

"This little country will profit in more ways than one on account of its nearness to Panama. During the work of the French Company, steamers constantly plied between Limon and Colon, conducting an extensive traffic in yams, yuccas, potatoes, cassava, plantains, and other food stuffs required by the West Indian negroes and others of the types employed on the canal.

"Most cordial relations exist between Costa Rica and the new Republic of Panama. Friendly messages were exchanged between the two Republics on the occasion of the inauguration of wireless communication connecting Port Limon with Bocas del Toro. These two stations are the first of the new system in Central America and, in fact, in all Latin-America. The wireless system will soon be extended along the Atlantic coast of Central America and the West Indies.

While there is a primitive race among them, the Costa Ricans are not like other Central Americans. The civilized portion of the population is very distinct, there being little mixture of Indian or negro blood. The houses are like all the houses of tropical America. They are built of adobe or brick or native stone, generally one story high, close to the street in front, with a patio in a hollow square, which is the living room of the family. The iron bars are to be seen in all the windows. The floors are of brick, tile, or stone. The customs and manners of the people are similar to others of their lineage. The native women retain their simple dress of bright colors, with the Spanish mantilla draped over their head and shoulders.

Life is teeming and abundant in every form. Naturalists assert that for her extent Costa Rica presents a greater variety of fauna than any place in the known world. It has 700 kinds of birds. The exuberant vegetation reaches the highest mountains, as well as fills the coast and lowlands. The richest and most precious metals abound in her mountains. Pearls are gathered from her waters, as well as the snail which produces the Tyrian purple. The forests are teeming with the finest dyewoods, medicinal trees, herbs, cinchona, rosewood, mahogany, cedar, sandalwood, and all the fine timber of the two zones. Wild rubber is one of her valuable products. Cotton grows well, and coffee is her great staple for export.

San Jose, the capital, is a sort of Mecca for many Central Americans, but the authorities do not properly encourage the tourist travel. At Limon and other ports they charge 10 cents per pound for the baggage of all passengers arriving in the country. The traveler frequently has the opportunity to purchase valuable specimens of ancient pottery taken from the graves of prehistoric settlers. It is said that purchases may be made in all good faith, because the people have not been enterprising enough to prepare bogus specimens of the lost arts.

Heretofore the trade with the United States has been very small, but the work on the canal will doubtless cause a change in this respect. Costa Rica's rich resources, together with her proximity to the great enterprise on the Isthmus, will be certain to create a new era. The benefit she will receive will be second only to Panama.

Costa Rica enjoys its greatest fame and prosperity because of the operations of the United Fruit Company, which is doubtless the largest American concern doing business abroad. This great corporation owns or operates 410 square miles of territory; it engages 72 steamers in its business, and last year marketed 26,000,000 bunches of bananas. The banana trade has made more rapid strides than that of any other food product in the world.

It has been less than thirty-five years since the first bananas were brought from Central America to the United States. The pioneer banana seller, or importer, was a German waiter on a steamer plying

between Panama and New York. His name was CHARLES FRANK. He obtained permission from the captain to take to New York a few bunches of bananas, which he sold at good prices, and then began making larger shipments. About 1865 he gave up his place as waiter and went to planting bananas, as well as buying and shipping them. At that time only 500 bunches could be obtained at one cutting on the whole Isthmus. FRANK sustained frequent losses. Steamers were not adapted to the fruit trade, and often the captains would refuse the cargo of fruit when other articles less perishable were to be shipped. There was no insurance for bananas. At the end of ten years FRANK had not made a dollar, but by appealing his case he obtained better facilities, so that after seven years more he retired with a fortune, which was the first on record made from the banana trade.

"Capt. L. D. BAKER, of Cape Cod, called the millionaire banana king, founded the Boston Fruit Company. He went south with a schooner loaded with notions, which he offered for sale in Jamaica, buying in return tropical produce. His success was such that he purchased large estates and turned them into banana ranches. The Boston Fruit Company was the parent of the United Fruit Company, one of the great enterprises of our time. MINOR C. KEITH, vice president of the United Fruit Company, was a resident of Costa Rica for thirty years, and built the railroad from Port Limon to San Jose. The company's plantations are the largest in the world. Acres upon acres of bananas stretch over the valleys and mountain sides of Costa Rica, their huge bunches being worth more than the output of some of the earth's richest mines.

"The banana is a unique fruit. It contains all the constituents of bread, with even more nutritious matter than white bread. It contains one hundred and thirty-three times as much food stuff to the acre as wheat, and forty-four times as much as potatoes; three-fourths of an acre of wheat is computed to feed two persons a year, while the same acreage of bananas will feed fifty people. The shoots produce ripe bananas in ten or twelve months after planting. Green bananas cut and dried and ground into flour make good bread. The banana is called the 'Prince of the Tropics,' and the great number of uses to which it can be put is indeed astonishing. It takes the place of wheat, rye, and barley with the people of western Asia and of rice with the Indians and Chinese. Besides the fruit, the pith, being starchy, is pounded and boiled, making a nutritious food. The young shoots are cooked as a vegetable. A pleasant drink is expressed from the juice and fermented. The leaves are used as thatch for houses, carpets, and bedding. Its fiber is made into matting. The fiber also is woven into lace and shawls, sometimes so fine that several yards can be inclosed in the hands. The coarse parts serve as cordage, shoe strings, ropes, and other common articles. The ashes from the burned stalks are

used in purifying sugar. The fiber may be made into paper. Its juice is strong in tannic acid. The rind makes good ink, as well as shoe blacking. Both the skin and the fruit are rich in oil, and the leaves exude a good wax

"It is really the king of foods. Millions of people depend upon it almost entirely, and other millions welcome it as a luxury. Its consumption is growing so fast in the United States and Canada that a great fleet of ships and an immense army of people are constantly employed in the industry that was started in such a humble way by the German waiter.

FREDERICK J. HASKIN.

CUBA.

INVOICES OF SHIPMENTS TO CUBA.

The following information relative to invoices of shipments to Cuba was published in No. 2044 of the "Daily Consular Reports" issued by the Department of Commerce and Labor of the United States:

"In response to numerous complaints made to this legation against the requirements of the Cuban Treasury Department regarding invoices on shipment of merchandise to Cuba, I brought the subject to the attention of the Government, which, I am happy to report, has favorably received my representations.

"The Treasury Department has issued a circular, of which a translation is herewith transmitted, according to which no consular invoices will be required in the shipment to Cuba of merchandise not exceeding \$50 in value.

"H. G. SQUIERS, *Minister*.

"HAVANA, CUBA, *August 10, 1904.*

"CUBAN TREASURY CIRCULAR.

[Translation.]

"HAVANA, *July 7, 1904.*

"SIR: In order to insure regularity in the importation of packets sent in the open mails in general and of those received from the United States of America in particular, in conformity with the postal convention between this Republic and the United States published in the 'Gaceta' of Monday, October 5, 1903, the following instructions are promulgated:

"1. In so far as concerns the United States of America the provisions of articles 139 to 146 of the ordinances in force must be conformed to in so far as they are in agreement with the postal convention with the said country; as relates to other countries the article cited must be strictly observed.

"2. To importations by post will be applied the provisions of article 104 of the ordinances, and for merchandise exceeding \$50 in value,

according to article 24 of the consular tariff, there must be presented the proper consular invoice, or in default of this, in the extreme cases provided for in article 104, a 'pro forma' invoice with the consequent guaranty for its cancellation under the conditions at present governing the general importation of merchandise.

**3. The provisions of articles 106, 221, and 226 of the ordinances in force will also be applied to imports.

**Circulars No. 76 of March 23, 1903; No. 177 of December 19, 1903; No. 178 of December 22, 1903; No. 199 of January 14, 1904; No. 208 of January 22, 1904, and No. 209 of January 23, 1904, will also be remembered as governing importation by post.

**The proper attention and the proper instructions should be given for the carrying out of the provisions of this circular.

**GUILLERMO CHAPLE,

"Assistant Secretary of the Treasury."

FINANCIAL STATEMENT FOR JULY.

Statement of receipts and disbursements of the General Treasury during the month of July, 1904.

Cash on June 30, 1904		\$7,099,584.85
RECEIPTS.		
Customs dues	\$1,532,621.27	
Postal dues	62,752.32	
Interior taxes	73,938.92	
Other taxes	33,139.48	
Consular receipts	23,976.10	
Transfer of State property	16,561.76	
Reimbursements	114,092.34	
Debts pending	235.43	
Internal revenue	287,615.17	
		2,144,932.79
Payments in July		9,244,517.65
Cash for August		7,255,717.55

J. M. GARCIA MONTES,
Secretary of Finance.

HAVANA, August 1, 1904.

HAITI.

COTTON TRADE IN 1903.

In a report on the trade of Haiti for the year 1903 the British consul-general at Port-au-Prince states that there has been an increase in the cultivation of cotton in the Republic for the period covered, and that 3,260,271 pounds were exported during the twelve months, as compared with 2,000,000 pounds in 1902. Of this total, St. Marc exported 2,162,001 pounds; Gonaives, 578,059 pounds; and Jaemel,

358,182 pounds. The cotton grown is of good quality, and it takes but six months to obtain a harvest on the fertile soil of the country. Cotton seed to the amount of 376,300 pounds was exported from Jaemel.

The average price of clean cotton in 1903 was 20 centavos, or 4 pence per pound, but by May, 1904, the price had gone up to nearly 50 centavos at Artibonite.

The largest shipments of cotton were made to Hamburg, though Liverpool and Havre also receive a proportion of the trade. It is anticipated that the cotton shipments for 1904 will reach 4,000,000 pounds, but it is probable, in the opinion of the British consul-general, that whenever the price of coffee advances sufficiently the cultivation of cotton may be abandoned.

MEXICO.

CUSTOMS RECEIPTS, 1903-4.

The custom-house collections of the Republic of Mexico during the fiscal year ended June 30, 1904, according to figures issued by the Treasury Department, show that the foreign trade of the country is in a very flourishing condition. The collections are greater than those of the preceding year and are summarized as follows:

Import duties.....	\$35,288,606
Export duties.....	966,091
Port dues.....	773,919
Arrears.....	103,669
Total.....	37,132,285

The receipts for the three preceding fiscal years were as follows:

1902-3.....	\$34,435,902
1901-2.....	28,397,572
1900-1901.....	28,105,875

These figures show a steady yearly increase in the custom-house receipts, the advance in four years amounting to \$9,026,409. In the fiscal year 1897-98 the total receipts amounted to \$23,022,618, and compared with the receipts for 1903-4 there is an indicated increase of \$14,109,667 in seven years, an average of over \$2,000,000 per year.

COPPER SHIPMENTS TO THE UNITED STATES.

The exports of copper into the United States from Mexico for the first six months of the year 1904 aggregated 19,948 tons. During the same period in 1903 the exports from the same country were 9,621 tons.

PORT DUES IN JUNE.

The import and export duties and port dues of Mexico during the month of June last amounted to \$3,159,998, against \$3,053,496 during the corresponding month of the preceding year, being an increase of \$106,502.

EXTENSION OF STEAMSHIP FACILITIES.

The contract made between the Mexican Government represented by Secretary LEANDRO FERNANDEZ of the Department of Public Communications and Don MANUEL GABUCIO, represented by Licenciado LORENZO ELIZAGA, for the establishment of a steamship service between the Mexican Gulf ports and with those of the United States, South America, and Europe, has been approved by the President of the Mexican Republic and duly published.

The concessionaire, or the company he may organize, undertakes to establish a line of steamers in the Gulf to call at the Mexican ports of Tampico, Veracruz, Coatzacoalcos, Frontera, Progreso, and at the ports of the Yucatan coast and to run to one or more ports in North America, South America, and Europe.

The concessionaire further agrees to establish a purely coasting line between the Mexican ports of the Gulf coast.

The service for the ports of entry shall commence within six months from the date of the publication of the contract in the "*Diario Oficial*" of August 20. The coasting service shall begin three months from the same date.

The steamers may be owned by the company or may be chartered for at least six months and the company may run steamers from Tampico, Progreso, and Coatzacoalcos direct to any port in the United States. The object of the line from Coatzacoalcos is specially to facilitate traffic on the Tehuantepec National Railway, and for the purpose the company may enter into combinations with steamship lines on the Pacific.

In consideration of the services to be rendered by the company, the Government grants the following franchises:

1. Exemption of the capital of the company from Federal taxes, excepting only the stamp tax.

2. The right of the company's steamers sailing under the Mexican flag to the privileges and exemptions enjoyed by vessels under the national flag.

The duration of the concession is five years, which may be extended for five years more if the parties thereto desire.

The company guarantees compliance with the obligations under the concession by a deposit of \$3,000 in bonds of the public debt, constituted in the Federal Treasury.

The details as to the shipping and discharging of freight, the transportation of passengers, the mail service, etc., are very explicitly stipulated in the contract.

AMENDED CUSTOMS-HOUSE ORDINANCES.

(Continued.)

ART. 233. Custom-houses may also forward to the import custom-house of Mexico City, there to be cleared, the household effects and baggage of passengers which the latter did not bring along with them, provided that the railway or carrier company undertakes to transport them subject to the conditions mentioned in the foregoing article.

The fine, not exceeding \$500, which will be imposed on the railway or carrier company for each package that is lacking, that has been tampered with, or for which another has been substituted, will be fixed by the Department of Finance in view of the circumstances of each case, and if said Department sees fit it may withdraw the franchise from any railway or carrier company which by frequently offending in this way renders itself liable to suspicion, even though it is under bond, as provided by the foregoing article.

ART. 240. As soon as a ship is admitted to pratique, the custom-house employe, if he has received from the captain a list of the baggage, will permit said baggage to be unloaded, provided that there be still natural light. The custom-house collector may give permission for the unloading to be effected by night if he considers it necessary.

The custom-house collectors will, in general, be guided by the rule that they should afford to passengers all possible facilities, provided that the interests of the exchequer do not suffer thereby.

ART. 241. The Department of Finance may grant exemption from duties on the household effects of any foreigner who, having come to the country, desires to settle down therein; but the interested party must previously furnish a list of the articles constituting his household effects, and the Department of Finance, before granting the franchise, will require said interested party to prove that in reality he is going to settle down in the Republic.

ART. 264. When, after the settlement of duties, the custom-house observes that a greater amount than was due has been collected, owing either to the application of a wrong schedule or an arithmetical error, said custom-house will at once return the amount in excess to the interested party, making a note at the foot of the request of the rectification of the assessment and the date on which the extra amount was refunded, all of which will be corroborated by the receipt extended by the interested party.

ART. 265. When, in the examination of merchandise, it is found that an article differs in length, width, weight, number, quality, etc.,

as compared with the declaration made by the interested party in the respective document, the following procedure will be followed:

I. If the difference consists in the fact that the weight or dimensions or number of units exceed the declaration contained in the document, a scrupulous examination of the merchandise will be made in the presence of the custom-house collector and a record will be drawn up setting forth the result of the examination and all persons concerned will sign this record. The settlement of duties will be effected on the basis of said result, and, in addition, the interested party will be required to pay a fine according to the circumstances, said fine being, approximately or in round numbers, equivalent to 5 per cent of the excess of duties collectable.

II. If the difference arises from the fact that, in the opinion of the custom-house or the interested party, a lower rate than that declared ought to be applied to the goods, samples of said goods will be taken and a record of the case will be drawn up, with the same formalities as are mentioned in the preceding section; the settlement of duties will take place in accordance with the schedule which, in the opinion of the custom-house, is applicable, the interested party being required either to make a deposit or give a bond in order to guarantee the larger amount of duties pending a definite decision in the case. With a view to the rendering of that decision the custom-house will at once forward to the general custom-house bureau the samples of the goods and a copy of the record drawn up, setting forth the facts, to the end that the bureau may lay the case before the department of finance, which will decide definitely whether the opinion of the custom-house is or is not to be approved, and will also fix the fine that is to be imposed on the interested party for the inaccuracy committed in his declaration.

III. On each copy of the record drawn up in connection with the infringements mentioned in the foregoing sections there will be attached and canceled a 50-cent stamp, to be paid for by the interested party.

ART. 266. When, in the case of articles that are dutiable on their net weight, the legal weight has been declared and it is no longer possible to ascertain the former owing to the articles having passed beyond the control of the custom-house, the duties will be assessed on the basis of legal weight, and, if both particulars are lacking, then on the basis of gross weight. In the case of articles that are dutiable on the basis of their legal weight and said weight has not been declared, and it is no longer possible to ascertain it for the reason above stated, duties will be assessed on the basis of the gross weight.

When the operations of assessment and settlement require the declaration of the legal weight of one or more articles of merchandise that are not dutiable on said weight, but which are imported in the

same package with other articles that are dutiable on gross weight, if the legal weight has been omitted and no statement thereof is made later by means of an addition to the request for clearance, and it is impossible to ascertain it, owing to the articles having left the custom-house, the calculation for the distribution of tare necessary to ascertain the proportional gross weight of each article of merchandise will be made by considering the legal weights that have been declared and the net weights of the items of which the legal weights are unknown, without taking into account the items wherein both particulars are lacking in the declaration. (See Art. 50.)

ART. 267. When the schedule assigned to an article of merchandise in the document does not correspond with the declared rate and the lack of agreement in these particulars has passed unobserved, owing to the goods having passed beyond fiscal control, the duties will be assessed on the basis of the schedule under which the rates are highest.

ART. 271. As a general rule, the payment of fiscal duties must be effected in cash in the form already laid down by the Department of Finance or in such form as it may lay down in future; but the custom-house collectors are empowered to accept, on their own responsibility, bonds for the amount of the duties payable and of the fines imposed. The existence of such security in the possession of the custom-house does not warrant the persons who owe for duties in delaying settlement of said duties, for the security in question merely serves to protect the interests of the Treasury pending the assessment of duties, the interested parties being under the obligation of presenting themselves to pay the amount due as soon as they are required by the custom-house to do so.

ART. 275. When the unloading of merchandise has been effected without incident, when said merchandise has been deposited in the customs warehouse, when the visit of arrival has been made to the vessels, and when the regular entries and notes have been made in the proper books and documents the commander of the custom-house guard will return to the custom-house collector the request for the clearance of which he made use in the discharge of his task, and said request, together with the list of provisions, passengers, and baggage, and the slips of paper used in the unloading, will be deposited in the custom-house strong box.

Articles stored in the warehouse, or within the precincts of the custom-house or without those precincts, if necessary, but still under the custody of the custom-house, will, if they are not goods included in the description of article 153 of these ordinances, pay for the entire time during which they are cared for by the custom-house, and in compensation for said care a storage due which will be collected in accordance with the following rates:

During the first two months of storage for each 100 kilograms of weight or fraction thereof, 1 cent per day.

During the third and fourth month, for the same number of kilograms or fraction, 2 cents per day.

During the fifth and sixth month, for the same weights, 3 cents per day.

The settlement for storage dues will be effected on the aggregate weight of the total number of packages containing the goods, will begin to run on the date on which said packages were complete and assembled in the place destined for their storage, and will be charged until the last package has been reshipped, after deduction of the amount due for five days during which free storage is allowed.

ART. 281. If the damage sustained by a vessel is of such nature as to prevent it from continuing its voyage to its destination, and the captain desires to have the merchandise unloaded and cleared and to pay duties at the port which the vessel has reached in distress, he will present a written petition, with the stamp required by law, and the custom-house collector may permit the unloading after collation of the request for clearance with the documents deposited, and in regard to subsequent operations the rules provided for ordinary cases will be observed.

The effects thus cleared will be subject to storage dues from the date whereon they were unloaded until the date when the captain states that it is impossible to take the goods on board again, and from that moment they will be subject to the provisions of articles 152 and 153 of these ordinances, paying the due for custody required by the latter of said articles, if, within the periods of time provided by the former, the request for clearance is not presented and the subsequent operations of clearance and settlement of duties are not completed.

ART. 287. The transfer of merchandise from one vessel to another in Mexican ports, will take place subject to the following rules:

I. When a vessel coming from a foreign country arrives at a port of the Republic with cargo on board for another Mexican or foreign port, duly covered by proper papers, and permission is asked from the custom-house to transship said cargo, the custom-house collector may grant such permission, even though there be nothing in the manifests to show that the cargo was destined to be transhipped. If, for a grave reason, the custom-house collector considers that the permission ought not to be granted, he will at once lay the matter before the custom-house bureau, so that the latter may determine what is to be done.

II. In case a vessel arrives at a port with merchandise on board for that port and the consignee requests permission from the custom-house to transship said merchandise in order to forward same to some other

Mexican port open to the trade of the high seas, the authorization may be granted by the Department of Finance only. To this end the custom-house collector must communicate by telegraph, if necessary, at the expense of the interested party, with the custom-house bureau, laying the case before it and stating whether in his opinion it is or is not desirable that the permission be granted.

III. If, on account of arrival in distress or other circumstances of *force majeure*, a vessel is unable to continue its voyage, carrying cargo which it has on board for another Mexican port or a foreign port, and the captain or consignee shall ask permission to transship said cargo, the custom-house collector may grant said permission, subject to the rules laid down by the maritime laws in force; but the collector must participate directly in all operations of transshipment, loading, and unloading.

IV. When, by reason of an accusation, a vessel is compelled to delay its departure or can not continue its trip, and has cargo on board duly covered by proper papers consigned to another port, the custom-house collector, either on his own responsibility or with the permission of the judicial authority, if the matter is *sub judice*, will order the unloading or transshipment of the effects.

V. When the captain or consignee of a vessel asks permission for the transshipment to said vessel, for its necessary requirements, of the spare provisions of another without payment of duties the custom-house collector may grant said permission if he sees no serious objection.

VI. Whenever, in order to continue their voyage, passengers have to transship from one vessel to another they will be allowed to transfer their baggage as well.

VII. If the vessel to which goods are to be transhipped has not yet arrived at the port where said goods are located, the custom-house collector, at the request of the captain or consignee of the vessel which brought said goods, may permit them to be unloaded, provided that there are sufficient accommodations available for them or closed lighters are at hand in which they can be deposited with suitable safety. In this case the goods will remain in the custody of the custom-house and subject to the payment of storage dues, as provided by article 275 of these ordinances. When the time comes for reshipping the goods the captain or consignee of the vessel in which the goods are to be shipped will ask leave of the custom-house.

VIII. All operations of transshipment will be subject to the dues for loading and unloading in ports where said dues are in force.

ART. 291. By coastwise trade is understood, for the purpose of these ordinances the carriage by sea of national or nationalized goods between two or more points on the coasts of the Republic.

If the goods mentioned are cleared from one custom-house for another situated on a different littoral, and therefore have to traverse a portion of the national territory in their transportation, their carriage under such conditions will be regarded as a single operation of coastwise trade.

ART. 293. The right to engage in coastwise trade appertains to Mexican vessels, but foreign vessels may be permitted to engage in such traffic, upon request, under the following circumstances:

I. When there is no native vessel in port with open registry and taking on goods for the point whither the foreign vessel desires to go.

II. When, even though there is a Mexican vessel in port with open registry and destined for the same point, it will be unable to sail sooner than eight days after the date fixed for the departure of the foreign vessel.

III. When the foreign vessel is to carry only baggage, merchandise in small quantities, such as is carried by express companies according to the terms of the respective regulations, coined money, native beer in barrels, ice, live animals, and articles that are easily decomposed but subject to determination by the Department of Finance.

IV. When, by reason of a public calamity, it is urgently necessary to ship provisions or other forms of aid.

ART. 294. Custom houses in granting the franchises mentioned in Sections I and II of the foregoing article, will conform to the following rules:

I. If there is a national line of vessels devoted to the coastwise trade which makes at least two regular round trips per month, subject to a fixed itinerary, and an exact date of departure, foreign vessels can only be allowed to engage in coastwise traffic on condition that they open their registry for cargo three days after the departure of the national vessel and depart not later than six days before the date fixed in the itinerary for the return of the said national vessel.

II. As soon as the captain of a foreign vessel asks permission to carry goods in the coastwise trade the custom-house collector will call on the owners of the native vessels that are in port, of which the registry is open and which, by reason of their capacity and other qualities are capable of carrying the cargo which the foreign ship wants to transport, to the end that said owners may state whether they can take charge of said cargo; and if he obtains an answer in the affirmative from any one of them, he will not permit the goods to be shipped in a foreign bottom; but, on the other hand, he will not permit the native vessel to sail without the cargo. If the answer be in the negative, the shipment of the cargo in the foreign bottom will be permitted.

III. When the custom-house collector considers that the owners of native vessels who have been questioned are withholding their answer

so that the foreign vessel may depart and the cargo be left behind on shore, the custom-house collector will order that the native vessels be visited by the commander of the custom-house guards and the chief pilot, and in case they find that there is no room in said vessels for the cargo, they will so inform the collector, who will thereupon permit the foreign vessel to carry the coastwise traffic in question.

IV. In all these cases the custom-houses will, through the proper channels, apprise the custom-house bureau, in order that any liability that arises may be enforced.

ART. 295. The permissions provided for in the foregoing articles, and subject to the conditions laid down, will be granted by the custom-house collectors, save in cases of public calamity, in which they can only be granted by the department of finance.

ART. 296. All operations of coastwise trade, in which foreign vessels engage in accordance with these ordinances, will be subject to the tax on internal maritime traffic created by decree of July 1, 1898. In the shipping papers there will be stated in letters the gross total weight of the goods, which will serve as the basis for the application of the tax in question. In the partial items of the clearance request it will suffice if the gross weight of each item is expressed in figures, but the total weight of all of the items will always be written in letters.

ART. 297. Change of destination and transshipment of national or nationalized merchandise, between native vessels in Mexican ports, will take place subject to the following rules:

I. When a native vessel coming from a Mexican port carries national or nationalized goods bound for another Mexican port, and when arriving at the latter, instead of unloading them, asks permission through its captain to forward them to another port open to coastwise trade, either in the same bottom or after transshipping them to another native vessel, the custom-house collector may give the permission, and the same papers, with suitable annotation, will serve to cover the goods to their final destination.

II. When a native vessel, coming from a Mexican port, has on board national or nationalized goods for various ports of the same littoral, and if, at one of the ports of call, the captain asks permission to forward said goods to a port other than the one mentioned in the papers, either in the same bottom or after transshipment to another native vessel, the custom-house collector may grant permission, while duly annotating the papers of the custom-house where the shipment originated, and said papers will serve to cover the cargo to its place of final destination.

III. When a native vessel coming from a Mexican port has on board national or nationalized goods for various ports on the same littoral, and if at one of the ports of call the captain asks permission to transship to another native vessel the goods destined for one or more of the other ports in order that they may thus reach their destination,

the custom-house collector may grant the permission after duly annotating the papers of the custom-house of origin, said papers serving to cover the cargo to its final destination.

IV. In granting these permits the custom-house collectors will take care to notify the custom-houses of origin and their destination.

V. The foregoing rules are also applicable to the transportation of merchandise between two or more ports of different littorals of the Republic, and in this case both the custom-house where the goods are debarked to be forwarded overland, as well as the custom-house which receives them and is concerned in putting them on board again to be shipped to the port or ports of destination, will be considered as points of call.

ART. 298. The captain or consignee of the vessel will present a petition to the custom-house collector in the form of a simple request bearing the stamps provided by law, setting forth in addition to the point or points whither it is desired to send the cargo, the name of the vessel, its registered tonnage, and the name of the captain.

II. The custom-house collector, in granting the permit, will record it at the foot of the request and will pass it on to the commander of the custom-house guards in order that he may permit the shipment of the goods in proportion as the shippers present themselves with their papers in due form.

NICARAGUA.

ADVANCING TRADE RELATIONS WITH THE UNITED STATES.

In its issue of July 21, 1904, "Export" (the organ of the central union for commercial geography and for the advancement of German interests in foreign parts) has the following article in regard to American efforts in securing foreign markets:

"That the motto 'Germany leads the world' is only a beautiful dream is sufficiently well known. The fulfilment of this dream grows more difficult with every year. This is now being discovered. We are now standing still in foreign parts. At home the great desire of moving forward that should characterize our people is vanishing. I have no intention of discussing the higher forms of politics, but anyone who will cast his glance outside of the limits of the German Empire and will take an unprejudiced view of the different peoples can not but see that Germany is beginning to feel weak. Everywhere we are crawling and bending the knee, and yet in no part of the world are we regarded as favorites. Is this right? At present we are told that we are not able to play trumps because we have no fleet. Of course we need a strong fleet the more we rub up against foreigners in far-off

lands, but did we not play another rôle twenty years ago with a much smaller fleet?

“Let us glance at Nicaragua. The dominating position held by Germany ten years ago in that country is being slowly but irrevocably yielded up to the Americans, who, thanks to their bold, enterprising spirit, and thanks to their distinguished consular representation, are moving into the place once occupied by us. After the coffee crisis of 1896 had endangered Hamburg capital and had caused a great many losses, which were not unexpected, there has been an entire loss of spirit. This, too, in spite of the fact that the government of President Zelaya is not only firm but gives great promise for the future. The Americans, on the other hand, with great spirit, have in a few years conquered the entire country. They said to themselves that a land so blessed by nature must yield excellent results. They have poured capital into the country. They have sent out commissions to visit and to study it. They have established depots, and have sought and found capitalists who are willing to exploit the brilliant concessions made to them by the Nicaraguan Government. One concession gives them a monopoly in felling various kinds of valuable wood on the Mosquito coast. Another is for the exploiting of great mining interests in the north and northeast. A third gives a monopoly of the river transportation on the east coast. Through this the culture of bananas is placed in the hands of one company.

“The same syndicate lent the Government a million dollars. It has taken over the immense farm of the President on the Gulf of Fonseca, and has pledged itself to establish a new line of steamers between New Orleans and the Gulf ports of Nicaragua. The entire coast in these parts is already Americanized. Business houses in Bluefields, banana and caoutchouc plantations, and numberless mines are already in the hands of Americans. They are planning to buy great stretches of territory for ranches, which will yield enormous profits upon the opening of the Panama Canal. An American company is furnishing Managua with electric lines and is preparing to spread a net for the transmission of power over the entire country. Apart from the far-reaching and exploiting spirit of the Americans and their almost reckless investment of capital, a large part of their success is undoubtedly due to their consular representation, which undertook through personal and social relations with the leading people to make an impression, first of all on the President of the Nicaraguan Republic, and afterwards on the leading people. They have removed the prejudices that existed against their country and have succeeded in obtaining concessions for their countrymen.

“Our consular representation suffers from the lack of close contact with the Nicaraguan people. Up to the beginning of last year we had a consulate for Managua and Salvador. Only those who know the

difficulties of communication between Nicaragua and Salvador will understand how inappropriate such an arrangement is. The Consul is always traveling from one post to the other. We held meetings and begged the proper authorities in Germany to remedy this evil in order to free Nicaragua from its inevitable results. We asked for a Consul who would be in an independent position and able to assist his countrymen. As yet we have received no answer. This has produced a bad feeling. The original arrangement still continues, except that Costa Rica has been substituted for Salvador, and in each of the two capitals a Vice-Consul has been appointed. We do not find that much has been gained by this arrangement, and are of opinion that enormous expenses for consular objects, including houses, offices, secretaries, and wages, are thrown away. The present condition is favorable neither to the Government here in Nicaragua nor to the Vice-Consuls themselves, for these officers are regarded only as half representatives of the German colony.

PARAGUAY.

COMMERCE WITH GREAT BRITAIN IN 1903.

The following particulars concerning the trade of the Republic of Paraguay with the United Kingdom are based on statistics included in the report of the British Consul at Asunción, and the figures have been compiled from various official sources at the disposal of the consular officer.

The value of the imports was as follows, the figures for the year 1902 being also furnished for the purpose of comparison:

Country of origin.	1902.	1903.
United Kingdom.....	£172,778	£227,809
All other countries.....	236,681	482,536
Total.....	466,459	710,365

The total value of the exports from Paraguay in 1903 amounted to £850,730, as against £778,132 in 1902, the principal products being hides, dried and salted (£208,218); jerked meat (£79,712), extract of quebracho (£60,125); hard woods and posts (£93,687); tobacco in leaf (£64,318), and "yerba," milled (£151,536). In converting Paraguayan currency into pounds sterling an average rate of exchange of 1,000 per cent has been taken.

CATTLE RAISING IN THE REPUBLIC.

According to "Export," of July 21, 1904, a German paper published in Berlin and devoted chiefly to the export trade, Paraguay's principal product is cattle. In the awful years 1864 to 1870 Paraguay's 2,000,000 head of cattle fell off to 15,000. Thirty-three years of peace have seen the Republic rise to a position beyond that occupied before 1864. To-day there are 3,500,000 head in its fields.

A quadrat legua (about 4,633 acres) will support 600 to 800 cattle—in some cases even more—which gives from 5.7 to 7.4 acres to each animal. In the Argentine Republic where land is dearer, 1,000 head are assigned to each quadrat legua, but at the expense of both beef and land. If one compares the Paraguayan cattle fields with those of German South Africa, where each head of cattle has to have 99 acres, which is thought by some to be much less than is really needed, an idea is obtained of the difference in favor of the Paraguayan ranchers. To be sure, the southwest African land is sold for less than 12 cents an acre, while the Paraguayan pasturage sells for 24 to 30 cents an acre; yet the land necessary to support one animal in southwest Africa costs nearly \$10, while it costs less than \$2 in Paraguay.

On good land cattle will double in four years; in exceptional cases the increase will be 35 per cent annually (that is, the cattle will more than double in three years), although the ranchman is usually satisfied to note an annual gain of 20 to 25 per cent. The quadrat legua (4,633 acres) in Paraguay costs generally from \$1,000 to \$1,500. Land lying near the Paraguay River or near a railroad sells for \$2,500 a quadrat legua. Good land near the navigable rivers has doubled in price during the last ten years.

Estimates made by competent persons put the profits of Paraguayan cattle raising beyond peradventure. An investment of \$5,000 to \$10,000 in a ranch will result in a yearly profit of 20 per cent. An investment of \$75,000 in the stocking of a ranch with 8,000 to 10,000 head of cattle will yield 12 to 15 per cent per annum and more. In very favorable cases, particularly when the manager of the ranch is the actual owner of the land, the possible profit is put as high as 20 to 25 or even 40 per cent.

One must not imagine that ranching in Paraguay is a new thing. It is not. There are a great many large companies operating in all parts of the Republic, some of which have thousands of cattle. Efforts are being made not only to increase the herds numerically, but to improve the breeds. The prospects were never so bright as now. The demand for meat, even in South America, is constantly increasing. In 1900 the value of the Argentine Republic's export of beef products was nearly \$30,000,000, and in 1901 the value was nearly \$44,880,000.

What is true of the Argentine Republic and Paraguay is just as true of Uruguay and the State of Rio Grande in Brazil.

Since a large part of the Argentine Republic is adapted to sheep raising and may be taken for that purpose, and since large parcels of land in Uruguay and the Argentine Republic are being taken for agricultural purposes, for raising cereals, vegetables, etc., a time is coming when Paraguay's hinterland will have to be taken to supply the wants once supplied by these lands now being turned over to more intensive forms of farming. Even Matto-Grosso in Brazil will be wanted for the raising of cattle. The statistics of recent years show that Uruguay and the Argentine Republic have reached the limit of their powers as cattle raisers, for while the export of frozen sheep carcasses from the Argentine Republic advanced from 1,932,697 in 1896 to 3,429,222 in 1902, the number of pickled beeves fell off from 449,400 to 440,400. The exports of live cattle fell off, too, while the number of live sheep exported went up from 25,746 in 1901 to 122,501 in 1902.

The live stock of the Argentine Republic in 1895 was estimated as follows: Beef cattle, 20,000,000; sheep, 75,000,000; horses, 5,000,000. Compared with those for 1885, these figures show a falling off in beeves of 200,000 head. A 1904 census covering four of the principal provinces, Buenos Ayres, Santa Fé, Cordoba, and Entre Rios, shows a still further falling off, from 12,860,386 to 12,600,708. In all, the falling off in Argentine Republic cattle in the last fourteen years has been fully 500,000 head. Thus the outlook for Paraguayan ranches is remarkably bright. Their products can easily be placed on the ships or in the markets along the La Plata River.

The greatest triumph of Paraguay's industrial efforts was recorded when she erected two large slaughterhouses, each with a capacity of 300 head of cattle daily.

The prices of cattle in Paraguay show a constant tendency to increase. In 1890, when the value of the paper peso was about 40 cents, the average price for young bulls was 24 pesos (\$9.60) each; for cows, 20 pesos (\$8); in 1903 the prevailing price for young bulls was 100 pesos (\$10.71), the paper peso being then at 10.71 cents, and for cows 90 pesos (\$9.64), an increase of about 15 per cent in thirteen years.

A glance at the past in Paraguay is very interesting. At the beginning of the last century land was granted to settlers in many cases for nothing. The only things charged for in a transfer of lands were the cattle and farm fixtures, household and other effects. For example, a farm in Santa Fé comprising a fraction more than 90 square miles, containing 8,000 cattle and 15,000 horses, sold for \$6,069. The 8,000 cattle were valued at less than 50 cents each, and the 15,000 horses,

incredible as it may seem, were valued at 12 cents each. Of course the money of that time was worth much more than the money of the present. Nevertheless Paraguay's past was full of remarkable opportunity and her future exceedingly hopeful.

When one contrasts the past, as pictured in the example cited above, with a day in the present century, when 50,400 pesos (nearly \$21,400) were paid for 20 head of cattle raised in the Argentine Republic and bought for breeding purposes, the change seems truly wonderful.

PERU.

BOUNDARY QUESTION WITH BRAZIL.

[*"Diario Oficial,"* of July 31, 1904.]

Decree No. 1210, of July 30, 1904.

The President of the Republic of the United States of Brazil, to the inhabitants thereof, know ye:

That the National Congress has decreed and I have approved the following resolution:

ARTICLE 1.—The provisional agreement concluded at Rio de Janeiro on the 12th day of July, 1904, between the Governments of Brazil and Peru, is hereby approved.

ART. 2.—All provisions to the contrary are hereby revoked.

Rio de Janeiro, July 30, 1904, and sixteenth year of the Republic.
FRANCISCO DE PAULA RODRIGUES ALVES,
RIO BRANCO.

Protocol of a provisional agreement concluded at Rio de Janeiro, July 12, 1904, between the Governments of Brazil and Peru.

Senhor JOSÉ MARIA DA SILVA PARANHOS DO RIO BRANCO, Minister of Foreign Relations, and Señor DR. DON HERNAN VELARDE, Envoy Extraordinary and Minister Plenipotentiary of the Republic of Peru, having met in conference at the palace of Itamaraty, in Rio de Janeiro, on July 12, 1904, and having been duly authorized to conclude a provisional agreement which may prevent possible conflicts between citizens of Brazil and citizens of Peru in the regions of the Upper Juruá and Upper Purús rivers, and permit the two Governments of Brazil and Peru to enter amicably into the negotiation of a final and honorable agreement on the boundary dispute between the two countries, have agreed upon the following articles:

ARTICLE 1. The diplomatic negotiation for a direct agreement for the marking of the boundary line between Brazil and Peru from the source of the Javary to 11° south latitude, shall begin on the 1st day

of August and be closed on the 31st day of December of year of 1904.

ART. 2. The two Governments, desirous of maintaining and strengthening their relations of good neighborship, declare without delay their sincere purpose of recurring to any of the other means of settling amicably international disputes—that is, to the good offices or mediation of any friendly government, or to the decision of an arbitrator, if, within the indicated period or in that of the extensions thereof which may be agreed upon, they do not reach a direct and satisfactory agreement.

ART. 3. During the discussion the following territories in dispute shall remain neutral:

(a) That of the basin of the Upper Juruá from the headsprings of this river and of its upper affluents to the mouth and left bank of the Breu River, and thence westward along the parallel of the confluence of the same Breu River to the western boundary of the basin of the Juruá.

(b) That of the basin of the Upper Purús from the parallel of 11° to the place called Catay, inclusive.

ART. 4. The police of each one of the two neutral territories shall be in charge of a mixed commission formed by a Brazilian commission and a Peruvian commission. Each commission shall be composed of a commissioner of the rank of major or captain, and of a substitute commissioner of the rank of captain or lieutenant, and of an escort of fifty men, and the small boats that may be necessary.

ART. 5. On the left bank of the Breu River at the point of its confluence with the Juruá, or at any other point farther up the river, and likewise at Catay, or at any other neighboring point on the Purús, there shall be established mixed custom agencies, which shall give permits in order that the export duties on products of the two regions temporarily neutralized may be collected at the Brazilian custom-house of Manáos or at that of Belém do Para, and they shall receive the certificates of payments of import duties that have been made at either of the two aforesaid Brazilian custom houses of Manáos and Pará, or at the Peruvian custom-house of Iquitos for the dispatch of merchandise destined to the said territories temporarily neutralized. These export and import duties shall be the same as the Federal Government of Brazil causes at the present time to be collected at its custom stations, and the amount of said duties shall be divided equally between the two countries.

ART. 6. All offenses committed by Brazilians in the two neutral territories shall be tried and determined by the courts of Brazil, and those committed by Peruvians, shall be tried and decided by the courts of Peru. Individuals of other nationalities who commit offenses against Brazilians shall be tried by the courts of Brazil, and individ-

uals of other nationalities who commit offenses against Peruvians, shall be tried by the courts of Peru. The jurisdiction competent to try those persons of other nationalities who are accused of offenses against individuals who are neither Brazilians nor Peruvians shall be that of Brazil or of Peru, according as the commissioners of the two Republics by common accord determine, after making an examination of the circumstances of the case.

ART. 7. Doubts or differences which may arise between the commissioners shall be submitted to the two Governments for solution.

ART. 8. Each Government shall defray the expenses of its respective commission and escort.

ART. 9. In addition to the two mixed commissions of administration each Government shall appoint a special commissioner for the Upper Purús and another for the Upper Juruá, with the assistants and escort necessary, thus forming two other mixed commissions which shall make a rapid reconnoissance of these two rivers in the neutralized territories.

ART. 10. The personnel of the commissions mentioned in the preceding articles shall be designated within thirty days reckoned from the date of the present agreement, and they shall report at the said regions as soon as possible.

ART. 11. The two Governments shall formulate, by common accord, the instructions by which the mixed commissions shall be guided.

ART. 12. The two Governments of Brazil and Peru declare that the terms of this provisional agreement do not affect in any way the territorial rights which each of them defends.

In faith whereof, this agreement was drawn up in duplicate, each in the Portuguese and Spanish languages, at the place and on the date aforesaid.

RIO-BRANCO.

HERMAN VELARDE.

AMERICAN-MADE SHOES IN THE REPUBLIC.

United States Consul GOTTSCHALK, Callao, Peru, reports that there is every evidence of a growing demand for American-made shoes in Peru, notwithstanding the rather high customs duties to which these goods are subject. Quite recently there was opened on one of the principal streets of Lima an attractively furnished store which deals exclusively in American footwear for men and women. The store is called "La Nueva York," and advertises itself—with laudable enthusiasm, if with somewhat a strange notion of geography—as "dealing in all classes of North American footwear." One of the firm is a well-known local exporter and importer, and the new enterprise, to judge from the sales already made, bids fair to prove a remarkable

success. The shoes sold here appear for the most part to be such as are generally sold at \$4 to \$5, retail, in the United States, in calf, kid, velours, and patent leather.

There is certainly, not only in Lima, but throughout Peru, a market for American-made shoes, which could be exploited by judicious striving to meet the popular taste at a moderate price. There is no local manufacture of any account, and the market has until recently been supplied chiefly by French shoes of very cheap quality, usually sold at very high prices. This has been especially true in the line of women's shoes.

An American manufacturer in preparing a line of footwear for Peruvian trade should bear in mind that during a great portion of the year the streets of Lima and Callao are muddy, owing to the "garnas" (Scotch mists) which fall very heavily, although it never actually rains. Throughout the plantation districts and, generally speaking, on all the roads of the country there is considerable mud to be encountered. A rather heavy souled shoe, made of stout leather, could be sold here, when in more tropical countries it would find practically no acceptance. The high (10-inch) laced boot furnished to the army, and so often seen among the plantations in the West Indies and Central America, could find a sale in the agricultural and mining districts of Peru provided it were only made accessible enough to the people in price.

For ordinary walking wear and in cities the popular taste is for shapes somewhat approaching the "straight last" with medium toe and high instep, of medium weight, in kid, patent, and russet leathers, and canvas. Enameled leather, strange to say, is not much known here, and ought to prove popular. In women's shoes care should be taken to keep in stock a great assortment of the smallest sizes, allowing much height for the instep, with pointed toe and high heel. In this line of goods there are apparently no rules to be laid down as to styles, the most fanciful sorts being those that find most acceptance always.

The present customs duties upon shoes here are:

Peruvian duties on shoes.

Kinds of shoes.	Duty per kilogram (2.20 pounds.)
Heavy shoes, of all sorts of leather, for military purposes, and heavy soled shoes in general, nailed or screwed, for sailors or huntsmen	\$0.60
Shoes of fine and ordinary leather, or of cloth (cotton or linen) for men, women, and children, in pasteboard boxes	.97
Shoes of silk in pasteboard boxes	2.67
Shoes of rubber, with or without other materials	.65
Shoes of wood (and also roller skates)	.60
Shoes of straw	.41
Shoes with rope soles, in cases	.18
Shoes in bales or other packages	.22

Particular care should be taken in packing shoes for Peruvian export. It should be noted that duties are charged by weight, and that a case containing loosely packed shoes, no matter of what kind, is weighed and assessed in bulk. This is not done, however, with a case containing shoes packed in separate pasteboard boxes.

UNITED STATES.

TRADE WITH LATIN AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement, from figures compiled by the Bureau of Statistics, United States Department of Commerce and Labor, showing the value of the trade between the United States and Latin-American countries. The report is for the month of July, 1904, with a comparative statement for the corresponding month of the previous year; also for the seven months ending July, 1904, as compared with the same period of the preceding fiscal year. It should be explained that the figures from the various custom-houses showing imports and exports for any one month are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for July, for example, are not published until some time in September.

IMPORTS OF MERCHANDISE.

Articles and countries.	July—		Seven months ending July—	
	1903.	1904.	1903.	1904.
Chemicals, etc.:				
Logwood (<i>Paolocampêche; Pao de campêche; Campêche</i>):				
Central America.....				7,420
Mexico.....				876
Cuba.....				
Coal, bituminous (<i>Carbón bituminoso; Carvão bituminoso; Charbon de terre</i>):				
Mexico.....			10	698
Cocoa (<i>Cacao; Cacao au cacao crú; Cacao</i>):				
Central America.....	6,509	8,323	14,638	149,209
Brazil.....	46,847	79,409	646,817	517,400
Other South America.....	133,205	196,361	1,182,147	997,067
Coffee (<i>Café; Caffé; Caffé</i>):				
Central America.....	447,214	199,607	4,412,812	4,102,111
Mexico.....	140,468	75,118	1,589,413	1,884,071
Brazil.....	3,155,930	2,927,361	22,510,508	27,205,429
Other South America.....	1,106,278	639,630	4,857,545	5,917,239
Copper (<i>Cobre; Cobre; Cuivre</i>):				
Mexico.....	177,387	161,605	772,880	1,070,917
South America.....				797
Fibers:				
Cotton, manufactered (<i>Algodón en rama; Algodão em rama; Colon, non manufacturé</i>):				
South America.....	32,521	16,001	312,683	179,523
Sisal grass (<i>Henequén; Henequen; Henequén</i>):				
Mexico.....	1,492,000	1,215,382	8,661,737	8,959,075

IMPORTS OF MERCHANDISE—Continued.

Articles and countries.	July—		Seven months ending July—	
	1903.	1901.	1903.	1901.
Fruits:				
<i>Bananas (Plátanos; Bananas; Bananes):</i>				
Central America.....	Dollars. 304,903	Dollars. 488,333	Dollars. 1,920,110	Dollars. 2,544,114
Cuba.....	218,752	271,150	645,811	1,402,786
South America.....	68,206	86,698	408,557	286,681
<i>Oranges (Naranjas; Laranjas; Oranges):</i>				
Central America.....	51	11	170	1,222
Mexico.....	419	465	1,217	6,283
Cuba.....		4	537	680
<i>Fur skins (Pélos finos; Pellos; Fourrures):</i>				
South America.....	47,480	26,763	86,363	98,297
<i>Hides and skins (Cueros y púlos; Cueros e pellos; Cuirs et peaux):</i>				
Central America.....	54,619	40,633	312,727	310,771
Mexico.....	178,579	146,185	2,267,077	2,075,861
South America.....	995,020	1,200,378	8,373,184	6,646,039
<i>India rubber, crude (Goma elástica; Borracha crua; Gutta-percha):</i>				
Central America.....	37,230	42,859	359,224	461,458
Mexico.....	8,440	8,551	69,570	101,830
Brazil.....	978,267	774,815	12,672,479	15,380,227
Other South America.....	61,478	184,083	363,928	592,055
<i>Lead, in pigs, bars, etc. (Plomo en gabipagos, barras, etc.; Chumbo en linguetos, barras, etc.; Plomb en saumons, en barres, etc.):</i>				
Mexico.....	279,056	250,977	1,315,897	2,108,202
South America.....	2,931	278	47,199	14,225
<i>Sugar, not above No. 16 Dutch standard (Azúcar, no superior ao No. 16 de padrão holandês; Assucar, não superior ao No. 16 de padrão holandês; Sucre, pas au-dessous du type hollandais No. 16):</i>				
Central America.....	35,280	23,469	89,593	86,331
Mexico.....	1,513	19,341	93,569	31,381
Cuba.....	3,809,351	4,154,685	27,792,029	45,781,851
Brazil.....			1,051,389	146,385
Other South America.....	16,631	56,573	2,418,438	1,920,628
<i>Tobacco, leaf (Tabaco en rama; Tabaco en folha; Tabac en feuilles):</i>				
Mexico.....	401	4,073	21,812	16,837
Cuba.....	778,294	611,177	5,723,371	5,192,475
<i>Wool, mohogany (Ovelha; Moyno; Acryon):</i>				
Central America.....	47,128	30,165	318,168	405,562
Mexico.....	38,285	10,345	257,199	332,373
Cuba.....	39,406	8,711	291,712	117,983
South America.....		3,342	465	23,079
<i>Wool (Lana; Lã; Laine):</i>				
South America—				
Class 1 (clothing).....		61,962	1,680,478	2,543,762
Class 2 (combing).....	54,116		139,721	86,405
Class 3 (carpet).....	4,187	120,778	652,887	860,896

EXPORTS OF MERCHANDISE.

<i>Agricultural implements (Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles):</i>				
Central America.....	399	1,554	6,775	6,318
Mexico.....	33,531	20,507	172,686	215,729
Cuba.....	3,359	7,924	38,078	79,923
Argentine Republic.....	332,276	826,087	1,459,765	2,129,712
Brazil.....	1,653	3,886	13,907	27,979
Chile.....	46,140	40,559	101,329	89,955
Colombia.....	532	610	1,183	1,366
Venezuela.....	28		681	435
Other South America.....	36,072	3,977	90,065	68,249
Breadstuffs:				
<i>Corn (Maiz; Milho; Mais):</i>				
Central America.....	1,063	6,340	22,872	30,738
Mexico.....	13,197	11,299	88,066	69,580
Cuba.....	93,054	81,806	353,870	417,919
South America.....	3,229	831	20,481	12,274

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EXPORTS OF MERCHANDISE—Continued.

Articles and countries.	July—		Seven months ending July—	
	1903.	1904.	1903.	1904.
Breadstuffs—Continued.				
Wheat (<i>Trigo; Trigo; Blé</i>):				
Central America.....	Dollars. 1,667	Dollars. 1,300	Dollars. 11,474	Dollars. 18,417
Mexico.....	568,947	30	1,467,438	15,221
South America.....	845	.....	71,061	1,197
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>):				
Central America.....	45,968	122,483	503,562	820,919
Mexico.....	7,409	10,250	105,956	98,750
Cuba.....	111,493	170,738	1,099,786	1,600,808
Brazil.....	83,650	93,858	1,125,347	1,069,578
Colombia.....	101,523	36,129	372,617	301,358
Other South America.....	176,676	143,908	888,955	998,129
Carriages, etc.:				
Carriages, carts, etc., and parts of (<i>Carruajes, carros y sus accesorios; Carriages, carts et parties de carros; Voitures, wagons et leurs parties</i>):				
Central America.....	5,421	5,005	81,866	114,521
Mexico.....	104,901	110,083	979,320	1,469,630
Cuba.....	12,065	13,861	272,212	153,269
Argentine Republic.....	33,495	45,921	195,313	379,926
Brazil.....	15,801	2,355	71,972	17,674
Chile.....	4,094	3,525	8,055	34,782
Colombia.....	3,125	1,505	21,077	21,802
Venezuela.....	605	1,634	3,403	18,612
Other South America.....	2,729	6,989	130,686	81,812
Cycles, and parts of (<i>Bicicletas y sus accesorios; Bicycles et accessoires; Bicycloles et leurs parties</i>):				
Central America.....	446	626	1,835	2,232
Mexico.....	4,035	3,187	37,016	26,249
Cuba.....	921	3,521	8,902	18,352
Argentine Republic.....	992	2,387	8,310	11,479
Brazil.....	1,058	2,133	4,850	8,469
Colombia.....	27	961	480	3,488
Venezuela.....	46	7	141	187
Other South America.....	1,638	1,086	10,905	8,484
Copper (<i>Cobre; Cobre; Cuivre</i>):				
Mexico.....	66,045	101,597	483,538	630,721
Cotton:				
Cotton, unmanufactured (<i>Algodón no manufacturado; Algodão não manufacturado; Coton, non manufacturé</i>):				
Mexico.....	6,320	2,936	1,179,801	1,128,882
Cotton cloths (<i>Tejidos de algodón; Fuzentas de algodón; Coton, manufacturé</i>):				
Central America.....	74,440	114,716	508,450	795,469
Mexico.....	13,215	13,673	101,214	112,545
Cuba.....	16,124	70,245	112,049	335,628
Argentine Republic.....	9,107	14,371	51,045	136,166
Brazil.....	59,673	41,451	397,420	351,604
Chile.....	51,770	18,688	337,869	388,465
Colombia.....	81,590	63,987	588,832	438,687
Venezuela.....	71,231	19,464	366,297	291,602
Other South America.....	35,921	45,726	232,988	250,769
Wearing apparel (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	46,649	61,625	217,559	332,283
Mexico.....	41,218	37,728	214,226	295,192
Cuba.....	21,186	31,418	127,530	174,533
Argentine Republic.....	19,331	30,662	112,669	107,336
Brazil.....	7,044	3,790	62,711	61,229
Chile.....	3,820	1,039	17,682	11,247
Colombia.....	9,373	10,955	63,288	65,037
Venezuela.....	4,707	1,651	16,082	26,218
Other South America.....	5,169	5,223	29,482	26,381
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos; Apparatos électriques e scientificos; Appareils électriques et scientifiques</i>):				
Central America.....	3,881	7,962	36,129	111,474
Mexico.....	41,872	32,205	243,351	329,474
Argentine Republic.....	11,051	13,855	78,008	84,421
Brazil.....	11,383	36,943	95,692	204,607
Chile.....	3,336	8,321	31,192	46,133
Venezuela.....	4,496	5,740	16,629	17,591
Other South America.....	31,891	27,563	94,976	106,029

EXPORTS OF MERCHANDISE—Continued.

Articles and countries.	July—		Seven months ending July—	
	1933.	1934.	1933.	1934.
Iron and steel, manufactures of:				
Steel rails (Carriles de acero; Trilhos de aço; Rails d'acier):				
Central America.....	1,929	20,615	19,061	86,316
Mexico.....	30	105,539	30,548	411,843
South America.....	450	67,339	9,770	237,814
Builders' hardware, and saws and tools (Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils):				
Central America.....	9,184	19,475	67,409	127,862
Mexico.....	65,540	52,348	409,568	466,688
Cuba.....	29,216	23,333	194,796	192,116
Argentine Republic.....	40,065	27,003	202,575	262,089
Brazil.....	20,566	21,046	203,326	137,891
Chile.....	26,964	6,241	116,974	91,342
Colombia.....	15,455	6,634	73,607	61,985
Venezuela.....	2,281	3,968	13,401	29,691
Other South America.....	19,371	13,269	102,331	118,678
Sewing machines and parts of (Máquinas de coser y accesorios; Machines de coudre e accessorios; Machines à coudre et leurs parties):				
Central America.....	4,058	6,910	19,739	54,024
Mexico.....	42,727	50,497	295,391	362,146
Cuba.....	19,591	20,831	121,043	173,969
Argentine Republic.....	32,811	29,572	143,399	186,501
Brazil.....	7,217	9,246	37,603	66,119
Colombia.....	8,411	8,306	24,190	55,295
Other South America.....	18,310	21,337	107,213	168,349
Steam engines, and parts of (Locomotoras y accesorios; Locomotivas e accessorios; Locomotifs et leurs parties):				
Central America.....			6,000	24,650
Mexico.....	92,474	100,302	718,508	1,573,077
Cuba.....			35,780	53,371
Argentine Republic.....				120,910
Brazil.....				84,266
Colombia.....		9,000		34,251
Other South America.....			38,290	118,152
Typewriting machines, and parts of (Máquinas de escribir y accesorios; Machines de écrire e accessorios; Machines à écrire et leurs parties):				
Central America.....	1,151	2,713	5,018	11,253
Mexico.....	27,343	17,928	108,372	132,767
Cuba.....	2,129	5,019	19,432	25,879
Argentine Republic.....	4,385	447	30,198	30,720
Brazil.....	1,156	2,322	5,663	12,731
Colombia.....	457	313	2,934	4,888
Other South America.....	4,681	7,025	37,477	60,808
Leather, other than sole (Cuero distinto del de suela; Couro não para solas; Cuir, autre que pour semelles):				
Central America.....	5,509	11,938	37,645	75,351
Mexico.....	2,466	5,460	10,593	39,616
Cuba.....	12,426	22,920	68,863	113,457
Argentine Republic.....	14,332	27,551	43,923	84,890
Brazil.....	8,343	10,307	42,865	64,266
Chile.....	6,162	2,251	15,506	23,919
Colombia.....	3,217	854	13,750	21,516
Venezuela.....	5,517	3,375	28,845	38,988
Other South America.....	2,509	6,078	19,059	30,336
Boots and shoes (Calzado; Calçado; Chaussures):				
Central America.....	19,318	25,192	66,787	145,611
Mexico.....	66,966	67,279	358,969	456,453
Colombia.....	10,122	8,868	72,685	68,756
Other South America.....	9,668	10,740	59,448	73,388
Naval stores:				
Rosin, tar, etc. (Resina y alquitran; Resina e alcatrao; Résine et goudron):				
Central America.....	1,193	2,512	7,261	10,341
Mexico.....	969	1,691	8,209	6,587
Cuba.....	2,935	3,418	22,750	32,999
Argentine Republic.....	40,132	6,100	103,974	57,843
Brazil.....	12,622	11,959	87,835	215,215
Chile.....	3,549	8	18,310	11,663
Colombia.....	1,894	2,046	9,126	12,088
Venezuela.....	3,710	3,419	15,307	16,704
Other South America.....	10,987	39,297	36,261	86,424

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EXPORTS OF MERCHANDISE—Continued.

Articles and countries.	July—		Seven month ending July—	
	1903.	1904.	1903.	1904.
Naval stores—Continued.				
<i>Turpentine (Aguarrás; Agua-ras; Treibenthin):</i>				
Central America.....	Dollars, 925	Dollars, 1,613	Dollars, 6,100	Dollars, 11,774
Mexico.....	409	650	5,397	4,628
Cuba.....	3,798	2,916	26,745	33,675
Argentine Republic.....	20,976	13,955	86,394	117,512
Brazil.....	10,317	5,480	41,588	53,784
Chile.....	11,595	5,054	50,170	23,280
Colombia.....	1,446	428	6,069	3,864
Venezuela.....	636	634	3,187	5,679
Other South America.....	9,209	3,062	28,916	25,917
<i>Oils, mineral, crude (Aceites minerales, crudos; Oleos minerales, crás; Huiles minerales, brutes):</i>				
Mexico.....	40,720	81,619	446,986	468,714
Cuba.....	29,746	19,004	207,061	203,730
<i>Oils, mineral, refined or manufactured (Aceites minerales, refinados ó manufacturados; Oleos minerales, refinados ou manufacturados; Huiles minerales, raffinées ou manufacturées):</i>				
Central America.....	17,809	22,354	124,606	188,705
Mexico.....	16,711	15,093	120,839	145,987
Cuba.....	14,437	7,507	122,670	154,668
Argentine Republic.....	212,541	322,459	1,120,091	1,205,543
Brazil.....	159,420	152,361	1,128,968	1,251,427
Chile.....	44,712	72,273	462,928	545,437
Colombia.....	14,598	13,219	81,429	82,445
Venezuela.....	13,861	13,342	60,639	88,840
Other South America.....	88,773	82,023	408,015	487,798
<i>Oils, vegetable (Aceites vegetales; Oleos vegetales; Huiles végétales):</i>				
Central America.....	1,567	3,868	7,664	18,470
Mexico.....	64,772	64,911	662,966	858,972
Cuba.....	5,832	8,331	30,465	20,334
Argentine Republic.....	1,364	7,349	41,694	50,607
Brazil.....	18,355	19,148	115,117	219,371
Chile.....	.....	1,493	4,393	8,727
Other South America.....	13,575	8,577	115,773	75,336
Provisions, comprising meat and dairy products:				
<i>Beef, canned (Carne de vaca en latas; Carne de vacca en latas; Beef conserved):</i>				
Central America.....	1,473	1,820	14,673	14,484
Mexico.....	755	1,145	6,322	9,854
Cuba.....	82	625	3,424	4,919
Argentine Republic.....	9	.....	34	482
Brazil.....	420	281	4,558	4,087
Colombia.....	857	70	5,405	1,878
Other South America.....	1,400	1,834	14,439	16,337
<i>Beef, salted or pickled (Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Beef salted ou en salmuere):</i>				
Central America.....	3,462	5,135	26,398	27,743
Mexico.....	32	50	705	547
Brazil.....	529	307	1,745	1,458
Colombia.....	1,073	649	7,747	5,447
Cuba.....	197	91	628	941
Brazil.....	110	15	1,070	1,186
Chile.....	950	.....	4,919	2,439
Colombia.....	1,274	611	10,242	6,594
Other South America.....	15,728	12,221	123,265	100,520
<i>Tallow (Sebo; Sebo; Suif):</i>				
Central America.....	5,852	9,066	43,029	59,856
Mexico.....	1,328	2,303	2,487	7,765
Cuba.....	3,012	2,813	10,401	20,268
Brazil.....	4,300	1,285	7,963	4,397
Chile.....	.....	748	21,077	10,398
Colombia.....	2,367	120	5,080	6,373
Other South America.....	5,886	6,747	22,637	24,112
<i>Bacon (Tocino; Toucinho; Lard fumé):</i>				
Central America.....	2,994	3,955	15,267	17,037
Mexico.....	4,436	2,462	19,795	25,134
Cuba.....	19,036	27,391	184,455	178,200
Brazil.....	13,717	6,226	149,093	51,104
Colombia.....	58	245	1,515	1,483
Other South America.....	1,084	1,383	10,990	14,602
<i>Hams (Jamones; Presunto; Jambons):</i>				
Central America.....	2,792	3,233	16,456	25,565
Mexico.....	6,872	8,551	38,780	50,332
Cuba.....	37,992	21,850	330,010	259,947
Venezuela.....	2,354	3,485	15,605	18,680
Other South America.....	2,773	2,623	24,882	16,866

EXPORTS OF MERCHANDISE—Continued.

Articles and countries.	July—		Seven months ending July—	
	1903.	1904.	1903.	1904.
Provisions, etc.—Continued.				
Pork (<i>Carné de puerco; Carne de porco; Porc</i>):	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>
Central America.....	11,378	11,944	78,176	75,548
Cuba.....	13,314	12,714	139,240	129,115
Brazil.....	2,100	1,806	10,231	14,712
Colombia.....	1,122	378	7,776	2,952
Other South America.....	14,924	13,427	161,823	148,261
Lard (<i>Manteca; Baula; Saindoux</i>):				
Central America.....	11,089	11,152	43,748	75,416
Mexico.....	14,988	29,321	117,946	105,651
Cuba.....	90,949	118,297	838,330	937,418
Argentine Republic.....	1,081	252	3,788	2,014
Brazil.....	25,175	16,769	332,710	152,248
Chile.....	7,257	4,232	52,103	26,746
Colombia.....	38,813	6,913	150,678	125,418
Other South America.....	39,626	15,686	146,244	111,677
Butter (<i>Montepiella; Mantigu; Beurre</i>):	27,271	37,343	197,958	187,548
Central America.....	3,980	5,675	27,708	38,064
Mexico.....	6,632	7,135	46,068	61,222
Cuba.....	1,070	902	10,923	12,071
Brazil.....	10,383	7,216	53,138	80,546
Colombia.....	2,382	1,016	13,317	8,606
Venezuela.....	6,807	7,190	47,063	51,999
Other South America.....	796	1,334	15,085	9,776
Cheese (<i>Queso; Quijjo; Fromage</i>):				
Central America.....	2,480	2,891	12,487	18,119
Mexico.....	4,166	4,266	20,954	29,650
Cuba.....	506	1,686	6,276	8,295
Brazil.....	20	.....	30	21
Colombia.....	813	250	4,992	1,975
Other South America.....	58	98	1,066	509
Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé</i>):				
Central America.....	2,273	3,488	20,852	31,373
Mexico.....	12,325	23,259	88,008	98,593
Argentine Republic.....	5,902	.....	16,075	21,796
Colombia.....	10,019	.....	27,708	13,820
Other South America.....	7,555	5,426	45,578	42,469
Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>):				
Central America.....	3,356	7,124	34,391	56,612
Mexico.....	4,877	1,391	10,023	11,267
Cuba.....	9,171	4,730	77,472	74,716
Argentine Republic.....	.....	1,175	783	1,175
Brazil.....	.....	.....	352	.....
Colombia.....	3,411	.....	20,186	2,992
Other South America.....	4,772	4,814	21,056	27,839
Wood, and manufactures of:				
Wood, unmanufactured (<i>Madera no manufacturada; Madeira não manufacturada; Bois brut</i>):				
Central America.....	19,165	13,043	119,129	64,738
Mexico.....	22,793	35,216	158,911	327,217
Cuba.....	1,430	2,372	26,411	6,471
Argentine Republic.....	346	346	41,668	27,650
Brazil.....	.....	7,007	96	11,118
Chile.....	.....	350	18,310	15,270
Colombia.....	970	268	6,413	714
Other South America.....	22,178	1,341	94,681	58,462
Lumber (<i>Maderas; Madeiras; Bois de construction</i>):				
Central America.....	6,019	21,906	57,869	122,398
Mexico.....	186,699	168,063	929,867	1,320,879
Cuba.....	72,023	95,694	533,290	782,683
Argentine Republic.....	37,710	153,047	738,099	1,679,309
Brazil.....	14,394	87,508	265,544	357,419
Chile.....	18,679	14,395	173,290	252,839
Colombia.....	16,750	10,729	40,519	36,705
Venezuela.....	379	962	3,203	12,427
Other South America.....	37,653	50,717	303,497	484,650
Furniture (<i>Muebles; Mobilia; Meubles</i>):				
Central America.....	2,908	8,991	17,740	48,511
Mexico.....	50,510	42,116	304,554	363,110
Cuba.....	26,563	42,985	167,691	269,752
Argentine Republic.....	15,243	18,876	64,190	59,999
Brazil.....	1,412	3,333	7,707	18,631
Chile.....	2,796	3,875	12,459	15,403
Colombia.....	3,498	2,855	19,731	26,069
Venezuela.....	502	998	2,684	5,245
Other South America.....	5,418	8,664	24,226	42,171

CONSULAR TRADE REPORTS.

The following reports are furnished the International Bureau of the American Republics by the various Latin-American consular officers at the ports mentioned:

According to reports furnished by the Mexican Consul at Nogales, Arizona, the imports into Mexico through the port of Nogales during the month of June, 1904, amounted to \$138,335.50, and consisted of the following merchandise:

Animal products	\$14,602.00	Textile products.....	\$16,269.00
Arms and explosives.....	5,817.50	Vegetable products.....	23,651.75
Beverages.....	2,214.75	Vehicles.....	4,208.50
Chemical products.....	4,425.75	Sundries.....	5,580.00
Machinery and parts thereof.	27,744.00		
Mineral products.....	31,571.00	Total.....	138,335.50
Paper and paper products...	2,251.25		

This merchandise originated in the following countries:

Austria.....	\$421.00	United States.....	\$118,941.50
Belgium.....	87.00	Spain.....	250.00
England.....	8,697.00		
France.....	4,680.00	Total.....	138,335.50
Germany.....	5,259.00		

The exports from Mexico to the United States through the port of Nogales in June, 1904, aggregated 625,328 pesos as follows:

	Quantity.	Value, silver.
Cattle.....	head.. 29	\$274
Copper bullion.....	pounds.. 3,285,181	394,222
Fruits.....	do... 122,460	1,537
Gold bullion and dust.....	ounces.. 2,608	52,161
Lead bullion.....	pounds.. 46,716	937
Leaf tobacco.....	do... 1,389	542
Lime.....	do... 30,800	108
Mescal.....	gallons.. 21	26
Ores.....		157,379
Rawhides.....	pounds.. 2,890	347
Salt.....	do... 820	5
Silver bullion.....	ounces.. 30,669	17,783
Sole leather.....	pounds.. 31	7
Total.....		625,328

The Consul-General of Mexico at New York reports that during the month of July, 1904, 10 vessels proceeding from Mexican ports entered the harbor of New York, bringing 110,005 packages of merchandise. During the same period 11 vessels cleared from the port of New York carrying 116,634 packages of merchandise destined to Mexican ports. The imports, in detail, from Mexico to New York during the month referred to were as follows:

Articles.	Quantity.	Articles.	Quantity.
Alligator skins.....	bales.. 8	Hides.....	bales.. 2,955
Bones.....	packages.. 400	Hides, loose.....	number.. 1,721
Broom root.....	bales.. 1,452	Honey.....	barrels.. 155
Cedar.....	logs.. 1,555	Itxle.....	bales.. 3,180
Chicle gum.....	bales.. 186	Jalap.....	sacks.. 9
Cigars.....	boxes.. 37	Lead bullion.....	bars.. 50,128
Coffee.....	sacks.. 4,713	Mahogany.....	logs.. 916
Copper bullion.....	bars.. 7,229	Metals.....	boxes.. 135
Deer-skins.....	bales.. 163	Ores.....	sacks.. 18,817
Flustic.....	logs.. 1,400	Rubber, crude.....	bales.. 108
Garlic.....	packages.. 48	Sarsaparilla.....	do.. 10
Goatskins.....	boxes.. 3,23	Sugar.....	sacks.. 4,049
Hair.....	do.. 33	Trotli marble.....	pieces.. 49
Henegou.....	do.. 8,535	Tobacco, leaf.....	bales.. 1,674
Heron plumes.....	boxes.. 1	Vanilla.....	boxes.. 6

The Mexican Consul-General at San Francisco, California, reports that the imports into the United States from the Republic of Mexico during the month of July, 1904, consisted of mineral products to the value of \$324,116 Mexican silver, and other products valued at \$47,332, or a total of \$371,448, the details of which are shown in the following table:

Articles.	Quantity.	Value.
MINERAL PRODUCTS.		
Gold bullion.....		\$71,488
Gold coin—American.....		3,040
Gold coin—Mexican.....		3,490
Mexican dollars.....		73,323
Silver bullion.....		126,452
Silver ore.....		49,323
Total.....		324,116
SDNDRY PRODUCTS.		
Agave.....	tons.. 9	1,395
American merchandise returned.....		788
Animals.....		226
Bananas.....		539
Bees-wax.....	pounds.. 900	180
Bones.....		12
Candles.....		5
Coffee.....	pounds.. 1,400	87
Divi-divi.....		2,350
Fish.....		486
Goatskins.....		6
Hats.....		91
Hides and skins.....	pounds.. 18,020	3,564
Itxle.....	tons.. 18	1,852
Lead ore.....	pounds.. 291,497	10,455
Lemons.....		1,428
Manufactures of clay.....		30
Material for glue.....		88
Personal effects.....		30
Residue of linseed oil.....	pounds.. 12,000	68
Rubber, crude.....	do.. 175	50
Shellfish.....		36
Shells.....		85
Spices.....	pounds.. 2,433	172
Sugar.....	do.. 502,990	22,838
Vegetables.....		131
Miscellaneous.....		562
Total.....		47,332

The exports from San Francisco to Mexico during the same period consisted of American merchandise invoiced at \$102,720 and foreign products to the value of \$9,076. This trade, in detail, was as follows:

AMERICAN MERCHANDISE.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Acids.....		\$128	Manufactures of—Continued.		
Agardiente.....gallons..	89	159	Lead.....		\$122
Alumina.....		27	Leather.....		869
Apples:			Paper.....		1,325
Dried.....pounds..	524	32	Booklet.....		532
Green.....barrels..	20	49	Stone.....		978
Apricots,dried.....do..	86	8	Straw.....		848
Bacon.....do..	1,069	149	Tfu.....		200
Barley,prepared.....quintals.	46	37	Wool.....		3,673
Beans.....do..	9	15	Zinc.....		266
Belting.....		707	Meat,canned.....		915
Birds.....		65	Milk,condensed.....		610
Biscuits.....pounds..	4,274	204	Nails:		
Blacking.....		115	Cut.....pounds..	10,100	396
Boilers,etc.....		371	Wire.....do..	7,400	218
Books.....		66	Nuts.....		335
Boots and shoes.....pairs..	182	380	Oils.....gallons..	2,170	70
Brass.....		154	Onions.....quintals..	19	21
Brooms.....		119	Oysters.....		111
Butter.....pounds..	1,753	394	Papirs.....		1,374
Cacao.....		11	Paper:		
Calicoes.....yards..	1,000	79	Printing.....pounds..	2,760	128
Candles.....		65	Writing.....		462
Candles.....pounds..	2,000	251	Patent medicines.....		86
Carrriages.....		113	Plows.....		96
Cattle.....head..	1	125	Potatoes.....quintals..	1,416	1,583
Caviar.....		19	Powder.....		1,067
Cement.....barrels..	218	430	Prunes.....pounds..	2,856	142
Cheese.....pounds..	12,935	1,328	Pumps.....		246
Clothing,cotton.....		722	Quicksilver.....pounds..	9,533	5,295
Coal.....tons..	34	186	Raisins.....do..	1,920	171
Codfish.....pounds..	180	13	Rubber tubes.....		1,725
Coke.....tons..	5	71	Sacks.....		519
Corrug.....pounds..	33,931	3,276	Safes.....number..	1	150
Cotton waste.....do..	921	115	Salmon.....pounds..	6,432	493
Doors and windows.....		93	Sausages.....do..	362	53
Drugs.....		2,105	Saws.....		43
Electrical apparatus.....		1,151	Sawes.....		46
Electrical machinery.....		1,950	Seeds.....		315
Fire bricks.....		171	Shingles.....		318
Fish,canned.....		297	Silk.....		437
Flour.....barrels..	129	616	Sole leather.....pounds..	62	21
Fruits:			Sulphate of copper.....do..	10,000	405
Canned.....		272	Slurk.....do..	1,287	100
Miscellaneous.....		732	Staves.....		1,270
Furniture.....		108	Steel:		
Furs.....		298	In bars.....pounds..	6,684	227
Glass.....		579	In sheets.....do..	29,423	758
Glue.....pounds..	796	38	Stoves.....		83
Grease.....		511	Sugar.....pounds..	234	11
Groceries.....		1,065	Tallow.....do..	46,628	2,105
Hm.....pounds..	1,798	183	Tools.....		973
Hemp.....		38	Trunks.....		51
Hides and skins.....pounds..	29,970	1,730	Turpentine.....		915
Hk.....		122	Type for printing.....pounds..	1,078	81
Iron:			Typewriters.....		425
Cast.....		1,392	Varnish.....gallons..	130	334
In bars.....pounds..	21,814	573	Vegetables.....		271
In sheets.....do..	8,096	273	Vinegar.....gallons..	767	1,107
Lamps.....		79	Watches.....		184
Lard.....pounds..	1,623	127	Whisky.....gallons..	623	8
Locks.....		984	Wine, in kegs.....do..	5,843	1,601
Lanther.....		7,351	Wire.....pounds..	18,094	2,292
Machinery.....		16,573	Wrest.....do..	511	702
Manufactures of—			Miscellaneous.....		173
Clay.....		570			586
Copper.....		368			
Cotton.....		2,158			
Iron.....		6,132			
			Total.....		102,720

FOREIGN MERCHANDISE.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Aguardiente.....gallons..	289	\$611	Matting.....yards..	690	\$55
Books.....	31	121	Mineral water.....gallons..	10	1
Bottles.....	118	121	Nuts.....	.....	5
Cacao.....pounds..	644	118	Pepper.....pounds..	1,428	196
Caustic soda.....do..	18,318	350	Rice.....do..	45,686	1,461
Cement.....do..	100,171	316	Sacks.....	.....	77
Champagne, in bottles, dozen	7	101	Seeds.....	.....	53
Coffee.....pounds..	25,873	2,488	Spices.....pounds..	4,256	775
Cocoonut oil.....	69	69	Sugar.....do..	5,025	133
Drugs.....	52	52	Tea.....do..	504	70
Firecrackers.....	251	251	Vegetables.....	.....	656
Groceries.....	49	49	Wine, in bottles.....dozens..	10	68
Iron:			Total.....		9,076
In sheets.....pounds..	2,988	83			
Pig.....tons..	5	74			
Manufactures of:					
Clay.....		290			
Paper.....		186			

The exports of Mexican dollars to Hongkong amounted to 5,902, and to Japan 373,500, making the total shipment of Mexican dollars from San Francisco during the month 379,402.

The Consul-General of Nicaragua at San Francisco states that the exports from that port to the ports of the Republic of Nicaragua during the month of July, 1904, consisted of the following:

Articles.	Corinto.			San Juan del Sur.		
	Number of packages.	Weight.	Value.	Number of packages.	Weight.	Value.
		<i>Kilos.</i>			<i>Kilos.</i>	
Cotton goods.....	65	3,726	\$1,840.80			
Explosives.....	56	1,616	566.25			
Groceries.....	138	6,584	1,226.16	83	6,883	\$656.23
Guano.....	2,241	152,063	8,091.72	368	23,964	1,470.24
Machinery.....	12	1,091	252.50			
Rice.....	381	15,828	1,011.71			
Tallow.....	100	21,385	2,354.81			
Silk.....	18	793	1,375.50			
Woods (cabinet).....	325	57,622	780.00			
Miscellaneous.....	245	36,224	3,270.32	59	3,286	255.21
Total.....	3,564	296,935	20,779.75	490	34,103	2,381.65

The Mexican Consul at Philadelphia reports that during the month of August, 1904, there was shipped from that port, consigned to the Mexican ports of Veracruz, Ciudad Porfirio Diaz, and Taupico, the following merchandise:

Articles.	Weight.	Value.
	<i>Kilos.</i>	
Coal.....	8,859,000	\$23,569.20
Petroleum.....	3,608,396	63,106.61
Soda mountains.....	1,662	333.00
Total.....	12,469,058	93,008.81

The Consul-General of Venezuela at New York advises that the merchandise exported from the port of New York to the ports of Venezuela during the month of June, 1904, consisted of 33,918 pack-

ages, weighing 2,002,653 kilograms, valued at 936,662 bolivars, as compared with 28,568 packages, weighing 2,202,890 kilograms, valued at 1,205,308 bolivars, shipped in June, 1903.

The following table shows the extent of this commerce in June, 1903 and 1904:

Ports.	Articles.	June, 1903.			June, 1904.		
		Number of packages.	Weight.	Value.	Number of packages.	Weight.	Value.
La Guayra.....	Merchandise	14,803	<i>Kilos.</i> 1,459,771	<i>Bolivars.</i> 561,712	21,180	<i>Kilos.</i> 1,321,401	<i>Bolivars.</i> 577,589
Do.....	Gold.....	2	74	200,000			
Puerto Cabello.....	Merchandise	3,524	188,754	80,712	4,861	219,075	107,721
Maracaibo.....	do.....	8,974	483,133	301,058	5,088	316,749	193,641
Do.....	Gold.....	1	9	20,000			
La Vela.....	Merchandise						
Cumaná.....	do.....	257	13,521	4,320	216	16,081	8,945
Guanta.....	do.....				1,071	46,030	19,530
Carúpano.....	do.....	857	47,789	30,803	1,279	61,085	23,170
Do.....	Gold.....						
Ciudad Bolívar.....	Merchandise				220	19,229	8,762
Caño Colorado.....	do.....	120	9,838	3,722			
Total.....		28,568	2,202,889	1,205,307	33,918	2,002,653	936,661

FOREIGN COMMERCE IN JULY.

The "Monthly Summary of Commerce and Finance," issued by the Bureau of Statistics, of the Department of Commerce and Labor of the United States, gives the total imports in July as \$71,196,740, as against \$82,187,823 in the same month of last year. The exports amounted to \$82,982,053 last month, as against \$89,604,237 in July, 1903. The imports were classified as follows:

Free and dutiable.	July, 1903.	July, 1904.
Articles of food and animals.....	\$18,334,086	\$16,705,468
Articles in a crude condition which enter into the various processes of domestic industry.....	23,351,498	20,772,756
Articles wholly or partially manufactured, for use as materials in the manufactures and mechanic arts.....	12,150,483	10,172,826
Articles manufactured ready for consumption.....	15,659,490	13,170,964
Articles of voluntary use, luxuries, etc.....	12,301,356	10,074,729
Total imports of merchandise.....	82,187,823	71,196,740
Duties collected from customs.....	23,146,507	19,843,730
Remaining in warehouse at the end of the month.....	47,608,541	41,973,888

Percent off free, 41.14.

The domestic exports were distributed as follows:

	July, 1903.	July, 1904.
Products of—		
Agriculture.....	\$13,426,051	\$31,321,730
Manufactures.....	34,806,586	40,051,244
Minug.....	4,470,606	4,562,690
Forests.....	6,518,315	6,095,990
Fisheries.....	229,631	219,229
Miscellaneous.....	153,605	101,170
Total.....	89,604,237	82,982,053

Percent, 100.

Of the loss in July exports about \$8,000,000 was in shipments to European countries, although this was partly offset by increased cargoes to other parts of the world. Exports to Asia increased by nearly \$2,000,000.

The total value of imports of merchandise for the month of July was \$71,123,520, against \$82,187,823 in July, 1903, and \$79,147,874 in July, 1902. The total value of exports of merchandise for July was \$84,883,431, against \$91,813,265 for July, 1903, and \$88,790,627 for July, 1902. For the seven months the total value of imports of merchandise was \$758,658,208, against \$789,465,174 for the corresponding period of 1903 and \$726,986,790 for 1902. The excess of exports of merchandise over imports for July was \$13,759,911 and for the seven months \$179,197,135.

The total value of imports of merchandise for the twelve months ending July 31 was \$980,023,068, against \$1,028,759,186 for the previous twelve months, and the total value of exports for the twelve months was \$1,453,946,117, against \$1,423,164,317 for the previous twelve months, making the excess of exports over imports for the twelve months \$473,923,049, against \$394,405,131 for the previous twelve months.

The imports of gold for the month of July amounted to \$8,925,418, against \$4,631,207 for July, 1903. The exports of gold for July amounted to \$1,083,249, against \$9,117,758 for July, 1903. For the seven months the imports of gold amounted to \$56,689,144, against \$18,607,261 for July, 1903, and the exports of gold amounted to \$69,532,642, against \$40,453,999 for July, 1903. For the twelve months the imports of gold amounted to \$103,349,579, against \$48,018,813 for the previous twelve months, and the exports of gold amounted to \$73,425,477, against \$18,324,014 for the previous twelve months.

The imports of silver for the month of July amounted to \$1,381,017, against \$2,564,217 for July, 1903, and the exports of silver amounted to \$4,534,514, against \$3,015,426 for July, 1903. For the seven months the imports of silver amounted to \$15,156,617, against \$12,545,511 for the corresponding period in 1903, and the exports of silver amounted to \$30,902,213, against \$20,520,765 for the corresponding period in 1903. For the twelve months the imports of silver amounted to \$26,585,614, against \$24,451,228 for the previous twelve months, and the exports of silver amounted to \$51,016,790, against \$43,593,871 for the previous twelve months.

COFFEE IMPORTS IN 1904.

The imports of coffee for the year ending June 30, 1904, came close to the billion-pound mark, reaching 995,043,284 pounds, against 915,086,380 pounds in 1903, and 1,091,004,252 pounds in 1902. Total

imports for three years, 3,001,133,916 pounds, showing an annual average of 1,000,377,972 pounds; thus making the United States a billion-pound coffee consumer. That is 12½ pounds per capita for the 80,000,000 inhabitants of this country. It is an unequalled record. This has come about together with increased imports of cocoa and tea and may be taken as evidence of the prosperity of the people.

The following table shows the source of these imports:

Imports from—	Pounds.	Per cent.
Brazil.....	711,758,728	71.5
Venezuela and Colombia.....	137,130,810	13.7
Central America.....	16,728,412	1.7
Mexico.....	23,215,889	2.3
East Indies and Netherlands.....	19,247,662	2.0
West Indies.....	7,401,186	.7
France, United Kingdom, Germany, Africa, and all other countries.....	19,360,497	2.1
Total.....	965,043,284	100.0

Brazil furnishes three-fourths of the total supply of the United States; all other countries one-fourth.

ADVANCE IN MANUFACTURED EXPORTS.

Manufactures formed nearly one-half of the exports from the United States in the month of July. Speaking with statistical accuracy, they formed 48.27 per cent of the total domestic exports. For the first time in the history of the United States manufactures are exceeding agricultural products in the exportation of domestic products. Figures just issued by the Department of Commerce and Labor, through its Bureau of Statistics, show that in the month of July manufactures exported amounted to \$40,000,000, against \$31,000,000 of agricultural products; and in the month of June manufactures amounted to nearly \$42,000,000, against \$37,250,000 of agricultural products. In former years agricultural products have greatly exceeded manufactures in the exports of the country, and it is only in recent months that manufactures have equaled or exceeded agricultural products in the export statements.

Even in the seven months ending with July, 1904, agricultural products exceed manufactures by nearly \$100,000,000, but in the month of May, 1904, manufactures for the first time in the history of the country exceeded agricultural products in the statement of domestic exports, and this was again the case in June and July. In the month of May, 1904, exports of manufactures exceeded agricultural products by about \$1,000,000; in June the excess of manufactures over agricultural products was over \$4,000,000, and in July the excess of manufactures over agricultural products was nearly \$9,000,000. In the three months of May, June, and July, 1904, the total value of agricultural products exported was \$106,593,133, while

the total value of manufactures exported in the same period was \$120,789,769.

That there is a marked growth in the exportation of manufactures is shown by a comparison of the figures of 1904 with those of earlier years. The total value of manufactures exported in the seven months ending with July, 1904, is \$285,495,728, or an average of more than \$40,000,000 per month. In the seven months ending with July, 1903, the total was \$244,607,852, an average of \$35,000,000 per month. At this rate of increase the exports of manufactures during the calendar year 1904 would exceed those of 1903 by about \$60,000,000, and bring the grand total for the year far in excess of any preceding year.

While it is true, as above stated, that the exports of manufactures in the months of May, June, and July have exceeded the exports of agricultural products, it should not be understood that the total manufactures exported during the entire year will exceed the total value of agricultural products exported. It is quite apparent, however, that the proportion which manufactures form of the total exports is steadily increasing and that the proportion which agricultural products form of the total exports is steadily decreasing.

In the fiscal year just ended agricultural products formed a smaller percentage of the total exports than ever before, falling for the first time below 60 per cent. In 1880 agricultural products formed 83 per cent of the total exports; in 1890, 74 per cent, and in 1904, 59.4 per cent. Manufactures in 1880 formed 12.4 per cent of the total exports; in 1890, 17.8 per cent, and in 1904, 31.52 per cent. The total value of agricultural products exported in 1880 was \$686,000,000; in 1890, \$630,000,000, and in 1904, \$853,000,000, an increase in 1904 of 25 per cent over 1880. Manufactures exported in 1880 amounted to \$103,000,000; in 1890, \$151,000,000, and in 1904, \$452,000,000, an increase in 1904 of 340 per cent over 1880.

The following table shows the values of some of the principal exports of domestic manufactures for the seven months ending July 31, 1903, and the seven months ending July 31, 1904:

Articles.	1903.	1904.
Agricultural implements.....	\$16,736,100	\$16,778,097
Books, maps, etc.....	2,445,979	2,488,175
Cycles and parts.....	1,421,910	1,209,305
Automobiles and parts.....	878,179	1,154,196
Cars, carriages, etc.....	5,103,272	5,331,068
Clocks and watches.....	1,218,463	1,279,918
Copper ingots and manufactures.....	22,993,067	39,538,594
Cotton cloths:		
Colored.....	1,140,417	3,063,303
Uncolored.....	10,300,671	6,621,652
Fiber manufactures.....	2,848,819	4,032,382
Glass and glassware.....	1,239,068	1,142,845
Glucose.....	1,727,969	1,660,777
Gunpowder and explosives.....	1,366,089	1,411,284
India-rubber manufactures.....	2,276,130	2,359,376
Electrical and scientific apparatus.....	4,155,523	4,178,862
Steel rolls.....	166,718	4,477,154

Articles.	1903.	1904.
Structural iron and steel	\$1,154,287	\$1,310,480
Steel wire	3,220,417	3,450,184
Builders' hardware	7,279,534	6,619,947
Miscellaneous castings	1,087,558	860,741
Cash registers	1,085,072	1,030,822
Electrical machinery	3,139,919	3,702,021
Metal-working machinery	1,735,794	2,097,031
Pumps and pumping machinery	1,561,576	1,524,430
Sewing machines and parts	3,148,297	3,357,115
Locomotive engines	1,519,992	3,374,451
Boilers and parts of engines	1,254,581	1,109,327
Type-writers and parts	2,643,757	2,629,025
Iron pipes and fittings	3,446,503	3,925,596
Miscellaneous manufactures of iron and steel	5,129,867	5,611,238
Sole leather	3,632,379	4,461,900
Upper and other leather, except sole	10,153,190	10,663,642
Boots and shoes	4,202,033	4,103,653
Musical instruments and parts	1,838,903	1,657,746
Naval stores	6,851,708	9,106,017
Refined mineral oils	34,973,578	42,002,650
Vegetable oils	7,775,395	7,491,556
Paints, pigments and colors	1,480,135	1,675,503
Paper and manufactures	4,234,570	4,553,032
Paraffin and wax	5,773,312	4,703,442
Soup	1,565,916	1,407,119
Tobacco manufactures	2,963,516	2,708,551
Wood manufactures	7,937,832	7,146,898
Woolen manufactures	930,989	1,021,819

RECOGNITION OF LATIN-AMERICAN CONSULAR OFFICERS.

The International Bureau of the American Republics has been informed by the Department of State of the United States, under dates August 15 and September 13, 1904, of the recognition of the following Latin-American consular officers:

DR. LUIS ENRIQUE BONILLA, Consul-General of Colombia at New York.

DR. SALVADOR CARBONELL, Vice-Consul of the Dominican Republic at Ponce, Porto Rico.

DR. TOMAS ROVIRA, Vice-Consul of the Dominican Republic at Aguadilla, Porto Rico.

ENRIQUE A. ROUSSET, Vice-Consul of the Dominican Republic at Mayaguez, Porto Rico.

EMILIANO MARTINEZ, Consul of Venezuela at New Orleans, Louisiana.

WILLIAM J. OWEN, Vice-Consul of the Argentine Republic at Apalachicola, Florida.

W. H. GILLILAND, Vice-Consul of Mexico at Sabine Pass, Texas.

DANIEL E. MONTES, Vice-Consul of Mexico at Calexico, California, for Calexico and its dependencies.

ERNESTO SCHERNIKOW, Honorary Consul of Salvador at New York.

L. D. KINGSLAND, Honorary Consul of Salvador at St. Louis, Missouri.

LUIS MENDELSON, Honorary Vice-Consul of Salvador at San Diego, California.

ADOLFO ALONSO CRIADO, Vice-Consul of Uruguay at New York.

URUGUAY.

MOVEMENT OF THE PORT OF MONTEVIDEO DURING MAY, 1904.

The Buenos Ayres "*Handels-Zeitung*" (*Revista Financiera y Comercial*) publishes the following figures, showing the commercial movement of the port of Montevideo during the month of May, 1904:

VESSELS CLEARED.

Steam-ships.....	42
Sailing vessels.....	5

EXPORTS.

Products.	Quantity.	Products.	Quantity.
United States:		England—Concluded.	
Oxhides, dry.....number	51,000	Wool.....bales	53
Oxhides, salted.....do.	1,232	Sheepskins.....do.	100
Hair.....bales	5	Jerked beef.....do.	75
Jerked beef.....tons	241	Do.....do.	5
Germany:		Tallow.....pipes	313
Oxhides, dry.....number	5,319	Do.....hogs-heads	1,453
Oxhides, salted.....do.	25,928	Corn.....sacks	172
Wool.....bales	2,319	Wheat.....do.	1,182
Sheepskins.....do.	6	Linseed.....do.	9,212
Fine bran.....sacks	746	Tongues.....boxes	2,663
France:		Conserved meat.....do.	680
Oxhides, salted.....number	9,682	Brazil:	
Wool.....bales	2,358	Jerked beef.....bales	49,681
Sheepskins.....do.	594	Do.....tons	3,180
Tallow.....pipes	200	Do.....pipes	220
Bone and bone ash.....sacks	4,756	Do.....hogs-heads	24
Horns.....number	36,500	Flour.....sacks	6,799
Spain:		Corn.....do.	2,450
Oxhides, salted.....do.	417	Birdseed.....do.	100
Hair.....bales	1	Sheep.....head	1,525
Jerked beef.....do.	48	Chile:	
Do.....tons	800	Tallow.....pipes	486
Tallow.....pipes	495	Flour.....sacks	290
Italy:		Corn.....do.	885
Oxhides, dry.....number	3,422	Grease.....boxes	275
Sheepskins.....bales	50	Do.....quarterolas	125
Various hides.....do.	106	Do.....terecerolas	125
Tallow.....pipes	552	Portugal:	
Wheat.....sacks	490	Jerked beef.....tons	765
Horns.....number	10,370	Conserved meats.....boxes	50
Belgium:		Cuba:	
Oxhides, dry.....do.	4,110	Jerked beef.....bales	23,942
Oxhides, salted.....do.	18,100	Do.....tons	2,266
Wool.....bales	2,992	Malvinas Islands:	
Tallow.....pipes	237	Corn.....sacks	50
Tongues.....boxes	50	Orders:	
Bone and bone ash.....sacks	884	Oxhides, salted.....number	15,419
Do.....tons	20	Various hides.....bales	3
England:		Horns.....number	29,178
Hair.....bales	15		

TRADE IN 1903.

The following tables, showing the value of the foreign trade of Uruguay in 1903, are taken from the "Montevideo Times" of May 10. Figures for the two preceding years have been added for purposes of comparison:

IMPORTS.

	1901.	1902.	1903.
Drinks in general	\$2,281,627	\$1,990,367	\$1,786,176
Comestibles, cereals, and spices	5,129,837	5,018,319	4,823,518
Tobacco and cigars	231,823	208,909	252,229
Soft goods and materials	3,936,184	4,511,764	5,078,362
Ready-made clothing	954,333	1,055,256	1,179,783
Raw material and machinery	7,755,510	7,346,662	8,162,091
Various	2,576,905	2,551,393	2,845,384
Livestock	822,713	801,677	966,423
Total	23,691,932	23,517,347	25,103,966

EXPORTS.

	1901.	1902.	1903.
Livestock	\$173,422	\$611,945	\$859,648
Slaughter-house products	25,931,115	29,737,992	33,832,374
Agricultural products	572,668	2,458,827	1,921,441
Other products	619,551	603,972	593,621
Various articles	6,493	37,614	18,587
Provisions for vessels	127,877	152,162	160,238
Total	27,791,126	33,602,512	37,317,909

VENEZUELA.

COMMERCIAL CODE FOR FOREIGN COMPANIES.

The new commercial code recently sanctioned by the Venezuelan Congress and covering the regulations relating to foreign companies trading in Venezuela contains the following provisions:

Article 293 provides that foreign companies may carry on business and bring cases before the courts in Venezuela, either as plaintiffs or defendants, but always subject to the legal dispositions relating to those who have no domicile.

By article 294, foreign companies wishing to establish agencies, branches, or works in Venezuela, whether as joint partnerships (*en nombre colectivo*) or with limited liabilities and sleeping partnerships (*en comandita simple*) must comply with all those requirements to which native companies are subject; and if they are companies issuing shares they are to register the memorandum of association and other documents involved in the constitution of the company, in accordance with the laws of their own nationality, in the Registry of Commerce of the place where their agency or works may be established, as also a duly legalized copy of the articles referring to those laws.

They are also to include the statutes of the company in the registry, with a view to their inclusion among the rest of the documents.

By article 295, all modifications of the memorandum of association or of the statutes are to be registered and published in the manner laid down by the preceding article.

Article 296 provides that foreign companies working in Venezuela, or having agencies or branches established therein, must have a representative in Venezuela, who is to be invested with full powers within the limits of their concessions and the rights granted thereby.

By article 298, failure to comply with the provisions of article 294 will make managers, agents, representatives, etc., of companies personally and conjointly responsible for all obligations contracted in the country.

Article 300 provides that foreign companies having agencies, branches, or works in Venezuela are to comply with the provisions of article 294 within six months from the date of the promulgation of the code.

Special regulations with regard to insurance companies are also contained in the code.

GENERAL TRADE CONDITIONS BETWEEN THE UNITED STATES AND LATIN AMERICA.

The "United States Investor" for August 13, 1904, publishes a valuable paper defining in detail the status of trade between the United States and the countries of the Western Hemisphere lying to the south. The following extracts are reproduced as having important bearing upon the matter:

"Attention was directed by an editorial in the "United States Investor" several weeks ago to the relatively satisfactory condition of commerce between the United States and the Latin-American countries south of the Rio Grande. Since then the complete statistics for the fiscal year ending June 30, 1904, have become available. They show that while the commerce with these countries, and especially the export trade from them to the United States, is still smaller than it ought to be, taking into consideration their geographical location and the efforts that have been made by international American conferences and by the International Bureau of the American Republics to bring about closer commercial relations, there are evidences of very satisfactory growth. In fact, the total value of exports from the United States to Latin America in the fiscal year 1904 showed a greater proportional increase over 1903 than was shown in the value of exports to any other section of the world. Farther than this, they showed a greater actual increase than was shown in the exports to any other section of the world except to Europe. The increase in the value of exports to Europe in the fiscal year 1904, as compared with 1903, was \$28,644,961, the value of exports to Europe in 1904 having been

\$1,057,901,618, against \$1,029,256,657 in 1903. The increase in the value of exports to the Latin-American countries amounted to \$21,118,324, their value in 1904 having been \$149,579,498, against \$128,461,174 in 1903. While the actual increase in the value of exports to Europe was thus about \$7,500,000 greater than the actual increase in the value of exports to Latin America, the relative increase of the latter was much the greater. The value of exports from the United States to the Latin-American countries in 1904 increased over 1903 by 16.44 per cent, while the increase in the value of exports to Europe was but 2.78 per cent.

"If, then, the trade between the United States and the Latin-American countries is in a healthy condition, it is reasonable to expect to find an increase of imports from those countries as well as an increase of exports to them. This is shown by the statistics. The total value of the exports from the United States to the Latin-American countries in 1904 was \$263,568,635, against \$240,526,493 in 1903; an increase of \$23,042,142, or 9.58 per cent. The excess in the value of imports from Latin America to the United States over the value of exports is accounted for very largely by the fact that a large proportion of the imports are tropical products that can not be grown in this country. The fact that the relative increase in exports was greater than the relative increase in imports shows that there is a decided tendency in the direction of the equalization of trade in both directions. It is noteworthy that the only quarter of the globe showing an increase in the value of imports into the United States in 1904 over 1903 was Latin America. The decreases in the values of imports from other parts of the world were as follows: From Europe, 8.78 per cent; from Asia, 2.22 per cent; from Canada and Newfoundland, 5.58; from Oceania, 3.48, and from Africa, 26.31 per cent.

"In the totals given above no deduction has been made for the trade between the United States and the various European colonies in the West Indies and in South America. Geographically these colonies are a part of Latin America. The detailed figures show that the export trade of the United States with nearly every one of the Latin-American countries is in a growing condition, as is shown by the following table of exports to the several countries for the fiscal years of 1903 and 1904:

Countries.	1903.	1904.	Countries.	1903.	1904.
Mexico	\$12,257,106	\$15,900,716	Ecuador	\$1,353,162	\$1,354,928
Central American States	6,139,797	8,576,626	British Guiana	1,931,089	1,741,102
West Indies	38,926,399	44,276,839	Dutch Guiana	560,823	629,221
Argentina	11,457,570	16,902,027	French Guiana	357,126	258,150
Bolivia	49,107	51,314	Paraguay	13,021	12,064
Brazil	10,736,718	11,016,856	Peru	2,971,411	3,961,369
Chile	4,038,875	4,879,762	Uruguay	1,505,029	2,171,353
Colombia	4,365,629	4,678,104	Venezuela	1,878,292	3,158,465

It will be seen from the above table that, while there is a general tendency for exports to the Latin-American countries to increase, there is still ample room for a very decided increase in some directions. The trade with Bolivia, for instance, is at present very small, but it ought to show a very large proportional increase within the next few years, especially as Bolivia is about to enter upon an extensive programme of railway construction, applying to this work the money received from Brazil as indemnity under the treaty for the settlement of the disputed boundary between the two countries. There will be an opportunity for Americans to secure valuable contracts in connection with this railway work, and the material ought to be sent almost entirely from this country. The projected railways are to be built with the special view of opening up some of the most valuable parts of the Republic, which are very rich in natural resources and need only easy communication with the outside world to insure their rapid development. Paraguay, too, is a country that ought to make a better showing and that ought to afford a good field for the extension of American commerce. Small as are the exports to Bolivia and Paraguay, however, they exceed the imports from those countries, as there were no imports whatever from Brazil in 1904 and those from Paraguay amounted to but \$416.

Many American business men, when approached with propositions for the extension of their trade into the Latin-American countries, decline to consider anything of the kind on the ground of the instability of the governments of most of the countries except Mexico. There is no denying that this has been a serious obstacle in many parts of South and Central America in the past, but it has not been found to be an unsurmountable one by some of the Americans who have made the trial and by citizens of other countries, notably the Germans, who have built up large lines of business in many of these countries and who presumably find it profitable, if their efforts to extend their trade can be taken as an indication. As a matter of fact, however, political affairs in most of the South and Central American countries are becoming more stable. Colombia has now elected to the presidency General Rafael Reyes, who is probably the strongest man in the Republic. General Reyes made an excellent impression as a Colombian delegate to the last International American Conference in the City of Mexico in the winter of 1901 and 1902 and in his negotiations in Washington following the recognition by this Government of the Republic of Panama, and those Americans who know him best believe that under his administration Colombia will embark on a remarkable career of development. Another political deterrent to commerce with a large part of South America is the slumbering but still unsettled controversy between Chile and Peru over the provinces of Tacna and Arica. This is a controversy that directly concerns Chile and Peru alone, but at

times every country in South America, with the single exception of Brazil, has been drawn into it to greater or less extent by its sympathies with one side or the other."

TRADE OPPORTUNITIES IN LATIN AMERICA.

Brazilian advices state that the authorized programme for the improving of the railway service includes the following operations and extensions, viz: To extend the Melhoramentos Railway to join the Rio d'Ouro line at Saude and abandon the section between that point and Sao Francisco Xavier; to complete the Porto Alegre to Uruguayana, and Pernambuco to Pesqueira lines, and branches to Santa Anna do Livramento; to widen the gauge of the Central from Jaubate to Sao Paulo; to complete the branch to Penha, and extend the Donna Theresa Christina Railway to Aracungua and Massianibu, and the Conde d'En to Campina Grande and Batalhao or other convenient point; to complete the Mundo Novo branch of the Central Bahia Railway; to extend the Baturite line to Crato, and the Sobral line to Teresina; to construct a railway in Rio Grande do Norte, starting from a point on the coast, to traverse the districts suffering from drought. The Executive is authorized to raise money for these objects in the manner judged most convenient, inclusive of the issue of internal bonds.

Leon, one of the principal commercial cities in the State of Guanajuato, Mexico, is to have an up-to-date American electric lighting and power system. A contract has been entered into by Mr. OSCAR BRANIFF, of Mexico City, with the Guanajuato Electric Power Company to furnish power from its plant, located at Zamora, on the River Douro. The transmission line at present built to the city of Guanajuato will be carried on to Leon, a distance of 25 miles. In the first instance Leon will consume 1,000 horsepower for lighting purposes and for use by some of the various manufacturing plants in the vicinity.

Mexican advices state that JOSE SITZENSTALTER, of Mexico City, who is the instructor of Federal printing telegraph operators, has been granted a concession by the Mexican Government, which permits of the installation of a new telephone system in the capital of the southern republic. Primarily interested in the Sitzenstalter concession is a Swedish syndicate, of which L. M. Eriesson & Co., of Stockholm, is a member. About the middle of October a representative of the Swedish syndicate is expected to arrive in Mexico City for the purpose of completing the details for starting the work.

Considerable electrical equipment, including several cranes, are to be purchased for installation on the extensive Vera Cruz docks, the

contract for the construction of which is in the hands of the British contracting firm of S. Pearson & Son (Limited). A. E. Worswick, formerly chief engineer of the Wernher-Beit electric traction system, in Mexico City, is consulting electrical engineer for the Pearson people. He makes his headquarters in the Mexican capital. Some idea of the magnitude of the equipment to be purchased will be gathered when it is stated that upward of \$30,000,000 (Mexican currency) are involved in the contract for the construction of the docks.

Mexican advices state that J. ROGER WAHL, acting on behalf of a British and French syndicate, has secured a concession for a railroad from Tepic to Santiago, with a branch to San Blas. The total length of the lines will be about 80 miles. It is also proposed to develop several thousand acres of agricultural land by planting it for cane, coffee, and tobacco raising. Mr. WAHL is now in Mexico City.

The Bolanos Mining Company, recently incorporated with a capital stock of \$5,000,000, and in which St. Louis men are primarily interested, is now developing, and will extensively increase its operations at Bolanos, located 150 miles southwest of Zacatecas, State of Jalisco, Mexico. The company has acquired a number of properties for development, and will erect a 150-ton stamp mill, as well as install a considerable quantity of other machinery.

Harbor improvements to entail an expenditure of some \$3,000,000 are contemplated at Para, Brazil. Capt. ARTHUR SCHINDELAR, of Para, is now here regarding the project. This is about the last of the large South American harbors that have not yet been developed or improved. So far the majority of such work has been carried out by German and British concerns.

DIRKS & DATES, of Buenos Ayres, Argentine Republic, have drawn up plans by the direction of the Government of Santa Fe for a port for ocean steamers in front of that city. These plans have been accepted. About \$5,000,000 will be expended, half of which will be contributed by the National Government. The port will be exploited by the Provincial Government for forty years. The works are to be completed in about five years.

Mexican advices state that J. C. BORNIX, who recently acquired control of Carmen Island for the purpose of developing large salt deposits there, is also to build a big salt refinery. This plant will be equipped with American machinery of special design. Mr. BORNIX will build the plant at Guaymas, State of Sonora, and is about to locate in that city in order to further his arrangements for the enterprise.

The Merida-Peto Railroad, State of Yucatan, Mexico, is to be extended. A concession has been granted by the Mexican Government. The line will run from the main system to Villa de Satula, a

distance of about 80 miles. RUDOLFO G. CANTON is president and general manager of the company. His headquarters are in Merida.

The San Felipe mining property located in the vicinity of the boundary lines of the States of Jalisco and Tepic, Mexico, and owned by Pennsylvania capitalists, is to be electrically operated. Power will be derived from a plant on the Amajac River for the purpose of driving the reduction works, etc.

A new company styled the S. & S. Supply Co., S. A., has begun business in Mexico City. The lines which it is intended to handle will include heavy machinery, tools, and equipments for mines, railroads, smelters, etc.

The Compañía Explotadora de Carbon, which was recently organized in Mexico with a capital of \$700,000, is about to develop the lignite deposits located in the State of Michoacan, which will cause the purchase of some fair-sized lots of machinery, etc.

CHARLES CARROLL, of Guadalajara, Mexico, is primarily interested in a project to operate large grindstone quarries located in the vicinity of Guadalajara for which a substantial lot of stone machinery will be bought in the States.

The Argentine Republic Government is prepared to sign a contract for the Santa Fe Government for the construction of a port in the capital of that province which will cost some \$5,000,000 gold. No tenders have been invited as yet.

Los Ocotes Mining and Milling Company, capitalized at \$5,000,000 (gold), contemplates undertaking additional mining developments and erecting another milling plant. The offices of the company are at Coliseo Nuevo, No. 4, Mexico City.

A meter gauge line is to be built between Buenos Ayres and Rosario, Argentine Republic. DUNCAN MUNRO, general manager of the Cordoba and Rosario Railway, has acquired the concession.

The Central Railway of Brazil, whose head offices are in Rio de Janeiro, is about to consider figures on the construction of an extensive telephone system.

CARLOS TREVIÑO, of Monterey, Mexico, is primarily interested in a project to develop some 1,000,000 acres of agricultural lands in the Atlatz mining district.

The Buenos Ayres Grand National Tramways Company (Limited), of Buenos Ayres, Argentine Republic, is about to let contracts in this market for considerable equipment.

BOOK NOTES.

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

La "Géographie" publishes the following interesting facts relative to the collections of the French Scientific Mission in South America: "To gain an idea of the variety and importance of the scientific documents of the mission conducted by Messrs. DE CRÉQUI-MONFORT and SÉNÉSCIAL DE LA GRANGE, it is indispensable to visit the exposition which they have organized in the Trocadéro Palace. This exposition, inaugurated by the Minister of Public Instruction, assisted by Messrs. BAYET and DE SAINT ARROMAN, in the presence of many distinguished explorers and scientists, consists of two rows of glass show cases 50 meters in length and terminating at the two extremities in round points, containing a group of five figures (life size), representing Mataco, Quichua, and Aynuara Indians and one Choeca, or half blood. Around this group is displayed the scientific apparatus used by the mission. In the glass show cases are to be found reproductions of paintings made by Mr. BOMAN in the grottoes of the Argentine Republic; plans of the excavations made by Mr. G. COURT; an entire series of modern ethnographical objects, belonging principally to the Mataco Indians of Chaco; weaves and modern pottery of the Quichuas, also ancient pottery found in the excavations; a very complete collection of arrow-heads, stone hammers, mortars, pestles, shovels, tools of all kinds, for the most part pre-Colombian; a paleontological collection from Tarija of the arms, wooden tools, materials, and small objects, wonderfully preserved, found in the ancient cemeteries. Natural history is represented by collections of birds and mammiferes killed by members of the mission, by fish from the Pacific or the Poopo and Titicaca lakes. Other show cases are reserved for mollusks and a long series of geological and mineralogical specimens. On one side of the gallery is a large "Balsa," or hut of reeds, made by the Indians of Lake Titicaca; in the rear, the very curious anthropological collection of 200 skulls, several of which are deformed and mutilated; also metrical photographs. However complete this exposition may appear, it only represents part of the shipments made by the mission, some of the cases not yet having reached their destination. The attention of the geographer will be particularly attracted to the general itinerary of the mission. The map (scale 1:750,000) prepared by

M. HUOT from documents furnished him by Mr. de CRÉQUI-MONTFORT takes into account former work, such as surveys made during this scientific campaign, and gives credit to those who have directed, contributed, or arranged the data. It is to be hoped that in the interest of the savants and investigators all these documents will remain together, and that a definite place will be assigned them.

The present state of the Tehuantepec Railway is very fully described in a recent issue of the "Railroad Gazette," in a paper by Mr. E. L. CORTHELL, and, translated into Spanish, the same article appears in the present number of the MONTHLY BULLETIN. The railway, which will be completely ballasted by the close of the present year, extends from the port of Coatzacoalcos, on the Gulf of Mexico, to Salina Cruz, on the Pacific Ocean, a distance of 180 miles. Mr. CORTHELL describes at length the plans which have been undertaken for the improvement of the harbors at the two terminals, and, since the merchandise will have to be loaded and unloaded in transit by this route, this is a matter of special importance. In comparing the transport facilities with those to be afforded by the canal route across the Isthmus of Panama, it is the view of the contractors and the Mexican Government that the Tehuantepec road will be entirely completed and in full operation with its own line of steamships eight years before the Panama Canal can possibly be opened to interoceanic traffic; also that the Tehuantepec route has immense geographic and navigation advantages over Panama, and that it can easily draw to itself in eight years all the traffic naturally tributary to it, and that even after the opening of the Panama Canal its excellent facilities for the prompt and economic handling of freight from ship to car and car to ship will enable it to hold all it ever acquired; and, further, that the ever-increasing volume of the world's traffic and interoceanic commerce will enable the railroad to gain its share of this increase in a sufficient quantity to make the investments of the Government yield a fair return. Mr. CORTHELL relates the history of the various plans which have been made since the days of Cortez to effect a highway across the continent at Tehuantepec, and shows that the failure of many of the schemes to materialize has been due to the unsettled political condition of the locality.

The "Engineering Magazine" for September publishes an article treating of the "Mines of Mexico" the statistics and figures of which are stated as "absolutely correct, having been checked with Government and private reports, and with the City of Mexico '*Boletín*,' for which reason the figures given can be absolutely relied upon." The writer details his reasons for preparing the paper, one of them being the fact that more or less incredulity seems to usually attach to the

marvelous stories of the vastness and wealth of the mineral resources of the Mexican Republic. He also states that many mines abandoned and practically valueless under the old systems of mining engineering and treatment can be handled to immense value when modern methods are applied. A list of mines paying dividends in January, 1904, is included in the article, a total of \$670,990 for the month being indicated for the 18 mines reported for. Because of her silver standard Mexico is generally spoken of as a silver-producing country, and not without reason, for up to date nearly four billions worth of this metal has been the record of output, but the gold output has lately increased most notably, having made a twelvefold increase within the last twenty-five years. For 1890-91 her gold product was valued at \$920,702; for 1901-2 it was \$9,928,386.28, while for the fiscal year 1902-3 it had increased to \$14,805,975.27. Mexico's silver output for 1902-3 was worth \$82,320,735.32, while copper was \$18,353,943. In the latter metal Mexico now ranks second, being exceeded only by the United States.

"Peru—Its Resources, Development, and Future" forms the initial article of the "National Geographic Magazine" for August, 1904. The paper in reference has been prepared with great care by Señor ALFREDO ALVAREZ CALDERÓN, of the Peruvian Legation in Washington, and was delivered before the National Geographic Society in March, 1904. Its extent is indicated comparatively by the statement that the Republic is about three and one-third times as large as Germany, twice as large as France, nearly three times as large as the State of Texas, and fourteen times larger than the State of New York. Owing to the topography of the country, intending settlers may satisfy their individual inclinations in regard to climate and occupation, and notwithstanding its tropical position, the Republic is free from such dangerous epidemics as are usual in the torrid zone. Extended reference is made to the facility with which sugar cane, cotton, coca, and other valuable industrial products are grown, while in regard to the mineral wealth of the country, RAIMONDI, the eminent naturalist, is quoted as saying that "the abundance and diversity of minerals that exist in Peru are truly prodigious. They are found in every one of its regions." Descriptions of the most important mining districts are furnished by Mr. CALDERÓN, while the possibilities of future development growing out of improved transport facilities and the construction of the Trans-Isthmian Canal are shown to be immense.

In a series of lectures delivered at the South Place Institute, London, on the Political Systems of the World, and reproduced in the South American Journal, Brazil, forms the topic of the paper for August

20, 1904, as delivered by JOHN SAMSON of that journal. In regard to sugar culture in the Republic the following is stated:

"The Portuguese occupation of Brazil was induced solely by commercial considerations. Explorers and emigrants went out to make their fortunes, not to escape religions or political tyranny. When the first voyagers were disappointed in not finding gold mines, they turned their attention to Brazil wood. Soon the suitability of the territory for sugar was discovered. The European demand for this luxury was increasing, and the Portuguese had become familiar with its culture in Africa. Caue was taken from Madeira and the Cape Verde Islands to Brazil in 1525, and sugar began to be exported as early as 1526. Here was found the basis of the real colonization. From the very start the industry prospered, and Brazil became the main source of the world's supply."

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União Internacional das Republicas Americanas.

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REPUBLICA ARGENTINA.

COLHEITA DE MILHO EM 1903-4.

O relatório official do Ministro da Agricultura para o anno agricola de 1903-4, publicado no "South American Journal" de 16 de Julho de 1904, dá o seguinte resumo da colheita do milho nas diversas provincias:

Provincias.	Area semçada.	Produção média per hectare.	Colheita em toneladas.
	<i>Hectars.</i>	<i>Toneladas.</i>	
Buenos Aires	1,006,219	2,073	2,086,219
Santa Fé	639,899	2,539	1,621,530
Cordoba	145,012	1,780	258,141
Entre Rios	195,373	55,272	41,218
Santingo del Estero	29,010	2,200	46,222
Tucuman	26,499	2,000	52,998
Mendoza	10,988	3,000	32,964
San Juan	5,650	2,000	11,300
Rioja	18,883	1,900	35,878
Catamarca	7,643	2,000	15,286
Salta	23,320	2,000	46,640
Jujuy	8,411	2,000	16,822
Territorio de Formosa	242	2,100	508
Territorio do Chaco	3,397	2,300	7,813
Territorio das Missões	6,941	2,000	13,882
Pampa Central	18,791	2,000	37,582
Neuquen	138	2,000	276

EXPORTAÇÃO NO PRIMEIRO SEMESTRE DE 1904.

Os seguintes algarismos publicados na "Review of the River Plate," de 16 de Julho de 1904, mostram os principaes generos exportados da Republica Argentina nos primeiros seis mezes de 1904, e os paizes de destino. Nestes calculos, a unidade de peso ou medida é o seguinte: um fardo de lã, 400 kilos; um fardo de pelles de carneiro, 400 kilos; um fardo de crina, 400 kilos; um fardo de pelles de cabra, 370 kilos; um

fardo de feno, 50 kilos; uma pipa de sebo, 400 kilos; um tonel de sebo, 200 kilos; um casco de sebo, 160 kilos, e uma caixa de manteiga, 25 kilos.

O numero total dos couros de boi seccoos exportados foi de 747,616, dos quaes 3,431 foram com destino á Grã Bretanha; 587,354, aos Estados Unidos; 16,265, á França; 11,964, á Allemanha; 9,996, á Belgica; 17,951, á Italia, e 100,655, a outros paizes. A exportação total de couros de boi salgados foi no numero de 746,228, recebendo a Grã Bretanha 1,500; os Estados Unidos, 29,943; França, 55,790; Allemanha, 504,350; Belgica, 146,546; Italia, 6,471, e outros paizes, 1,628. Exportaram-se 55,752 couros de cavallo seccoos, dos quaes os Estados Unidos receberam 25,222; França, 100; Allemanha, 30,430. De uma exportação total de couros de cavallo salgados de 55,166, os Estados Unidos tomaram 13,071 e a Allemanha 42,095.

A quantidade de pelles de carneiro exportadas foi de 35,204 fardos, dos quaes, 3,718 foram enviados ao Reino Unido; 410, aos Estados Unidos; 25,888, á França; 1,285, á Allemanha; 854, á Belgica; 3,027, á Italia; 15, ao Brazil, e 7 a outros paizes. Foram exportados 1,858 fardos de crina, tendo o seguinte destino: Reino Unido, 36; Estados Unidos, 674; França, 166; Allemanha, 398; Belgica, 272; Italia, 309, e outros paizes, 3.

A quantidade de sebo exportado foi de 15,813 pipas, 36,213 cascos e 12,664 toneis, distribuidos assim: Para o Reino Unido, 3,828 pipas, 24,653 cascos e 6,813 toneis; para a França, 62 pipas e 2,785 toneis; para a Allemanha, 138 pipas e 3,255 cascos; para a Belgica, 2,167 pipas, 2,529 cascos e 60 toneis; Italia, 6,079 pipas, 591 cascos e 153 toneis; para a Africa do Sul, 11 cascos; para Brazil, 2,220 cascos e 200 toneis; para outros paizes, 3,539 pipas, 3,044 cascos e 2,653 toneis.

A quantidade total das pelles de cabra exportadas foi de 2,414 fardos, distribuidos assim: Estados Unidos, 1,701 fardos; França, 680 fardos; Allemanha, 32 fardos; outros paizes, 1 fardo. De uma exportação total de 297,032 fardos de lã, foram enviados 12,131 fardos para o Reino Unido; 22,851 fardos para os Estados Unidos; 142,429 fardos para a França; 88,546 fardos para a Allemanha; 27,599 fardos para a Belgica; 2,238 fardos para a Italia; 19 fardos para o Brazil, e 1,219 fardos para outros paizes. Exportaram-se 1,911,726 carneiros gelados, com o seguinte destino: Reino Unido, 1,517,086, e Africa do Sul, 394,640.

As exportações de trigo realizadas durante o periodo de que se trata foram de 1,761,182 toneladas, distribuidas assim: Reino Unido, 181,867; França, 9,642; Allemanha, 139,068; Belgica, 213,685; Italia, 2,549; Africa do Sul, 16,838; Brazil, 106,765; á ordem, 879,091, e outros paizes, 210,977.

A quantidade de milho exportado foi de 696,508 toneladas, comparadas com 502,237 toneladas no primeiro semestre de 1903, e teve a

seguinte distribuição: Reino Unido, 173,014 toneladas; França, 42,873 toneladas; Alemanha, 62,500 toneladas; Belgica, 44,073 toneladas; Italia, 9,392 toneladas; Africa do Sul, 9,162 toneladas; Brazil, 2,038 toneladas; á ordem, 331,603 toneladas, e a outros paizes não especificados, 21,853 toneladas.

As exportações de linhaça montaram a 746,597 toneladas, contra 434,492 toneladas no periodo correspondente de 1903, sendo distribuidas assim: Reino Unido, 94,596 toneladas; Estados Unidos, 3,907 toneladas; França, 55,990 toneladas; Alemanha, 123,497 toneladas; Belgica, 54,613 toneladas; Italia, 3,329 toneladas; Brazil, 16 toneladas; á ordem, 326,016 toneladas, e outros paizes, 84,633 toneladas.

Os embarques de farinha de trigo montaram a 43,597 toneladas, contra 32,109 toneladas em igual periodo de 1903. Desta quantidade, 4,993 toneladas foram enviadas para o Reino Unido, 50 toneladas para a Alemanha, 4 toneladas para a Belgica, 225 toneladas para a Italia, 342 toneladas para a Africa do Sul, 36,870 toneladas para o Brazil, 45 toneladas á ordem, e 1,024 toneladas para outros paizes.

A exportação de farelo montou a 68,345 toneladas, contra 47,678 toneladas nos primeiros seis mezes de 1903, e foi distribuida assim: Reino Unido, 7,265; França, 2,042; Alemanha, 47,980; Belgica, 5,687; Italia, 14; Africa do Sul, 523; Brazil, 638; á ordem, 2,885; outros paizes, 1,311.

A quantidade de farelo grosso exportado foi de 154,089 saccos, contra 121,376 saccos no primeiro semestre de 1903. A exportação para os diversos paizes foi como segue: Reino Unido, 73,455; França, 56,388; Alemanha, 6,608, e Belgica, 4,542.

A exportação de linhaça foi de 138,385 saccos, comparada com 78,083 saccos em igual semestre de 1903, recebendo o Reino Unido, 72,664 saccos; França, 1,677 saccos; Alemanha, 58,174 saccos, e Belgica, 5,870 saccos.

Foram exportados 480,362 quartos de boi, contra 438,772 quartos em igual semestre de 1903, tomando o Reino Unido 363,158 e a Africa do Sul 117,204.

Exportaram-se 352,582 fardos de feno, comparados com 589,749 fardos no semestre correspondente do anno anterior, sendo enviados 49 fardos para o Reino Unido, 1,160 fardos para a França, 23 fardos para a Belgica, 134,010 fardos para a Africa do Sul, 208,967 fardos para o Brazil, 700 fardos á ordem, e 7,673 fardos para outros paizes.

A quantidade de quebracho exportado foi de 149,186 toneladas, contra 129,166 toneladas no primeiro semestre de 1903. Esta exportação foi distribuida assim: Reino Unido, 11 toneladas; Estados Unidos, 12,552 toneladas; França, 5,782 toneladas; Alemanha, 65,532 toneladas; Belgica, 8,131 toneladas; Italia, 15,205 toneladas; á ordem, 15,182 toneladas, e outros paizes, 26,791 toneladas.

A exportação de tabaco foi de 15,706 fardos, comparada com 8,023 fardos no semestre correspondente de 1903. A quantidade enviada para os diversos paizes foi como segue: Para a França, 2,612 toneladas; Allemanha, 8,758 toneladas; Belgica, 3,420 toneladas; outros paizes, 916 toneladas.

A quantidade de manteiga exportada foi de 130,952 caixas, comparada com 40,124 caixas no primeiro semestre de 1903, das quaes 106,907 foram enviadas para o Reino Unido, 8 caixas para a Allemanha, 24,033 caixas para a Africa do Sul e 4 caixas para o Brazil.

Os embarques de assucar realizados montaram a 5,232 toneladas, contra 8,753 toneladas no semestre correspondente de 1903. Desta quantidade, 2,689 toneladas foram enviadas para os Estados Unidos; 1,073 toneladas para a Allemanha; 288 toneladas para a Belgica e 1,182 toneladas para outros paizes.

BRAZIL.

QUESTÃO DE LIMITES COM O PERU.

[“Diário Oficial,” July 31, 1904.]

Decreto n. 1210, de 30 de Julho de 1904.

O Presidente da Republica dos Estados Unidos do Brazil:

Faço saber que o Congresso Nacional decretou e eu sancionei a resolução seguinte:

ART. 1º.—Fica approvedo o accordo provisório concluido no Rio de Janeiro em 12 de Julho de 1904, entre os Governos do Brazil e do Peru.

ART. 2º.—Revogam-se as disposições em contrario.

Rio de Janeiro, 30 de Julho de 1904, 16º da Republica.

FRANCISCO DE PAULA RODRIGUES ALVES.
RIO-BRANCO.

ACCORDO PROVISORIO.

(De “O Paiz,” de Julho de 1904.)

Remidos em conferencia no palacio Itamaraty, no Rio de Janeiro, aos doze de Julho de mil novecentos e quatro, o Ministro de Estado das Relações Exteriores, Sr. JOSÉ MARIA DA SILVA PARANHOS DO RIO BRANCO, e o Enviado Extraordinario e Ministro Plenipotenciario da Republica do Peru, Sr. Dr. D. HERNAN VELARDE, devidamente autorizados para concluir um accordo provisório que previna possiveis conflictos entre Brasileiros e Peruanos nas regiões do Alto Juruá e do Alto Purús, e permita que os dois governos, do Brazil e do Peru, entrem amigavelmente na negociação de um accordo definitivo e

honroso sobre a questão de limites entre os dois paizes, convieram nos artigos seguintes:

ART. 1°. A discussão diplomatica para um accordo directo sobre a fixação dos limites entre o Brazil e o Peru desde a nascente do Javary até a linha de onze grãos de latitude sul, começará no primeiro dia de Agosto e deverá ficar encerrada no dia 31 de Dezembro deste anno de 1904.

ART. 2°. Os dois governos, desejosos de manter e estreitar cada vez mais as suas relações de boa vizinhança, declararam desde já o seu sincero proposito de recorrer a algum dos outros meios de resolver amigavelmente litigios internacionaes, isto é, aos bons officios ou á mediação de algum governo amigo, ou á decisão de um arbitro, si dentro do indicado prazo, ou no das prorrogações em que possam convir, não conseguirem um accordo directo e satisfactorio.

ART. 3°. Durante a discussão ficarão neutralizados os seguintes territorios em litigio:

(a) O da bacia do Alto Juruá desde as cabeceiras desse rio e dos seus afluentes superiores até á boca e margem esquerda do rio Breu e d'ahi para oéste, pelo paralelo da confluencia do mesmo Breu, até o limite occidental da bacia do Juruá.

(b) O da bacia do Alto Purús desde o paralelo de onze grãos até o logar denominado Catay, inclusive.

ART. 4°. A policia de cada um dos dois territorios neutralizados será feita por uma Commissão Mixta, formada de uma commissão brasileira e outra peruana. Cada commissão se comporá de um commissario, do posto de major ou capitão, de um commissario substituto, do posto de capitão ou tenente, e de uma escolta de cincoenta homens e as embarcações miudas que forem necessarias.

ART. 5°. Á margem esquerda da confluencia do Breu, ou em algum outro ponto aguas acima, sobre o Juruá, assim como em Catay, ou em algum outro ponto proximo sobre o Purús, se estabelecerão postos fiscaes mixtos, que darão guias para que os direitos de exportação dos prodnetos das duas regiões provisoriamente neutralizadas sejam cobrados na alfandega brasileira de Manáo ou na de Belém do Pará, e receberão os certificados de pagamentos de direitos de importação, que em alguma das duas citadas alfandegas brasileiras de Manáo e Pará, ou na peruana de Iquitos, tenham sido effectuados para o despacho de mercadorias com destino aos ditos territorios, provisoriamente neutralizados. Esses direitos de exportação e importação serão os mesmos que o governo federal brasileiro presentemente faz cobrar nas suas estações fiscaes, e delles caberá a metade a cada um dos dois paizes.

ART. 6°. Os crimes commettidos por Brasileiros nos dois territorios neutralizados serão julgados pelas justicas do Brazil, e os commettidos por Peruanos pelas justicas do Perú. Os individuos de outras nacionalidades, que commetterem crimes contra Brasileiros, serão julgados

pelas justiças do Brazil, e contra Peruanos, pelos do Peru. Quanto aos accusados que pertençam a outras nacionalidades por crimes contra individuos que não sejam Brazileiros ou Peruanos, a jurisdicção competente para julgal-os será a brazileira ou a peruana, segundo determinação que tomem de commum accordo os commissarios das duas Republicas, depois de exame das circumstancias do caso.

ART. 7º. As duvidas ou divergencias que se suscitarem entre os commissarios serão levadas ao conhecimento dos dois Governos para as resolverem.

ART. 8º. Ficarão a cargo de cada um dos dois Governos as despesas com o respectivo pessoal e material, inclusive a referente á escolta.

ART. 9º. Além das duas Commissões Mixtas de administração, cada Governo nomeará um commissario especial para o Alto Purús e outro para o Alto Jurná, com os auxiliares e escolta que sejam necessarios, formando assim duas outras Commissões Mixtas que serão incumbidas de fazer um reconhecimento rapido desses dois rios nos territorios neutralizados.

ART. 10. O pessoal das commissões de que tratam os artigos anteriores será designado no prazo de trinta dias, a partir da data do presente accordo, devendo chegar ás regiões indicadas com a maior brevidade possível.

ART. 11. Formularão ambos os Governos de commum accordo as instrucções pelas quaes se deverão guiar as Commissões Mixtas.

ART. 12. Os dois governos do Brazil e do Peru declaram que as clausulas deste accordo provisório não affectam de modo algum os direitos territoriaes que cada um delles defende.

Em fé do que foi lavrado este accordo em dois exemplares, cada um delles escripto na lingua portugueza e na castelhana, no logar e data acima declarados.

RIO BRANCO.

HERNAN VELARDE.

CONVENÇÃO DE ARBITRAMENTO COM O PERU.

Foi concluida no Rio de Janeiro aos 12 de Julho de 1904, uma convenção de arbitramento entre o Brazil e o Perú, para a solução de reclamações dos seus nacionaes. O texto da convenção é como segue:

O Governo da Republica dos Estados Unidos do Brazil e o Governo da Republica do Perú, desejando, no interesse das boas relações de amizade entre os dois paizes, que sejam examinadas e resolvidas prompta e equitativamente as reclamações dos seus nacionaes por factos occorridos no Alto Jurná e no Alto Purús, deram para isso as necessarias instrucções aos seus plenipotenciarios, a saber:

O Presidente da Republica dos Estados Unidos do Brazil, ao Sr. JOSÉ MARIA DA SILVA PARANHOS do Rio-Branco, Ministro de Estado das Relações Exteriores; e

O Presidente da Republica do Perú, ao Sr. Dr. Don HERNAN VELARDE, Enviado Extraordinario e Ministro Plenipotenciario da mesma Republica no Brazil;

Os quaes, devidamente autorizados, convieram no seguinte:

ART. 1°. As reclamações dos cidadãos brasileiros e as dos peruanos por prejuizos ou violencias que tenham ou pretendam ter soffrido no Alto Juruá e no Alto Parús desde 1902, serão deferidas ao juizo de um tribunal arbitral que terá assento na cidade do Rio de Janeiro e começará a funcionar seis mezes depois da troca das ratificações desta convenção.

ART. 2°. Formarão o tribunal dois arbitros, um brasileiro, outro peruano, nomeados pelos seus respectivos governos um mez depois da troca das ratificações desta convenção, e um sobrearbitro, escolhido no mesmo prazo pelos dois governos d'entre os chefes de missão diplomatica acreditados no Brazil.

ART. 3°. Dentro do prazo de um anno, contado da sua primeira remissão, ou dentro do de seis mezes, sendo possivel, deverá o tribunal examinar e resolver todas as reclamações, com a faculdade de as julgar conforme direito ou *ex æquo et bono*.

Só serão examinadas e julgadas as reclamações recebidas pelo tribunal dentro do prazo de seis mezes contado da abertura dos seus trabalhos.

ART. 4°. As sentenças do tribunal serão consideradas pelas altas partes contractantes como decisão satisfactoria, perfeita e irrevogavel, obrigando-se tambem os reclamantes previamente a aceitar-as como definitivas.

ART. 5°. O pagamento das indemnisações resolvidas será feito por um Governo ao outro dentro do prazo de um anno contado da data do encerramento das sessões do tribunal, e sem juros, nem deducção alguma.

ART. 6°. Cada um dos dois Governos pagará os honorarios do seu arbitro e os dos auxiliares d'este, assim como a metade dos honorarios do sobrearbitro, que serão fixados opportunamente.

ART. 7°. As ratificações da presente convenção serão trocadas no Rio de Janeiro no prazo de quatro mezes, ou antes si for possivel.

Em fê do que, nós, os Plenipotenciarios acima nomeados, assignamos, em dois exemplares, cada um nas linguas portugueza e castellana, apponndo nelles os nossos respectivos sellos.

Feita no Rio de Janeiro, aos doze dias do mez de Julho de mil novecentos e quatro.

[L. S.]

[L. S.]

RIO BRANCO.

HERNÁN VELARDE.

CHILE.

SITUAÇÃO DA INDUSTRIA DO SALITRE NO PRIMEIRO TRIMESTRE DE 1904.

Segundo o relatório ultimamente publicado da Asociación de Propaganda Salitrera, a produção de nitrato no primeiro trimestre do anno corrente foi de 6,331,460 quintaes hespanhóes, que é 649,299 quintaes menos que no periodo correspondente de 1903. A exportação de nitrato no primeiro trimestre de 1904 attingiu a 6,855,625 quintaes, ou menos 98,952 quintaes no periodo correspondente do anno anterior. Houve uma diminuição de 701,230 quintaes no consumo universal de nitrato no primeiro trimestre do anno corrente, comparado com o do periodo correspondente do anno passado, o consumo do mundo nos dous periodos tendo sido de 12,550,139 quintaes e 13,251,369 quintaes, respectivamente.

A Associação de nitrato terminou o terceiro anno das suas operações no dia 31 de Março de 1904, e com relação a isto foram publicados alguns dados interessantes. A quantidade total de nitrato disponivel para ser exportada no anno salitreiro de 1903-4 foi de 33,969,080 quintaes hespanhóes, mas a quantidade effectivamente exportada não attingiu a estas cifras por 2,384,178 quintaes. A quota de exportação para o anno foi fixada em 32,500,000 quintaes, e a quantidade realmente exportada foi de 31,595,902 quintaes, de modo que ficaram 904,098 quintaes da quota para serem exportados. A quota de produção estipulada para o anno salitreiro de 1903-4 foi de 28,575,620 quintaes, mas a produção verificada foi superior a esta cifra por 2,602,121 quintaes.

Diz o relatório que no anno de 1903-4, nenhuma das minas excedeu suas quotas de produção e exportação, além da margem que é permittida pelo convenio salitreiro. O consumo de nitrato do mundo no anno salitreiro findo em 31 de Março proximo passado foi de 32,803,159 quintaes, comparado com 31,559,838 quintaes no anno anterior, o que mostra uma differença de 1.243,321 quintaes á favor de 1903-4.

A existencia de nitrato no Chile em 31 de Março de 1904 foi calculada em 5,138,624 quintaes, sendo 3,068,316 quintaes nos estabelecimentos de salitre; 93,956 quintaes em transito para os portos de embarque; 1,630,772 quintaes em armazens nos portos, e 345,580 quintaes já embarcados. Na circular expedida em fins do anno de 1903, o consumo de nitrato no anno salitreiro de 1903-4 foi estimado em 33,000,000 quintaes. Devido ao mau tempo, o grande consumo que se esperava para o mez de Março não se realizou, mas não obstante o consumo attingiu a 32,803,159 quintaes, que é o maior jamais registrado. A exportação de nitrato para este anno é tambem a maior de que ha recorde.

A circular diz que a experiencia tem demonstrado a necessidade de manter maiores *stocks* de nitrato nos centros de consumo e tem-se

adoptado medidas neste sentido. No fim do anno passado, o total das quotas assignadas aos diferentes estabelecimentos montou a 44,990,000 quintaes, e a esta quantidade deve-se acrescentar os 800,000 quintaes que foram assignados em 23 de Março ás minas de Trinidad. Na data do relatório, pensou-se em dar quotas aos estabelecimentos de Hervatska, Rosita e Alemania, e passos foram tomados com o fim de incorporar na Associação e convenio o estabelecimento de Santa Lucia em Aguas Blancas, que já está em exploração. Espera-se que no curso do presente anno salitreiro as seguintes minas serão em operação: Victoria, San Agustín, Aurrerá, Condor e Cota. As minas Chile e Empresa começaram a produzir em 1º de Abril deste anno, suas quotas já tendo-se-lhes assignado. A Trinidad começou a operar parte da sua instalação e se espera que a mina Pirineos será prompta para começar seus trabalhos em principios de Julho. As minas Hervatska e Rosita estão produzindo por conta de suas quotas, que estão em consideração.

Além dos estabelecimentos em construção, mencionados no relatório anterior, deve-se acrescentar o de Cuevas, no Departamento de Pisagna, e trata-se de estabelecer mais sete de grande capacidade. Crê-se que o total das quotas que serão assignadas durante o presente anno, attingirá á enorme cifra de 53,210,000 quintaes. A "Jazpampa Bajo Nitrate Company" foi incorporada na Associação e adheriu ao convenio em 30 de Março ultimo. Ao requerimento da Commissão Permanente de Londres, a Directoria da Associação resolveu contribuir outra somma de £1,000 ao fundo de propaganda afim de augmentar o consumo de nitrato nos Estados Unidos. Com esta nova contribuição, o fundo chega a £35,000 por anno.

Annexos á circular ha alguns relatórios interessantes dos agentes que estão incumbidos de disseminar informações em diferentes partes do mundo, respeito ao uso do nitrato e os beneficios que se derivam do emprego deste adubo.

PRODUCCÃO DE NITRATO PARA 1904-05.

A Commissão Permanente de Nitrato recebeu informação de Iquique, de que a exportação de nitrato de soda nos doze mezes findos em 31 de Março de 1905, foi limitada a 36,000,000 quintaes hespanhães, e desta quantidade sómente 80 por cento pode ser exportado nos nove mezes findos em 31 de Dezembro de 1904.

COMMERCIO DO NITRATO NOS MEZES DE JUNHO E JULHO DE 1904.

A circular da Commissão Permanente de Nitrato para o mez de Julho de 1904, mostra os seguintes resultados: Exportação total de nitrato para Europa em Junho, 1,467,600 quintaes; nitrato embarcado para a Europa em 1º de Julho, 1,821,900 quintaes; importação na Europa em Junho, 48,150 toneladas; entregas na Europa em Junho, 56,220 toneladas; supprimento visível na Europa em 1º de Julho, 230,820 toneladas.

COSTA RICA.

EXPORTAÇÃO DE BANANAS EM 1903.

Segundo o "Official Gazette," a exportação de bananas do Porto Limon nos ultimos cinco annos, foi a seguinte:

CACHOS.

1890.....	2,962,771
1900.....	3,420,166
1901.....	3,870,157
1902.....	4,174,199
1903.....	5,139,063

A colheita de 1903, ao preço médio de 45 centavos por cacho, foi superior á do anno anterior por 964,864 cachos, recebendo os fazendeiros por esta colheita \$2,312,578, ouro. A exportação de bananas para Inglaterra em 1903 foi de 650,000 cachos.

ESTADOS UNIDOS.

COMMERCIO COM OS PAIZES LATINO-AMERICANOS.

RELAÇÃO MENSAL DAS IMPORTAÇÕES E EXPORTAÇÕES.

O quadro dado na pagina 666 é extrahido da relação compilada pelo chefe da Repartição de Estatística do Departamento de Commercio e Trabalho, mostrando o commercio entre os Estados Unidos e os paizes latino-americanos. A relação corresponde ao mez de Julho de 1904, com uma relação comparativa para o mez correspondente do anno anterior, assim como para os sete mezes findos em Julho de 1904, comparados com o periodo correspondente do anno anterior. Deve-se explicar que os algarismos das varias alfandegas, mostrando as importações e exportações de um só mez, são recebidos no Ministerio da Fazenda até quasi o dia 20 do mez seguinte, e perde-se algum tempo necessariamente em sua compilação e impressão. Por conseguinte, as estatisticas para o mez de Julho, por exemplo, não são publicadas até os primeiros dias de Setembro.

MOVIMENTO DA PRATA NO PRIMEIRO SEMESTRE DE 1904.

O movimento da prata no primeiro semestre de 1904 foi caracterizado por maior procura e, por conseguinte, por preços mais altos. Durante os seis mezes findos em Junho, o preço médio da prata em Nova York foi de 56.115 centavos por onça, comparado com 50,285 centavos no semestre correspondente de 1903, o que mostra sensível augmento.

Os Estados Unidos suprem grande parte da prata do mundo, contribuindo não só a produção de suas próprias minas, mas também uma porção considerável da produção do Mexico que é importada nos Estados Unidos para ser refinada. O seguinte quadro, organizado pelo Departamento do Commercio e Trabalho dos Estados Unidos, mostra a quantidade e o valor da importação e da exportação no primeiro semestre:

VALOR.

	1903.	1904.	Augmento.
Exportação.....	\$17,505,359	\$26,387,609	\$8,882,340
Importação.....	9,981,294	13,740,808	3,759,514
Excesso da exportação.....	7,524,065	12,646,891	5,122,826

QUANTIDADE.

	1903.	1904.	Augmento.
Exportação.....onças..	34,812,300	47,023,900	12,211,600
Importação.....id..	19,849,400	24,486,700	4,637,300
Excesso da exportação.....	14,962,900	22,537,200	7,574,300

Das exportações de prata realizadas este anno, 13.5 por cento foi enviada pelo porto de San Francisco com destino á China. O resto foi enviado em sua maior parte para Londres, que é ainda o mais importante mercado para a prata. Não ha estatísticas da produção das minas de prata dos Estados Unidos para este anno, mas é provavel que não differe muito da produção do anno passado. Suppondo-se, por conseguinte, que a produção foi de cerca de 28,000,000 onças, a exportação foi de cerca de 80 por cento da produção, o que deixa sómente 5,500,000 onças para o consumo nacional.

Os paizes do Oriente são os principaes compradores da prata e suas compras augmentaram-se consideravelmente este anno. O seguinte quadro mostra as exportações de prata realizadas pelos portos de Londres e San Francisco nos dous periodos em comparação:

VALOR.

	1903.	1904.	Para mais.	Para menos.
Londres:				
Para India.....	£3,244,525	£5,320,923	£2,076,398	.....
Para as colónias do Estreito.....	364,579	58,103	.....	306,476
Para China.....	220,918	343,091	122,173	.....
Total.....	3,830,022	5,722,117	.....	.....
San Francisco: Para China, etc.....	\$930,618	\$3,582,350	\$2,651,732	.....

QUANTIDADE.

	1903.	1904.	Augmento.
Londres.....onças..	39,638,000	53,007,100	13,369,100
San Francisco.....id..	1,851,900	6,383,900	4,532,000
Total.....	41,489,900	59,391,000	17,901,100

A prosperidade que reina na India devido ás boas colheitas, é reflectida nas suas compras de prata. Como o augmento havido nas exportações de prata pelo porto de San Francisco foi devido ás remessas para China, é evidente que este paiz tambem augmentou consideravelmente suas compras. A unica diminuição notada foi nas remessas para as colonias do Estreito, e isto foi devido ás mudanças havidas na moeda.

COMMERCIO COM A AMERICA LATINA.

Os seguintes algarismos, mostrando o commercio entre os Estados Unidos e os paizes da America Central e do Sul, assim como a Europa, Asia e Africa, foram extrahidos do "Mexican Investor" de 2 de Julho de 1904:

	Valor.	
	Importações.	Exportações.
Mexico.....	\$37,313,350	\$39,051,507
Cuba.....	55,971,919	21,142,143
Santo Domingo.....	2,789,681	1,368,892
Haiti.....	888,569	2,336,520
Venezuela.....	5,717,867	2,370,975
Uruguay.....	2,301,543	1,686,969
Peru.....	3,063,869	3,126,534
Paraguay.....	956	10,999
Ecuador.....	1,863,306	1,263,482
Colombia.....	6,220,524	4,305,870
Chile.....	8,942,141	4,043,552
Bolivia.....		42,486
Republica Argentina.....	8,488,696	12,567,509
Porto Rico.....	12,246,225	11,057,185
Costa Rica.....	3,453,743	1,673,425
Guatemala.....	2,415,703	888,305
Honduras.....	1,546,837	1,382,865
Nicaragua.....	1,469,174	1,332,719
Salvador.....	862,440	772,983
Europa.....	488,019,271	943,781,702
Asia.....	128,328,560	49,669,964
Africa.....	9,662,807	30,085,032
Oceania.....	20,092,750	32,179,450

PRODUÇÃO MINERAL EM 1903.

A Repartição de Estudos Geologicos dos Estados Unidos publicou as seguintes estatisticas sobre a produção dos mineraes em 1903:

	Valor.
Ferro guza.....	\$344,350,000
Minerio de ferro.....	66,356,001
Sal.....	5,150,196
Phosphato mineral.....	2,986,814
Coke.....	66,459,623
Carvão betuminoso.....	351,094,209
Carvão anthracite.....	152,036,448

GUATEMALA.

ELEIÇÃO DO PRESIDENTE CABRERA.

O Senhor ESTRADA CABRERA foi reeleito sem opposição, em 12 de Julho de 1904, para o proximo periodo presidencial de seis annos de 1905 a 1911.

MEXICO.

RENDAS ADUANEIRAS EM 1903-4.

Segundo as estatisticas publicadas pelo Departamento do Thesouro sobre o rendimento das alfandegas da Republica do Mexico para o exercicio findo em 30 de Junho de 1904, é muito satisfactorio o estado do commercio exterior do paiz. As rendas arrecadadas são maiores que as cobradas no anno anterior e são discriminadas assim:

Direitos de importação.....	\$35, 288, 606
Direitos de exportação.....	966, 091
Impostos de doca.....	773, 919
Atrazados	103, 669
	<hr/>
	37, 132, 285

As rendas arrecadadas nos tres exercicios immediatamente anteriores foram as seguintes:

1902-1903.....	\$34, 435, 902
1901-1902.....	28, 397, 572
1900-1901.....	28, 105, 875

Esses algarismos demonstram um constante augmento nas rendas aduaneiras, sendo de \$9,026,409, a importancia do augmento nos quatro annos. No exercicio de 1897-98, o total das rendas importou em \$23,022,618, e si se compara esta somma com as rendas em 1903-4, vê-se que houve um augmento de \$14,109.66 nos sete annos, ou seja um augmento médio annual de \$2,000,000.

ESTADO DO THESOURO EM MAIO E JUNHO DE 1904.

O Thesouro Federal, sob a direcção do Thesoureiro Geral, M. ZAMACONA, publicou a seguinte relação das suas operações para os mezes de Maio e Junho:

Existencia em effectivo o 30 de Abril	\$136, 870. 31
Entrada em effectivo no mez de Maio.....	2, 506, 897. 65
Letras recebidas.....	16, 094. 25

Total	<hr/>
	2, 659, 862. 21
Sahida no mez de Maio	2, 435, 956. 76

Existencia em 31 de Maio.....	223, 905. 45
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As operações no mez de Junho foram as seguintes:

Existencia em effectivo em 31 de Maio.....	\$223, 905. 45
Entrada em effectivo em Junho	3, 074, 454. 33
Letras a cobrar.....	17, 757. 07

Total	<hr/>
	3, 316, 116. 85
Sahida no mez de Junho.....	3, 030, 550. 75

Existencia em 30 de Junho	285, 556. 10
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EXPORTAÇÃO DE GADO EM 1902-3.

Os seguintes algarismos foram tomados do "Mexican Investor" de 16 de Julho de 1904, e são de interesse em vista do crescente interesse que se manifesta na industria pecuaria no Mexico:

	Cabeças.
1895-1896	238, 998
1896-1897	313, 633
1897-1898	227, 366
1898-1899	160, 028
1899-1900	184, 165
1900-1901	197, 624
1901-1902	166, 479
1902-1903	213, 649

No anno de 1898-99, o numero de gado exportado diminuiu consideravelmente, e sómente passou a cifra de 200,000, em 1902-3. Como os gados que se exportam são todos escolhidos, e novos, o preço médio por cabeça pode ser avaliado em \$25.

ELEIÇÃO DO PRESIDENTE DIAZ.

Em 9 de Julho de 1904, o Sr. General PORFIRIO DIAZ foi reeleito Presidente da Republica do Mexico e DON RAMON CORRAL Vice-Presidente para o periodo de seis annos, isto é, de 1º de Dezembro de 1904 a 30 de Novembro de 1910.

OBRAS PUBLICAS.

O "Diario Oficial" de 31 de Maio de 1904 publica um decreto presidencial autorizando o credito de \$6,000,000 para obras publicas. Esta somma comprehende \$2,500,000 para a construcção do Palacio Legislativo, e \$2,500,000 para o serviço do abastecimento de agua da capital.

REFORMA DA LEI DAS ALFANDEGAS.

(Continuação.)

ART. 233. As alfandegas poderão tambem remetter á de importação de Mexico, para que nella sejam despachados, os objectos de casa e bagagens dos passageiros que não tiverem chegado juntamente com elles, sempre que a estrada de ferro ou a empresa que se encarregue de transportal-os, o faça sob as condições que se fixam no artigo precedente.

A multa que, até de quinhentos pesos, deve ser imposta á estrada de ferro ou á empresa conductora, por cada volume que faltar ou tiver sido violado ou substituído, será fixada pelo Ministerio da Fazenda, segundo as circumstancias do caso; e quando o Ministerio da Fazenda o julgar conveniente, poderá retirar a franquia á estrada de ferro ou á empresa que, por repetidas infracções deste caracter, tiver sido feita suspeitosa; ainda quando tiver outorgada a fiança ou obrigação a que se refere o artigo anterior.

ART. 240. Logo que um navio for declarado a livre pratica, o empregado da alfandega que fizer a visita de entrada, si tem recebido do capitão a relação de bagagens, autorizará a descarga destas, sempre que seja effectuada durante o dia. O administrador da alfandega poderá autorizar, quando o julgar necessario, que essa descarga se faça tambem de noite.

Os administradores terão presente, como regra geral, que devem outorgar aos passageiros todas as concessões possiveis, sempre que dellas não resulte prejuizo aos interesses do Fisco.

ART. 241. O Ministerio da Fazenda poderá conceder isenção de direitos aos objectos de casa de todo estrangeiro que, tendo vindo ao paiz, desejar domiciliar-se nelle; mas o interessado deverá apresentar, previamente, uma lista dos objectos; e o Ministerio da Fazenda para conceder a franquia, exigirá que o interessado justifique que, em effeito, vai a radicar-se na Republica.

ART. 245. Reputar-se-há avaria toda e qualquer deterioração que soffrerem os effectos por qualquer accidente occorrido antes do despacho. As mercadorias, neste caso, obterão um abatimento de direitos proporcional á avaria que tiverem soffrido.

ART. 248. Não se fará redução nos direitos dos comestiveis que se acharem avariados ou decompostos. Os que se encontrarem neste estado, misturados com os bons, serão separados destes e serão isentos de direitos; mas as alfandegas procederão immediatamente á destruição dos avariados, no lugar que mais convenir, para que não se prejudique a saude publica, lavrando-se de tudo o competente termo.

Si o consignatario pretender que lhe sejam entregues os comestiveis avariados ou decompostos, allegando que seu consumo não pode ser nocivo, a alfandega consultará o caso com o delegado do Conselho de Saude, si o houver, e si não, com a autoridade politica do lugar; e si a decisão daquelle ou desta for em sentido favoravel ao consignatario, lhe serão entregues os effectos, cobrando-se integros os respectivos direitos.

ART. 249. As peças de louça ou crystal que ao fazer-se o exame dos volumes resultem quebradas, gozarão da isenção de direitos, sempre que seu consignatario as abandone para serem destruidas.

Si não convier ao consignatario receber as peças sobrantes que se encontrem em bom estado, ou que, ainda estando deterioradas, sejam utilizaveis e deva conceder-se-lhes a redução de direitos correspondente á avaria, poderá o consignatario abandonal-as; e em tal caso, a alfandega está facultada para outorgar a isenção de direitos.

A mesma isenção poderá ser concedida pela alfandega quando, antes do despacho, se derrame por completo algum liquido ou se destrua totalmente alguma outra mercadoria; e quando, em consequencia do derramamento do liquido se perca outro artigo contido em vasilha

distincta. Si a perda, neste ultimo caso, for parcial, só se considerará a avaria correspondente á parte que houver sido inutilizada.

As isenções estabelecidas nos dous paragraphos anteriores serão comprovadas pela alfandega com os autos que deverão lavrar-se em cada caso que occorra.

ART. 254. Em todo caso de avaria, o conferente verificará o estado dos generos, cuidando de separar devidamente os avariados dos que se encontrem em bom estado.

ART. 255. Nos casos em que, conforme a esta Ordenança, deva ter-se em conta a avaria e fazer-se o desconto que corresponda a uma mercadoria avariada, para fixar dito desconto se procederá como segue: reunidos o administrador, o contador e o conferente da alfandega com o consignatario da mercadoria, este nomeará, por sua parte, um perito, e o contador, outro, por parte da alfandega. Ambos os peritos, antes de proceder ao desempenho de sua commissão, nomearão um terceiro para que falle, em definitiva, si os dous primeiros não chegarem a por-se de accordo na classificação da avaria. No caso de que os peritos não estiverem conformes na nomeação da pessoa que deva servir de terceiro, o administrador de alfandega o nomeará, e a resolução deste perito será definitiva.

ART. 264. Quando depois de pagos os direitos de um pedido de despacho, a alfandega observar que se tem cobrado maior quantia da que corresponde, por erro ou engano na classificação das mercadorias ou no calculo dos direitos, restituirá immediatamente ao interessado a quantia cobrada de mais; annotando, no fim do pedido, a rectificação feita no calculo e a data em que se faça a restituição, a qual será comprovada com o recibo que outorgue o interessado.

ART. 265. Quando na conferencia e verificação das mercadorias forem encontradas algumas com medida, peso, numero, qualidade, etc., diferentes dos declarados no despacho, se seguirão as regras seguintes:

I. Si se verificar differença para mais na contagem, medição ou peso declarado no documento, as mercadorias serão examinadas esrupulosamente em presença do administrador, lavrando-se termo no qual se fará constar o resultado da verificação, que será assignado por todas as pessoas que nella tiverem tomado parte. Neste caso o interessado pagará os direitos da differença, e além disto, uma multa de 5 por cento sobre a importancia dos direitos correspondentes ao excesso verificado.

II. Si a differença provem de que, a juizo da alfandega ou do interessado, deva applicar-se a uma mercadoria uma taxa inferior á declarada, serão tiradas amostras dos artigos, lavrando-se auto do caso, e o interessado pagará os direitos de accordo com a taxa que em opinião da alfandega seja a applicavel, depositando a importancia dos direitos correspondentes ao excesso até decisão final. A alfandega remetterá

imediatamente á Direcção do Ramo, as amostras dos artigos e uma via do auto lavrado, dando-lhe conta do facto afim de que o communique ao Ministerio da Fazenda, e este resolverá definitivamente e fixará a multa que tenha de ser imposta ao interessado pela inexactidão commettida em sua declaração.

III. Em cada via dos autos que se lavrem com motivo das infracções previstas nos dous incisos anteriores, se fixará e cancellará uma estampilha por valor de cincoenta centavos, que custeará o interessado.

ART. 266. Quando de uma mercadoria que deva pagar direitos sobre o peso liquido, se tiver declarado o peso legal, e não for já possível obter aquelle dado por haver sahido a mercadoria do dominio da alfandega, o peso legal servirá de base para o calculo dos direitos, e si faltarem ambos dados, será tomada como base o peso bruto. No caso de mercadorias que devam pagar direitos sobre o peso legal e este não houver sido declarado, não sendo já possível obtel-o pela razão supradita, o calculo será feito assim mesmo sobre o peso bruto.

Quando as operações de calculo e pagamento exijam que se declare o peso legal de uma ou varias mercadorias que não paguem os direitos sobre tal peso, mas que se importem em um mesmo volume juntas com outras que paguem os direitos sobre peso bruto, si se omitta a expressão de dito peso legal e não se dá a conhecer posteriormente por meio de uma addição ao pedido, nem seja possível obtel-a por não existirem já as mercadorias na alfandega, o calculo de repartição de tara para obter o peso bruto proporcional de cada mercadoria, far-se-há computando os pesos legais que tenham sido declarados e os liquidos das partidas que careçam de peso legal, sem tomar em consideração aquellas partidas em que um e outro dado faltar na declaração. (Veja-se o Artigo 50.)

ART. 267. Quando a qualificação dada a uma mercadoria no documento não corresponda á taxa declarada, e tenha passado inadvertida a falta de concordancia destes dados sem que seja possível corrigil-a por haver sahido do dominio fiscal a mercadoria, far-se-há calculo dos direitos tomando como base o dado que dê maior taxa.

ART. 271. Por regra geral o pagamento dos direitos fiscaes deve fazer-se em dinheiro, na forma determinada já pelo Ministerio da Fazenda ou na que determinar para o futuro; mas os administradores das alfandegas ficam facultados para admittir, sob sua responsabilidade, fianças que garantam a importancia dos direitos e das multas que forem impostas. A existencia dessas garantias em poder da alfandega, não autoriza aos interessados para demorar a liquidação de seus pedidos, pois só servirá para assegurar os interesses fiscaes enquanto se faz o calculo dos direitos respectivos, devendo os interessados apresentar-se e satisfazer o pagamento de direitos, tão prompto como sejam requeridos pela alfandega para fazel-o.

ART. 275. Uma vez que se tiver effectuado sem novidade a descarga das mercadorias, e estas estiverem depositadas nos armazens da alfandega, que se tiver praticado ao navio a visita de descarga e que estiverem já feitos nos livros e documentos respectivos os assentos e annotações correspondentes, o commandante da força dos guardas devolverá ao administrador o pedido que lhe servio para suas funcções, o qual, juntamente com a lista de sobresalentes, rol de passageiros e de bagagens, e com as folhas de descarga, será depositado na alfandega.

As mercadorias depositadas nos armazens ou no recinto da alfandega ou fora d'elle, em caso necessario, mas custodiadas por ella, si não forem das comprehendidas nas excepções do art. 153 deste Regulamento, pagarão, por todo o tempo que se conservarem sob o cuidado da alfandega e em compensação deste serviço, um direito de armazenagem que será cobrado de conformidade com as seguintes taxas:

Durante os dous primeiros mezes do deposito, por cada cem kilogrammas de peso ou fracção de cem, um centavo diário.

Durante os mezes terceiro e quarto, por igual quantidade de kilogrammas, ou fracção, dous centavos diários.

Durante os mezes quinto e sexto, por igual quantidade de peso, tres centavos diários.

A armazenagem é devida desde o dia da entrada das mercadorias nos armazens e depositos até o dia da sua sahida e será calculada sobre o peso total dos volumes que contenham a mercadoria.

Si as avarias do navio forem de tal natureza que lhe impedirem seguir a seu destino, e convier ao capitão que a descarga e despacho das mercadorias, assim como o pagamento dos direitos, se façam no porto de arribada, apresentará seu pedido por escripto, com a estampilha que corresponda e o administrador poderá permittir a descarga, previa a confrontação do pedido com os documentos depositados, procedendo-se nas operações subsequentes de accordo com o previsto para os casos communs.

As mercadorias assim despachadas pagarão a armazenagem desde a data em que tiverem sido desembarcadas até o dia em que o capitão manifestar que lhe é impossivel tomal-as novamente a bordo; e desde esse momento ficarão sujeitas ao disposto nos artigos 152 e 153 deste Regulamento, pagando o direito de guarda que estabelece o segundo destes artigos si, dentro dos prazos que assignala o primeiro, não for apresentado o pedido e não ficarem terminadas as operações subsequentes do despacho e pagamento dos direitos.

ART. 287. A baldeação de mercadorias estrangeiras, de um navio a outro, nos portos mexicanos, far-se-há de accordo com as regras seguintes:

I. Quando um navio procedente do estrangeiro chegar a um porto da Republica conduzindo carga para outro porto mexicano ou estran-

geiro, devidamente amparada com seus respectivos documentos, e solicitar da alfandega a permissão para fazer a baldeação, poderá o administrador concedel-a, ainda no caso de que não conste expressada nos manifestos a circumstancia de que a carga vem destinada a ser baldeada. Si o administrador não julgar conveniente conceder dita permissão, consultará immediatamente á Direcção de Alfandegas para que resolva o que corresponda.

II. No caso de que se apresentar um navio conduzindo mercadorias destinadas ao porto e o consignatario dellas pedir á alfandega a permissão para baldeal-as e dirigil-as para outro porto mexicano, a concessão poderá ser feita pelo Ministerio da Fazenda unicamente; para o qual, o administrador da alfandega deverá dirigir-se, pela via telegraphica si for necessario e a custa do interessado, á Direcção do Ramo, communicando-lhe o caso e emittindo seu parecer sobre si é conveniente ou não que se faça a concessão.

III. Si por causa de arribada, ou outra de força maior, não puder o navio continuar sua viagem conduzindo mercadorias destinadas a outro porto mexicano ou estrangeiro, e o capitão ou o consignatario do navio solicitar a baldeação, poderão os administradores permittil-a, observando-se as disposições das respectivas leis marítimas vigentes; mas devem intervir directamente em todas as operações de baldeação, carga e descarga das mercadorias.

IV. Quando por motivo de alguma accusação tiver um navio que retardar sua viagem, ou não puder continual-a, e trazer carga com destino a outro porto devidamente amparada com seus respectivos documentos, os administradores, por si ou previa a permissão da autoridade judicial, si a ella estiver submettido o caso, ordenarão a descarga ou a baldeação das mercadorias.

V. Quando o capitão ou consignatario de um navio pedir permissão para baldear parte dos sobresalentes de outro navio para o seu, sem pagar direitos, poderão os administradores concedel-a, si para isto não tiverem grande inconveniente.

VI. Sempre que para continuar sua viagem os passageiros de um navio tiverem que seguir em outro, lhes será permittida a baldeação de suas bagagens.

VII. Si o navio ao qual devem ser baldeadas as mercadorias não tiver chegado ainda ao porto em que estes se achem, o administrador da alfandega, a requerimento do capitão ou do consignatario do navio que as tiver trazido, poderá permittir que as descarregue, sempre que se disponha de local sufficiente ou de lanças cerradas para deposital-as com a segurança sufficiente. Neste caso, as mercadorias ficarão sob o cuidado da alfandega e sujeitas no pagamento do direito de armazenagem, nos termos do artigo 275 deste Regulamento. Chegado o momento do embarque, o capitão ou o consignatario do navio em que devam

reembarcar-se as mercadorias, apresentará á alfandega a permissão correspondente.

VIII. Todas as operações de baldeação pagarão o direito de carga e descarga nos portos em que se ache estabelecido.

ART. 291. Por cabotagem se entende, para os effeitos deste Regulamento, o transporte, por mar, de mercadorias nacionaes ou nacionalizadas entre dous ou mais pontos das costas da Republica.

Si as mercadorias das mencionadas classes são despachadas por uma alfandega com destino a outra situada em distincto littoral e tem, portanto, que ser conduzidas, em parte de seu trajecto, atravez do territorio nacional, seu transporte nessas condições se considera como uma só operação de cabotagem.

ART. 293. O commercio de cabotagem será feito por embarcações nacionaes, mas quando o solicitarem navios estrangeiros, lhes será permittido fazel-o nos seguintes casos:

I. Quando não houver no porto navio nacional com registro aberto e carregando mercadorias para o ponto aonde o navio estrangeiro solicitar ir.

II. Quando ainda havendo no porto navio nacional com registro aberto para o mesmo destino, não puder sahir senão até depois de oito dias da data fixada para a sahida do navio estrangeiro.

III. Quando o navio estrangeiro dever conduzir, unicamente, bagagens, mercadorias em pequena quantidade cujo transporte se faça por companhias de expresso nos termos do regulamento respectivo, moeda cunhada, cerveja nacional em barris, gelo, animaes vivos e todos aquelles artigos de facil decomposição que determinar o Ministerio da Fazenda.

IV. Quando por motivo de calamidade publica, seja de urgente necessidade levar viveres ou outra classe de auxilios.

ART. 294. As alfandegas, para conceder as franquias a que se referem as secções I e II do artigo anterior, se sujeitarão ás seguintes regras:

I. Si existe alguma linha nacional dedicada ao cabotagem, que pelo menos faz regularmente duas viagens redondas por mez, com itinerario fixo e sahida precisa, unicamente poderá ser permittido a navios estrangeiros fazer o trafico, quando abram seus registros passados tres dias da sahida do navio nacional, e zarpem, a mais tardar, seis dias antes da data fixada no itinerario deste para seu retorno.

II. Immediatamente que um navio estrangeiro pedir permissão para conduzir mercadorias de cabotagem, o administrador da alfandega requererá aos armadores dos navios nacionaes existentes no porto que tenham registro aberto e que, por sua capacidade e demais circumstancias, se encontrem em aptidão de conduzir a carga que o navio estrangeiro pretenda embarcar, afim de que digam si se compromettem a level-a; e si obtiver de algum resposta affirmativa não permittirá o embarque

ao navio estrangeiro; si a resposta for negativa, será permittido o embarque no navio estrangeiro.

III. Quando, a juizo do administrador da alfandega, os armadores de navios nacionaes retardem sua resposta para dar tempo a que o navio estrangeiro zarpe e a carga se fique em terra, ordenará o administrador que sejam visitados pelo commandante da força dos guardas e o piloto os navios nacionaes, e, no caso de que a carga não tenha cabida nelles, informarão ao administrador, quem autorizará ao navio estrangeiro para que faça o cabotagem.

IV. Em todos estes casos, as alfandegas communicarão o facto á Direcção do Ramo, afim de que se exija a responsabilidade a quem corresponda.

ART. 295. As permissões de accordo com os artigos anteriores e nos termos que nelles se prevem, serão concedidas pelos administradores das alfandegas, salvo no caso de calamidade publica, em que só poderão ser concedidas pelo Ministerio da Fazenda.

ART. 296. Toda operação de cabotagem que praticarem os navios estrangeiros pagará o direito de trafico maritimo interior estabelecido pelo decreto de 1º de Julho de 1898. Nos respectivos documentos de embarque far-se-há constar por extenso o peso bruto total das mercadorias que ha de servir de base para a applicação do direito mencionado. Nas partidas parciaes do pedido bastará que se expresse só em algarrismo o peso bruto de cada partida; mas a somma total do peso dellas será escripta sempre por extenso.

ART. 297. A mudança de destino e a baldeação de mercadorias nacionaes ou nacionalizadas entre navios nacionaes nos portos Mexicanos, se sujeitará ás regras seguintes:

I. Quando um navio nacional procedente de um porto Mexicano conduzir mercadorias nacionaes ou nacionalizadas para outro porto nacional, e neste, em vez de descarregal-as, solicitar o capitão transportal-as a outro ponto habilitado ao commercio de cabotagem, seja em seu mesmo navio, seja baldeando-as para outra embarcação nacional, poderá permittil-o o administrador da alfandega, e servirão os mesmos documentos, convenientemente annotados, para amparar as mercadorias até seu final destino.

II. Quando um navio nacional procedente de um porto Mexicano conduzir mercadorias nacionaes ou nacionalizadas para varios portos do mesmo littoral, e em algum dos de escala o capitão pedir permissão para transportal-as a um porto que não seja o designado nos documentos, já em seu mesmo navio, já baldeando-as para outra embarcação nacional, poderá permittil-o o administrador da alfandega, annotando devidamente os documentos da de origem, os quaes servirão para amparar a carga até seu final destino.

III. Quando um navio nacional procedente de um porto Mexicano conduzir mercadorias nacionaes ou nacionalizadas para diversos portos

do mesmo littoral, e em um dos de escala o capitão pedir permissão para baldear para outra embarcação nacional a mercadoria destinada a um ou varios dos demais portos, para que continuem a seu destino, poderá permittil-o o administrador da alfandega, annotando devidamente os documentos da de origem, os quaes servirão para amparar a carga até seu final destino.

IV. Ao conceder estas permissões os administradores emdarão de dar aviso ás alfandegas de procedencia e de destino.

V. As regras precedentes são tambem applicaveis para o transporte de mercadorias entre dons ou mais portos de distincto littoral da Republica, considerando-se neste caso pontos de escala, assim a alfandega de onde se embarquem as mercadorias para seguir seu trajecto por terra, como a alfandega que as receba e intervenha seu reembarque para o porto ou os portos de seu destino.

ART. 298. A carga de mercadorias nos navios de cabotagem se praticará como segue:

PARAGUAY.

COMMERCIO COM A GRÃ BREITANHA EM 1903.

Os seguintes dados estatísticos relativos ao commercio da Republica do Paraguay com o Reino Unido foram tomados do relatório que o Consul Britannico em Assumpção apresentou ao seu Governo.

O valor dos generos importados no Paraguay em 1903, comparados com o dos importados no anno de 1902, foi como segue:

	1902.	1903.
Procedencia:		
Reino Unido.....	£172, 778	£227, 809
Os demais paizes.....	281, 681	482, 556
Total.....	466, 459	710, 365

O valor total das exportações do Paraguay durante o anno de 1903 foi de £850,730, contra £778,132 em 1902, os principaes productos sendo couros seccos e salgados (£208,218), xarque (£79,712), extracto de quebracho (£60,125), madeiras duras e postes (£93,687), tabaco em folha (£64,318), e herva matte (£151,536). Para a conversão da moeda do Paraguay em libras esterlinas, foi tomada a taxa cambial de 1.000 por cento.

URUGUAY.

MOVIMENTO DO PORTO DE MONTEVIDÉO EM MAIO DE 1904.

O "Handels-Zeitung" de Buenos Aires publica os seguintes algarismos mostrando o movimento do porto de Montevidéu em Maio de 1904:

EMBARCAÇÕES SAIDAS.

Vapores.....	42
Navios a vela.....	5

EXPORTAÇÕES.

Artigos.	Quantidade.	Artigos.	Quantidade.
Estados Unidos:		Inglaterra—Continuação.	
Couros de boi, secos.....	51,000	Lã.....id.....	53
Couros de boi, salgados.....	1,232	Peltes de carneiro.....id.....	100
Crina.....fardos.....	5	Xarque.....id.....	75
Xarque.....toneladas.....	241	Id.....toneladas.....	5
Allemanha:		Sebo.....pipas.....	313
Couros de boi, secos.....	5,319	Id.....tonéis.....	1,453
Couros de boi, salgados.....	25,338	Milho.....saccos.....	172
Lã.....fardos.....	2,319	Trigo.....id.....	1,182
Peltes de carneiro.....id.....	6	Linhaça.....id.....	9,212
Farelo fino.....saccos.....	746	Linguas.....caixas.....	2,609
França:		Carne conservada.....id.....	680
Couros de boi, salgados.....	9,682	Brazil:	
Lã.....fardos.....	2,338	Xarque.....fardos.....	49,681
Peltes de carneiro.....id.....	594	Id.....toneladas.....	3,480
Sebo.....pipas.....	230	Sebo.....tonéis.....	239
Ossos e cinzas de ossos.....saccos.....	4,776	Id.....tonéis.....	24
Chifres.....	36,500	Fariña de trigo.....saccos.....	6,799
Hespanha:		Milho.....id.....	2,950
Couros de boi, salgados.....	417	Sementes para passaros.....id.....	100
Crina.....fardos.....	1	Carneiros.....cabeças.....	1,525
Xarque.....id.....toneladas.....	48	Chile:	
Id.....toneladas.....	800	Sebo.....tonéis.....	486
Sebo.....pipas.....	495	Fariña de trigo.....saccos.....	290
Italia:		Milho.....id.....	885
Couros de boi, secos.....	3,422	Graxa.....caixas.....	275
Peltes de carneiro.....fardos.....	30	Id.....quaterrolas.....	125
Couros varios.....id.....	106	Id.....tercerolas.....	125
Sebo.....pipas.....	552	Portugal:	
Trigo.....saccos.....	490	Xarque.....toneladas.....	765
Chifres.....	10,370	Carne conservada.....caixas.....	50
Belgia:		Cuba:	
Couros de boi, secos.....	4,110	Xarque.....fardos.....	23,942
Couros de boi, salgados.....	18,400	Id.....toneladas.....	2,286
Lã.....fardos.....	2,992	Ilhas Malvinas:	
Sebo.....pipas.....	217	Milho.....saccos.....	50
Linguas.....caixas.....	50	A ordem:	
Ossos e cinzas de ossos.....saccos.....	884	Couros de boi, salgados.....	13,449
Id.....toneladas.....	20	Couros varios.....fardos.....	3
Inglaterra:		Chifres.....	29,178
Crina.....fardos.....	15		

VENEZUELA.

REGULAMENTO DE AQUISIÇÃO DAS MINAS DE ASPHALTO.

O Executivo Federal dos Estados Unidos de Venezuela expediu no dia 21 de Junho de 1904 o seguinte decreto relativo á aquisição de minas de asphalto e outras substancias semelhantes:

O Executivo Federal, de conformidade com o paragrapho unico do artigo 5º doCodigo de Minas vigente, resolve regulamentar a aquisição e exploração das minas de asphalto, petroleo, betume, pez betuminoso e outras substancias semelhantes, na forma seguinte:

ART. 1º. As concessões mineiras de asphalto, betunne, petroleo, pez betuminoso e outras substancias semelhantes, que na data da promulgação do expressado Codigo, segundo as disposições estabelecidas nelle, se encontrarão em toda sua força e vigor e foram outorgadas de conformidade com as leis vigentes no momento de sua expedição, ficam revalidadas e adaptadas ao Codigo de Minas approved pelo Congresso Nacional, o 24 de Março do anno em curso.

ART. 2º. As concessões de que trata o artigo anterior, ficam submittidas a todas as disposições que estabelece o citado Codigo para as minas de veio ou filão, com excepção daquelles preceptos que se referem a sua reacquisição em caso de que se declare a caducidade dellas; pois então serão adquiridas conforme ao disposto na presente resolução.

ART. 3º. Cada tonelada de asphalto, petroleo, betunne, pez betuminoso e outras substancias semelhantes que se exportar pelas alfandegas da Republica pagará, além dos impostos e multas que assignala o Codigo de minas, quatro bolivares como direitos de exportação. Ficam excluidos deste direito o asphalto e demais substancias acima mencionadas que se exportarem em virtude de contractos celebrados com o Governo Nacional e já approveds pelo Congresso da Republica, e os que celebrar o Execentivo Federal, em virtude desta resolução; pois neste caso os particulares ou companhias pagarão os direitos que lhes assignalem seus respectivos contractos.

ART. 4º. No porvir, as minas de asphalto, petroleo, betunne, pez betuminoso e outras substancias semelhantes, serão concedidas por contractos especiaes que celebrará o Execentivo Federal, nos quaes se estipularão os direitos que pagnem os contractantes e as utilidades que obtenha por sua exploração o Fisco Nacional, ficando estabelecido, desde agora, que todo contractante deverá pagar, como minimum, ao Governo da Republica, o vinteinco por cento do producto liquido da exploração de ditas minas.

Os contractos a que se refere o presente artigo serão considerados como titulos especiaes de minas e, de consequinte, não terão que ser submittidos no porvir á consideração do Congresso Nacional.

Communique-se e publique-se.

Pelo Execentivo Federal.

ARNALDO MORALES.

RESTABELECIMENTO DO TRAFICO COM A REPUBLICA DA COLOMBIA.

Um decreto expedido em 11 de Maio de 1904 restabelece o trafico com a Republica de Colombia. Pelos termos do decreto as mercadorias estrangeiras importadas pelo porto de Maracaibo, de transito para Colombia, assim como as que se exportarem della, podem ser condnzi-das pelo rio Zulia, entre El Guayabo e Puerto Villamizar, sem outros requisitos que os estabelecidos pela Lei XXIII do Codigo da Fazenda, que regula o commercio fronteiro entre Venezuela e Colombia.

BULLETIN MENSUEL

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BOLIVIE.

LES EXPORTATIONS AGRICOLES.

On écrit dans les "Annales diplomatiques et consulaires," que d'après une récente statistique du Gouvernement bolivien, l'exportation des produits agricoles pendant l'exercice de 1903 est en augmentation sur l'exercice antérieur. La plus-value totale est de 5,820,138 francs et porte sur la gomme élastique, la coca, le café, le quinquina, le tabac et le cacao. Par contre le maïs et les autres produits expriment un écart en faveur de 1902.

La gomme élastique accuse une plus-value de plus de 2,850,000 francs sur l'exercice antérieur.

Les régions productrices de caoutchouc sont les régions de l'Acre, du Madre de Dios, du Mapiri et de Santa-Cruz, dont les ports d'exportation respectifs sont Puerto-Alonso, Villa-Bella, Puerto-Perez et Puerto-Snarez.

Les bassins du Purus et du Guaporé encore peu exploités produisent également la gomme élastique et ont sur les autres parties de la Bolivie tropicale l'avantage d'être plus rapprochés du vieux monde grâce à leur facilité d'accès à l'Atlantique par la route directe de l'Amazone et du Paraguay. Le Purus, affluent de l'Amazone et aussi riche que l'Acre en caoutchouc, a sur ce dernier la supériorité d'être toujours navigable.

Grâce à la construction prochaine au Matto-Grosso (Brésil) d'un chemin de fer de 50 kilomètres qui reliera ce fleuve au Jauru, affluent du rio Paraguay, les "barraqueros" seront assurés d'écouler leur caoutchouc en Europe en quarante-cinq jours environ.

La longueur du trajet serait à peu près la même par la voie combinée du Purus et de l'Amazone.

Les régions du Canpolican et du haut Madre de Dios sont également très riches en caoutchouc. Le débouché de ces deux zones s'effectue respectivement sur l'Océan Pacifique par la voie de Pelechuco, Cojata-Juliaca, Mollendo et par celle de Marcapata-Sicuani-Juliaca-Mollendo. Quand la route, en territoire péruvien, de Marcapata à l'Inambari (environ 200 kilomètres), sera achevée par la compagnie française qui en a l'adjudication, les exportations gommières de l'Amazone bolivienne actuellement exploitée pourraient, tout en réalisant un bénéfice sur l'assurance et le frêt, s'acheminer sur l'Europe en deux mois au lieu de 250 jours, comme cela a lieu actuellement de Villa-Bella à Para par l'itinéraire de l'Amazone, grâce aux cataractes du Madera.

La moitié du caoutchouc est expédiée aux Etats-Unis; les neuf-dixièmes de l'autre moitié sont pris par l'Angleterre et le restant par la France.

Le caoutchouc du Béni, qui a valu jusqu'à 74 francs l'arrobe (11.5 kilogrammes), a baissé de prix, surtout depuis l'expédition de l'Acre qui, par les emprunts forcés et la levée en masse auxquels elle a donné lieu, a privé les factoreries de capitaux et de bras et immobilisé d'énormes stocks de gomme élastique dans les "barraques."

Jamais le rendement de la coca n'avait été si fort que l'année dernière. Il dépasse de plus du triple le chiffre correspondant de l'exercice antérieur. Cette plante, dont l'exploitation tend à augmenter chaque année en raison de ses diverses applications médicales, chimiques, et culinaires, constitue le principal produit des provinces semi-tropicales des Yungas (département de La Paz).

Les champs de coca sont divisés en "catos" de 29.88 mètres de côté. Chaque "cato" donne par an trois récoltes ou "mita" et produit 10 "cestos" ou arrobes (soit 115 kilogrammes). L'arrobe vaut \$14.80, le produit moyen par parcelle d'un are sera donc de \$140.80, soit 300 francs environ.

Le coca est expédié en France, en Allemagne et en Angleterre.

Les principaux pays importateurs de café bolivien sont l'Angleterre, l'Allemagne et le Pérou.

En ce qui concerne l'exportation du quinquina, l'excédent en faveur de l'année dernière est de 415,325 francs. Ce produit néanmoins accuse une baisse générale à partir de 1895, où ses envois atteignaient environ 3,680,000 francs. Vers 1885 il constituait la principale exportation agricole de la Bolivie et était fort demandé sur les marchés d'Europe. La concurrence des quinquinas de Java et de Ceylon a provoqué le ralentissement de cette exportation.

Le quinquina bolivien s'exporte en Angleterre, en Allemagne et au Pérou.

Dans le bassin de Mamore (département de Béni), le développement de l'élevage tend à s'affirmer de plus en plus, notamment dans la région comprise entre Santa-Anna et Reyes.

C'est de là que les "estancieros" approvisionnent les établissements gommiers de Béni, en vendant aux représentants des maisons pourvoyeuses soit des animaux sur pied, soit, le plus souvent, une espèce de viande salée et séchée au soleil appelée "charque". Dans le premier cas, la vente du gros bétail (le seul qui existe dans cette région) peut s'effectuer de deux manières, soit dans la plaine, soit dans l'écurie. Le prix de coût moyen du bétail dans la plaine varie entre 5 et 6 boliviens par tête; mais l'obligation où l'on est de faire la chasse au lazo et d'employer une dizaine d'hommes à cette besogne est cause que l'on préfère en général, pour plus de facilité, acheter à 10 ou 12 boliviens l'animal pris à l'écurie ou "corral."

Les énormes quantités de troupeaux et la grande richesse en pâturages de Béni et de Santa Cruz, permettront à ces départements de rivaliser avec l'Argentine pour l'exportation du bétail le jour où l'Orient bolivien sera relié par un chemin de fer au Rio Paraguay et partant à l'Atlantique.

L'augmentation du rendement douanier en 1900 est le corollaire de l'accroissement du mouvement commercial pendant la même période.

D'une façon générale, si l'on jette un coup d'œil sur le relevé des recettes douanières de la République bolivienne, on remarque qu'elles étaient de \$1,174,133.41 en 1893 et qu'elles sont de \$5,108,412.95 en 1903. Elles ont donc plus que quadruplé en dix ans.

C'est du reste à l'augmentation énorme et de près du double des exportations que la Bolivie est redevable depuis huit ans de son développement commercial.

CHEMINS DE FER.

Nous empruntons les renseignements qui suivent à un récent rapport du consul général de Belgique à La Paz:

"La crise financière a, dans ces dernières années, empêché de donner aux travaux publics en Bolivie tout le développement désirable, et l'on a dû se borner à conserver en bon état, les travaux existants, dans la mesure des moyens dont disposait le Trésor.

"Mais la situation, à la suite de diverses circonstances, s'est améliorée sous ce rapport, et l'on peut reprendre aujourd'hui l'exécution de tout un vaste programme, qui mérite spécialement d'attirer l'attention.

"La question des voies de communications, des chemins de fer, est surtout la question importante pour la Bolivie, la question vitale, et il importait de doter au plus tôt le pays d'un réseau de voies ferrées. La mise en pratique de ce plan n'avait été arrêtée jusqu'à présent que par le manque de ressources.

“La construction du chemin de fer du lac Titicaca (Guaqui) à La Paz est le premier jalon dans la réalisation du programme systématique de voies ferrées qui a été conçu par le chef actuel de l'Etat.

“Le chemin du lac arrive aujourd'hui jusqu'à la crête de l'Alto de La Paz; il est propriété de l'Etat et exploité par lui.

“Par une loi du 25 septembre 1900, tout le revenu provenant de la régie des alcools et des eaux-de-vie ainsi que le produit de droits d'exportation sur le caoutchouc du département de La Paz avaient été affectés à la construction du chemin de fer de Guaqui à La Paz. Le chemin de fer étant achevé, les revenus sont aujourd'hui disponibles. Au surplus, à la fin du premier semestre de cette année, le gouvernement compte avoir liquidé à la société 'The Peruvian Corporation, limited,' les avances que celle-ci avait faites pour la construction du chemin de fer.

“Dès lors, les revenus des alcools, de la gomme et du chemin de fer peuvent être affectés à l'établissement de nouvelles voies ferrées. Et le chemin de fer lui-même peut être vendu ou donné en gage pour le même objet.

“Le chemin de fer de Guaqui est donc une première base pour la poursuite du plan de travaux publics.

“Avec cette base, M. Muxoz, ministre des travaux publics, dans son mémoire au dernier Congrès, proposait de procéder d'abord à la construction de la 'Bajada,' c'est-à-dire du raccordement de descente de l' 'Alto,' à la ville de la Paz, puis du chemin de fer des provinces nord et sud Yungas, et d'une ligne devant prolonger le chemin de fer de Guaqui jusqu'à Oruro.

“Mais, depuis lors, le programme s'est singulièrement élargi.

“La conclusion du traité avec le Brésil, relativement à l'Acre, va mettre à la disposition du gouvernement bolivien, et dans le délai d'un an, une somme de 2,000,000 de livres; et le gouvernement, en donnant cette somme comme garantie, compte faire appel aux capitaux européens pour la création de toutes les grandes voies ferrées qui sont jugées indispensables.

“Dans le discours qu'il a prononcé à la clôture du Congrès, le Président de la République a dit que les lignes dont l'exécution urgente s'impose étaient d'abord celles de La Paz à Oruro, d'Oruro à Cochabamba, d'Uyuni à Tupiza, de Potosi à Uyuni; puis celles du Paraguay à Santa-Cruz, de Cochabamba au Chimoré et de la Paz au Beni.

“La construction de la ligne de La Paz à Oruro est d'une nécessité immédiate et ne peut plus être différée, car cette ligne, qui doit unir les chemins de fer du Nord à ceux du Midi, a une importance nationale de premier ordre. Au surplus, elle fera partie de la ligne internationale qui reliera l'Argentine au Pérou, et qui ne sera elle-même qu'une branche du futur grand chemin de fer international pan-américain.

“La ligne d'Uyuni à Tupiza, qui rejoindra le chemin de fer Nord-Argentin—lequel atteindra dans deux ans la frontière bolivienne et un peu plus tard Tupiza—formera également un tronçon de la grande artère pan-américaine.

“D'après les déclarations du Président, le gouvernement bolivien se propose d'envoyer en Europe et aux États-Unis, une commission qui serait chargée de se mettre en rapports avec les maisons les plus solides s'occupant de construction de chemins de fer, afin d'obtenir les capitaux nécessaires à l'établissement du réseau bolivien, sous la condition de la remise des fonds provenant de l'indemnité de l'Acre, la stipulation d'un intérêt fixe, probablement de 7 pour cent, sur les capitaux engagés, d'un amortissement, d'une garantie portant sur toutes les lignes construites et leurs revenus et subsidiairement sur toutes les rentes de la nation.

“Bien entendu, les études préliminaires sérieuses devraient être faites, et le coût des dépenses soigneusement estimé.

“L'administration des chemins de fer serait remise à la maison, on aux maisons qui effectueraient la construction, l'État se réservant un droit de surveillance supérieure pour la sauvegarde de ses intérêts.

“Un rapport de M. T. CLIVE SHEPPARD, directeur général des Travaux publics, relativement aux projets de chemins de fer, donne des détails techniques sur les moyens d'effectuer le chemin de fer de descente de l'Alto à La Paz, et les lignes des Yungas et de La Paz à Oruro. Il pourrait être utilement consulté par ceux qui s'intéresseraient à la question des chemins de fer en Bolivie.”

CUBA.

APPLICATION DES LOIS ET ORDONNANCES CONCERNANT LA PHARMACIE.

Le gouverneur de la province de la Havane vient d'adresser la circulaire suivante aux inspecteurs de pharmacie :

“28 AVRIL 1904.

“Devant insister pour l'exécution complète des ordonnances de pharmacie, car c'est le devoir de l'autorité de veiller à la santé publique et à la fidèle observation des lois et règlements en vigueur, j'appelle votre attention sur l'article 15 de ces ordonnances, qui fixe les conditions à remplir pour la vente de remèdes ou médicaments 'galéniques' ou composés de l'étranger, dispositions qui sont fréquemment omises.

“Comme depuis longtemps ceux qui avaient charge d'exiger l'exécution de ces mesures légales pour la vente des produits patentés l'ont négligé, les pharmaciens et les droguistes ont pu croire, à tort, que ces

dispositions étaient abandonnées; il ne serait donc pas équitable de leur infliger, à l'improviste, les pénalités prescrites par les ordonnances. Toutefois, veuillez notifier à tous ceux qui dépendent de votre inspection qu'il leur est accordé un délai, non prolongeable, de trois mois pour qu'ils se conforment à l'article 15, étant entendu que, passé ce délai, des instructions précises et urgentes seront données aux inspecteurs pour qu'ils passent une visite générale et nous dénoncent les infractions constatées qui seront punies conformément aux ordonnances.

“EMILIO NUNEZ, *Gouverneur.*”

“ LOIS ET ORDONNANCES DE PHARMACIE.

“ *De l'exercice de la pharmacie.*

“ CHAPITRE II.

“ART. 15. Pour pouvoir vendre des remèdes ou médicaments “galéniques” ou composés de l'étranger, la demande en sera faite par l'entremise d'un professeur de médecine ou de pharmacie, accompagnée du médicament dont l'introduction se réclame, et de deux exemplaires de la pharmacopée, formulaire, ouvrage ou journal de médecine ou de pharmacie qui fixe sa composition. Ces demandes seront résolues sur le rapport de l'Académie royale des sciences médicales, physiques et naturelles de la Havane et sur l'avis du Conseil supérieur de santé.

“ *De l'inspection des produits médicinaux en douane.*

“ CHAPITRE IV.

“ART. 55. Sont sujets à un examen médical à leur introduction dans l'île les articles naturels, drogues et produits chimiques, nationaux ou étrangers, qui sont exclusivement médicinaux, les intéressés ou non intéressés, suivant la procédure tracée à l'article 15.

“ De ces substances et de toutes autres comprises au tarif douanier, en vertu de l'article 15 desdites ordonnances se dressera, et se publiera un catalogue qui servira de guide aux administrateurs des douanes et aux inspecteurs des produits médicinaux.”

FERMES ET FORÊTS CUBAINES.

Le bureau cubain de la statistique qui dépend du ministère des finances vient de publier une étude très intéressante sur la richesse agricole et forestière de Cuba.

Il n'y a pas de cadastre dans l'île. Les communes disposent à peine de plans pour la description de leurs limites. C'est dire que la superficie de l'île n'est guère connue; on l'évalue à différents chiffres. La même incertitude existe sur la limite de la propriété individuelle, les titres ne commençant à s'enregistrer et à se préciser que depuis 1880.

Voici le relevé de la statistique qui vient d'être dressé.

[Surface en hectares.]

	Propriétés.	Total.	Boisée.
Pinar del Rio.....	6,069	882,848	189,383
Havane.....	8,795	620,420	44,433
Matanzas.....	5,255	599,646	46,003
Santa-Clara.....	10,969	1,496,692	221,215
Camaguey.....	3,549	1,172,894	536,853
Santiago.....	8,869	1,527,625	487,481
Total.....	43,306	6,300,166	1,525,368

Surface supposée de l'île: 11,776,000 hectares.

Il est curieux de constater que les 43,306 propriétés recensées ne mesurent en tout que 6,300,000 hectares, forêts comprises, ce qui laisse dans l'incertitude l'appropriation privée de plus de 5 millions d'hectares, presque la moitié d l'île.

Déduction faite de ses terres boisées, le planteur disposerait donc de 4,800,000 hectares pour la culture. Mais il s'en faut de beaucoup que tant de terres soient mises en valeur. On tire parti du dixième tout au plus de cette surface.

La statistique étudie spécialement les deux dernières récoltes de sucre. Voici le résultat d'ensemble pour 1902 et pour 1903, la récolte commençant ici en janvier et finissant en juin.

	1902.	1903.
Canne moule.....tonnes métriques.....	8,976,901	10,813,442
Sucre produit.....id.....	890,651	1,033,113
Mélasse.....id.....	996,765	1,182,227
Rhum.....hectolitres.....	71,576	36,832
Alcool.....id.....	11,902	18,225
Usines centrales.....id.....	168	171

En admettant une production de 50 tonnes de canne à l'hectare, ce qui est un chiffre faible, on trouve l'emploi de 200,000 hectares et pas davantage. La canne rend de 9 à 10 pour cent de sucre. La mélasse représenterait le neuvième du poids du sucre et de celle-ci l'île retirerait un dixième d'alcool, plus qu'il n'en faut pour la consommation du pays. Il est vrai que beaucoup de mélasses vont se faire traiter aux Etats-Unis, vingt-neuf usines seulement disposant de distilleries, dix-sept pour le rhum, et douze pour l'alcool.

Voici la proportion que chacune des six provinces de l'île a prise en 1903, à cette culture du sucre, la culture favorite du pays:

	Pour cent.
Santa Clara.....	39.1
Matanzas.....	32
Santiago.....	13.7
Havane.....	10.2
Camaguey.....	2.7
Pinar del Rio.....	2.3

Autrefois le sucre s'extrait de la canne dans plus de douze cents établissements. Tout s'est concentré et il n'existe plus aujourd'hui que cent soixante et onze usines centrales qui sont quelques-unes de véritables merveilles d'outillage et de fonctionnement industriel.

La statistique ne traite que du sucre et des forêts, laissant les autres cultures, celle du tabac, la seule importante après le sucre, pour d'autres études. Voici quelle a été en 1902 la valeur, en dollars de 5 francs, de la production forestière par province et par nature d'exploitation.

Santa Clara	\$110,860
Havane	80,232
Santiago	48,445
Pinar del Rio	38,199
Camaguey	33,582
Matanzas	9,307
Madriers	176,125
Fagots	71,448
Charbon	72,953
	320,526

Comme les provinces les mieux habitées sont celles qui font le plus d'usage des forêts, il en faut conclure que celles-ci ne sont utilisées que pour les besoins locaux, les grandes réserves des provinces désertes restant intangibles, bien que déjà fort accessibles. Voici, très résumé, le détail des produits des forêts au cours des deux derniers exercices :

	1902.	1903.
Acajou	46,276	81,206
Cèdres	106,575	133,379
Bois dur	116,390	173,860
Fagots	814,000	243,150
Roscaux	17,872	15,800
Guano	5,620	8,740
Charbon	1,063,544	962,300

Aujourd'hui qu'un chemin de fer traverse l'île de bout en bout, desservant surtout les deux grandes provinces forestières de l'Est, il est à croire que les forêts seront mises en coupes réglées au profit des propriétaires privés jusqu'à ce jour de moyens économiques de transport.

ÉTATS-UNIS.

COMMERCE AVEC L'AMÉRIQUE LATINE.

IMPORTATIONS ET EXPORTATIONS.

On trouvera à la page 666 le dernier rapport du commerce entre les États-Unis et l'Amérique latine, extrait de la compilation faite par le Bureau des Statistiques du Ministère des Finances. Le rapport a trait

au mois de juillet 1904, et donne un tableau comparatif de ce mois avec le mois correspondant de l'année 1903. Il donne aussi un tableau des sept mois finissant au mois de juillet 1904 en les comparant avec la période correspondante de l'année précédente. On sait que les chiffres des différents bureaux de douane montrant les importations et les exportations pour un mois quelconque ne sont reçus au Ministère des Finances que le 20 du mois suivant, et qu'il faut un certain temps pour les compiler et les faire imprimer, de sorte que les résultats pour le mois de juillet ne peuvent être publiés avant le mois de septembre.

TABAC CUBAIN DANS L'ÉTAT DE TEXAS.

L'avenir du tabac cubain est maintenant assuré dans cet état. La première coupe des feuilles se fait en ce moment et Mr. J. C. HUDGINS, le directeur de la Lavaca County Tobacco Co., se montre très satisfait. Le tabac pour enveloppes qu'on fait pousser sous des tentes est d'une qualité supérieure.

La tige atteint une hauteur de 8 à 9 pieds et dans beaucoup de cas l'extrémité de cette tige touche à la tente et elle est même recourbée.

La feuille ressemble tout à fait à la feuille cubaine et présente toutes les apparences du tabac cultivé dans l'île de Cuba. On enlève d'abord les feuilles qui sont à maturité et on les enfle avant de les préparer dans l'endroit spécial à cet effet.

Le tabac des champs est dans une condition excellente, à l'exception de quelques acres qui ont été plantés dans du terrain qui n'était pas suffisamment drainé et les grandes pluies du mois dernier l'ont détruit. La compagnie a planté ses 32 acres de tabac dans plusieurs champs de sols différents près de Hallettsville afin de voir quel fonds produit le meilleur tabac.

Celui qui a organisé la compagnie pour planter ce tabac l'a fait en vue d'attirer l'attention des planteurs sur le comté de Lavaca qui, d'après lui, peut produire du tabac cubain de qualité supérieure; il ne l'a pas fait dans l'intention de retirer des bénéfices. Mais la récolte promet si bien qu'elle donnera de très bons résultats. Sous la haute direction du Ministère de l'Agriculture des États-Unis, la fabrique de cigarettes fait des cigares avec du tabac récolté l'année dernière dans cet État.

LE MOUVEMENT DU PORT DE NEW YORK EN 1903.

En 1903, le total des entrées dans le port de New York s'est élevé à 9,019,639 tonnes, se décomposant ainsi: 2,945 vapeurs jaugeant 8,667,833 tonnes et 723 voiliers portant 351,806 tonnes. Le mouvement des sorties se chiffre par 8,816,850 tonnes se décomposant en 2,811 vapeurs (8,443,251 tonnes) et 635 voiliers (373,599 tonnes). En tête se place la Grande-Bretagne avec 4,010,330 tonnes à l'entrée et 4,039,044 à

la sortie, ensuite viennent l'Allemagne (1,864,724 tonnes à l'entrée et 1,755,742 à la sortie), les États-Unis (1,162,321 tonnes à l'entrée et 1,210,198 à la sortie), les Pays-Bas avec 439,096 tonnes à l'entrée et 423,658 tonnes à la sortie. Dans la statistique le pavillon français ne figure aux entrées que pour 313,200 tonnes et 320,720 à la sortie.

La valeur des importations étrangères à New York a atteint, en 1903, une valeur de 2,990,000,000 de francs en progrès de 34,000,000, 6,000,000 sur 1902, et celle des exportations a monté à 2,512,000,000, en progrès de 114,000,000 sur l'année précédente. Il est intéressant de noter que l'exportation des fruits frais accuse une augmentation constante. Les expéditions de cette denrée à destination de la Grande-Bretagne se sont accrues de 40 pour cent.

GUATÉMALA.

TISSUS DE LAINE ET DEMI-LAINE.

Les principaux pays livrant ces tissus au Guatémala, écrit le "Deutsches Wollen-Gewerbe," sont l'Angleterre, l'Allemagne, la France, la Belgique et l'Italie. Les étoffes pure laine de meilleure qualité viennent principalement d'Angleterre: les prix en sont, à qualité égale, un peu moins élevés que ceux de l'article allemand. Les tissus pour vêtements d'homme (casimirs) sont fournis par la France et la Belgique, dont les produits ont belle apparence et répondent bien au goût de la clientèle; l'Italie livre surtout les qualités inférieures et à bas prix.

Les étoffes en laine pour vêtements de dame viennent surtout d'Allemagne, et aussi de France et d'Angleterre; celle-ci importe de grandes quantités d'étoffes demi-laine pour dames. L'industrie de Bradford bénéficie de la qualité et du bon marché de ses articles; elle a su très bien adapter ses produits aux besoins des pays d'outre-mer, dans les régions tropicales comme dans les pays froids, et parvient à vendre 25 pour cent moins cher que l'Allemagne.

Les étoffes demi-laine pour vêtements d'homme sont importées de divers côtés. L'Allemagne qui dominait naguère dans ce commerce a été détrônée par l'Angleterre. Contrairement à ce qui est le cas pour les tissus demi-laine pour dames, l'industrie allemande produit un article (buckskin) supérieur à l'anglais en qualité et préféré en raison de sa plus grande résistance. L'étoffe allemande a ceci de particulier que la chaîne et la trame sont faites toutes de fil demi-laine. Ce fil se compose d'un fil de coton autour duquel une plus ou moins grande quantité de fibres de laine sont tournées en forme de spirale; ce procédé donne un tissu relativement plus résistant et ayant toute l'apparence de la pure laine. L'article anglais, qui se compose en général

d'une trame en laine et d'une chaîne en coton, est cependant favorisé par le nouveau tarif douanier de 1894 et ne paie que la moitié du droit, tandis que le produit allemand est taxé au même titre que les étoffes pure laine.

HAÏTI.

RESSOURCES AGRICOLES.

Un journal de commerce de date récente publie les renseignements suivants au sujet des ressources agricoles de la république d'Haïti :

« La grande majorité de la population s'étant rendue compte sans doute, que l'ordre et le travail sont les plus grands facteurs de la prospérité individuelle et collective, a entrepris avec ardeur d'améliorer les conditions d'exploitation des produits que la fertilité sans pareille de cette île permet de récolter à profusion après avoir poussé presque sans soin.

« L'agriculture, qui avait été beaucoup négligée durant quelques années, commence à se relever d'une manière assez importante. Le cacao, le ricin, le coton, et la canne à sucre, sans compter d'autres produits secondaires, recommencent à être exploités plus particulièrement depuis que la culture du café n'offre plus un rendement suffisant par la baisse des prix de cette denrée, baisse encore aggravée par un droit d'exploration de 43 francs les 100 kilogrammes qui est la moitié de son prix en Europe.

« Les cafés récoltés à Haïti ont été et sont encore très estimés, notamment ceux des Gonaïves et de Saint-Marc; ceux du Cap Haïtien et de Jacmel sont quelque peu inférieurs à cause du peu de soins qui est apporté dans leur culture et la cueillette. Comme nous l'avons dit, cette culture, qui est souvent exposée aux ouragans, a été négligée depuis sa dépréciation sur les marchés européens; les planteurs haïtiens ont presque abandonné cette culture devenue peu rémunératrice malgré la bonne qualité du produit.

« En échange, la culture du cacao, qui avait été délaissée pour le café, lorsque celui-ci atteignait un prix élevé, a été reprise dans de grandes proportions. Le cacao de Jérémie est le plus réputé; d'après de gros importateurs américains, ce produit serait de premier choix si les planteurs haïtiens apportaient un peu plus de soin dans la préparation. A l'heure actuelle, de nouvelles plantations sont en exploitation et le produit s'est sensiblement amélioré. Les deux tiers de la production totale du pays sont exportés par le port de Jérémie; viennent ensuite le Cap Haïtien et Port-au-Prince.

« Le coton qui, lui aussi, avait été délaissé pour le café, est revenu en grande faveur. En 1900, sa production était de 2,058,128 livres;

depuis, elle a dû augmenter dans de notables proportions, quoiqu'il n'y ait pas de statistique précise à cet égard.

“ La canne à sucre est travaillée dans les environs de Port-au-Prince par 4 usines qui fabriquent du sucre turbiné; ce sucre, généralement vendu au détail, est très apprécié; il vaut 0.35 francs la livre. Mais le principal emploi de la canne à sucre consiste dans la fabrication de la mélasse et du tafia, celui-ci justement estimé, peut rivaliser avec les meilleurs rhums de la Martinique et de la Jamaïque. La population pauvre fait une grande consommation de la cassonade.

“ La plaine qui entoure Port-au-Prince est d'une fertilité prodigieuse, elle se prêterait surtout à la culture en grand des fruits tropicaux, bananes, ananas, etc. Devant la faveur sans cesse croissante dont jouissent ces fruits sur les marchés de Londres et de Paris, pour ne citer que ces deux capitales dont les demandes ne sont pas toujours satisfaites, New-York accaparant la presque totalité de la production, ces fruits pourraient être cultivés sur une grande échelle.

“ Ce serait une entreprise avantageuse que l'exploitation de ces fruits par une société qui en ferait d'immenses plantations. Le gouvernement haïtien accorderait avec facilité de grandes concessions, d'autant plus qu'une loi a été votée garantissant l'exportation en franchise des bananes, des ananas et quantité d'autres fruits tropicaux.

“ Le tabac qui avait été jusqu'alors plutôt dédaigné malgré les admirables conditions du sol haïtien pour sa culture, a déjà donné d'excellents résultats à une société qui en a commencé l'exploitation il y a quelques années dans les plaines du Cul de Sac.

“ La Compagnie Lüders a, en outre, monté une fabrique de cigares et cigarettes qui fournissent d'excellents échantillons aux fumeurs haïtiens et étrangers.

“ Cet exemple sera certainement suivi car le tabac haïtien est appelé à devenir un produit d'avenir.

“ D'autres sources de richesses existent encore à Haïti, mais on s'en occupe seulement aujourd'hui, alors que le café ne rapporte plus rien. La cire et le miel sont produits en grande quantité; il a été exporté en 1902 plus de 20,000 gallons de miel et 2,000,000 de livres de cire, en chiffres ronds, par les ports de Port au Prince et du Cap Haïtien. Il se fait en outre par le port de Jacmel un important trafic de jus de citron et surtout d'écorces d'oranges dont on exporte 500,000 livres par an quoique ce chiffre pourrait être quintuplé; les mornes produisent une grande quantité de fruits exquis dont on pourrait faire d'excellents sirop et des conserves.

“ Sauf le maïs et le riz, ce dernier en petite quantité, on ne cultive guère les céréales à Haïti. La patate, le manioc, la banane, l'ignane, les pois et les fèves sans oublier le tayan ou choux caraïbe, constituent l'alimentation principale du peuple; chaque case est entourée de ces

plantes. En outre les marchés des villes sont abondamment pourvus de tous nos légumes d'Europe qui poussent à profusion.

La République d'Haïti tire la plus grande partie de ses revenus de l'agriculture. Cependant d'après les consuls et négociants américains et européens qui ont habité le pays, il est en général apporté peu de soin en matière agricole; il faut donc à ce sol une fécondité vraiment prodigieuse pour que des récoltes soient obtenues presque sans peines.

Il faut reconnaître que depuis quelques années le gouvernement haïtien a fait de louables efforts pour favoriser le développement de l'agriculture. A cet effet, deux concessions de chemins de fer ont été accordées avec une garantie d'intérêt de 6 pour cent sur le capital dépensé. L'une de ces lignes part du Cap Haïtien pour aboutir à la Grande Rivière; une partie est déjà exécutée. La seconde va de Port-au-Prince au lac Saumâtre et traverse actuellement les fertiles plaines du Cul de Sac dont cette ligne développera considérablement les richesses.

Que l'agriculture voit avec le maintien de l'ordre s'opérer l'abaissement des charges dont elle est accablée, et il ne fait aucun doute qu'avec l'amélioration des voies de communication, la production d'aucune des Antilles ne pourrait lui être comparée.

C'est à son agriculture que la République d'Haïti devra un jour, si elle est protégée, son complet relèvement et sa prospérité."

HONDURAS.

L'INDUSTRIE MINIÈRE.

Les étrangers peuvent acquérir des mines dans la République de Honduras au même titre que les nationaux. Les particuliers peuvent acquérir les mines possédées par l'État, quelles que soient l'origine et la forme des gisements, soit que ces mines se trouvent en terrain de propriétés particulières, nationales ou municipales, exception faite des mines de soufre, de salpêtre, de houille et autres fossiles dont l'exploitation se fera par contrats avec le gouvernement.

Est libre l'exploitation des sables des cours d'eau et placers renfermant de l'or, de l'étain et autres productions minérales pour autant qu'ils se trouvent dans des terrains incultes, quel qu'en soit le propriétaire. Cependant, lorsque l'exploitation se fera en établissements fixes, les terrains seront divisés en perchénencias minières.

La loi accorde la propriété perpétuelle des mines, à la condition de payer annuellement 5 piastres par hectare de superficie; la propriété fait retour à l'État en cas de non-paiement de cet impôt.

Sont autorisées toutes recherches dans les terres non clôturées ou non cultivées, en vue de découvrir des mines. Avant d'exécuter des

travaux de recherches en terrains cultivés, l'intéressé devra obtenir l'autorisation préalable du propriétaire ou de l'administrateur de fonds. Dans le cas où cette autorisation serait refusée par les susdites personnes, le juge du district peut autoriser les travaux de recherches après avoir entendu les intéressés.

Nul ne peut acquérir plus de trois pertenenencias de la même mine à titre de droit de découverte, de dénonciation ou de concession, mais toute personne peut acquérir, à d'autres titres, un nombre illimité de pertenenencias.

La personne qui découvre une mine doit en faire la déclaration devant le juge du district respectif; elle devra faire connaître son nom et toutes indications particulières et caractéristiques au sujet de la veine, du puits et du lieu, où la mine a été découverte, en joignant un échantillon du minerai; elle devra indiquer l'espèce de minerai et le nom qu'elle désire donner à ses trois pertenenencias auxquelles elle a droit; elle devra renseigner également si la découverte a été faite en terrains vierges (*cerros virgenes*), ou en terrains déjà exploités (*cerros concidos*). Le juge prend note de la déclaration de découverte dans les registres de son bureau, et il la fait publier dans le journal du département, s'il en existe un, ou par affiches, à trois reprises, à dix jours d'intervalle.

Celui qui découvre une mine est obligé de mettre à découvert le filon ou la veine faisant l'objet de la découverte, dans les 90 jours qui suivent la date de l'enregistrement; il devra la limiter provisoirement à l'aide de bornes placées à chacune de ses extrémités. Ensuite il devra confirmer sa déclaration par une demande adressée au juge du district, dans laquelle il exposera les caractéristiques de sa mine, sa situation et sa superficie en hectares.

Les formalités susdites serviront de titre provisoire de propriété jusqu'à remise du titre définitif, après mesurage des pertenenencias par ordre judiciaire. Si n'y a pas contradiction dans la demande du mesurage ou si celle-ci est accordée par le juge, le mesurage sera fait avec toutes les formalités légales. Lorsque le mesurage aura été exécuté et approuvé judiciairement, il ne pourra plus être modifié et constituera le titre définitif de propriété de la mine, sans pouvoir être attaqué, à moins qu'il n'y ait erreur évidente résultant de l'acte même, vol ou fraude, le tout étant dûment prouvé et reconnu par le juge.

Le propriétaire d'une mine a la propriété exclusive dans les limites de sa pertenencia et dans toute sa profondeur de toutes les productions minérales qui y existeraient ou pourraient s'y rencontrer.

En cas de caducité de la propriété minière, par suite du non-paiement de la patente, la propriété est mise en vente publique et adjugée au plus offrant, à charge, pour ce dernier, de continuer le paiement de la patente. Dans le cas de non-adjudication, par suite de l'absence d'amateurs le juge fera enregistrer le résultat, afin que, s'il se présentait,

plus tard, amateur, la mine puisse être exposée de nouveau en vente. Après le délai de cinq ans, le terrain est libre et peut être dénoncé à nouveau, à moins que l'amateur ne préfère l'acheter en payant l'impôt pendant les cinq années révolues.

Aux termes de la loi du 18 novembre 1882, les exploitants de mines jouissent des concessions suivantes: Ils peuvent exporter, libres de droit de sortie, l'or et l'argent, le cuivre, etc.; introduire, en franchise de droit, les machines destinées à leurs entreprises et propres à l'extraction ou au traitement des métaux, au travail du fer ou de l'acier, à la coupe du bois et autres engins ou outils tels que pompes, pelles, marteaux, machetes, haches, coins, meules, outils de mécanique, y compris les forges, enclumes et les poudres de toutes espèces; les huiles pour l'éclairage et le graissage des machines; les matières brutes, telles que l'acier en barres, le fer en feuilles ou en barres, clous de tous genres, tuyaux en fonte, bronze, cuivre, plomb, caoutchouc, etc., serrures, câbles en acier, fer; chanvre ou autre matière; feuilles de cuivre, d'argent et cuivre en barres pour la fonte; le bronze, l'étain, le plomb, le mercure ou tout autre métal nécessaire pour le traitement des minerais; tout l'outillage employé pour l'essai des minerais, tels que creusets, fourneaux, produits chimiques, soit pour l'amalgamation et l'analyse, soit pour le travail de broyage du minerai, soit pour l'extraction de l'or, de l'argent et du cuivre qu'il renferme, lesquels produits peuvent être des acides; le soufre, les sels métalliques, etc., les récipients en verre pour travaux de chimie, les bougies, les tentes de toile.

Les exploitants de mines peuvent disposer des bois qui se trouvent dans la zone concédée; ils peuvent également faire usage pour leur entreprise de ceux qui se trouveraient dans tout terrain de l'État ou de la commune, à la condition d'en demander l'autorisation au gouvernement ou à la municipalité respective. De même, ils peuvent employer les eaux de leurs pertencias, ou des terrains nationaux ou communaux, comme force motrice ou tout autre manière utile à leur entreprise.

Pour les entreprises minières sur une grande échelle, les intéressés peuvent solliciter du gouvernement des zones de terrains jusqu'à 1,000 hectares, qui seront accordées proportionnellement aux ressources financières affectées par les intéressés à leur exploitation.

ESSOR ÉCONOMIQUE.

D'après un rapport de Monsieur CHARLES STEPHAN publié dans les "Annales diplomatiques et consulaires," le commerce extérieur du Honduras est des plus satisfaisants. Les importations se sont élevées en 1901-2 à \$4,377,161.42, tandis que les exportations s'élevaient à \$6,170,353.27.

Les Etats-Unis entrent pour 60 pour cent dans le total des importations. Parmi les produits dont les transactions ont le plus augmenté, on doit citer le vin de Californie qui a entièrement supplanté l'importation des vins espagnols. La majeure partie des articles importés comprend les articles concernant les travaux publics, les constructions privées, le vêtement et même l'alimentation.

En ce qui concerne le commerce d'exportation, les Etats-Unis viennent au premier rang avec \$4,077,108.89.

Dans les exportations le café figure pour une valeur relativement faible, circonstance qui, en égard à la baisse considérable que ce produit a subi dans ces dernières années, est la principale, si non l'unique cause en vertu de laquelle a pu se continuer d'une manière satisfaisante le mouvement progressif du Honduras, tant au point de vue des finances gouvernementales que des intérêts privés, tandis que dans les quatre autres républiques de l'Amérique Centrale, cultivant le café sur une large échelle, la chute si prononcée du prix de cet article a jeté la perturbation sur le marché intérieur.

D'autre part, l'augmentation rapide de l'exportation des fruits, consistant en bananes principalement, qui sont dirigées sur les Etats-Unis, mérite également de fixer l'attention.

A leur sortie du pays, certains produits acquittent des droits; ce sont: bananes, 2 centavos par régime; caoutchouc, 5 piastres par quintal; salsepareille, \$2 par quintal; bétail, 4 piastres par taureau et 50 piastres par vache; acajon et cèdre, 5 piastres par 1,000 pieds cubes; mora et brésil, 5 piastres par tonne.

A l'importation, l'entrée des marchandises est régie par le tarif des douanes du 7 avril 1900. Sauf pour les bois de construction tarifés par 1,000 pieds carrés, toutes les marchandises sont taxées au poids brut sur la base de demi kilogramme.

A leur dédouanement les marchandises sont simplement assujetties au paiement en numéraire du droit qui leur est assigné dans le tarif. Les marchandises n'acquittent aucune taxe de magasinage pourvu qu'elles soient présentées à la visite dans un délai d'un mois, à partir de la date de l'arrivée dans le port du navire conducteur; après ce délai, et sauf cas de force majeure, elles sont soumises à un droit de magasinage de 1 centavo par demi kilogramme, tout mois commencé devant être considéré comme mois entier.

La facture consulaire est de rigueur.

L'industrie manufacturière est encore à l'état embryonnaire au Honduras, mais néanmoins de tous côtés s'élèvent de nouvelles usines. Une savonnerie et fabrique de chandelles ont été érigées à Tegucigalpa. Une scierie mécanique permet de débiter le bois nécessaire à la confection des boîtes d'emballage nécessaires à ladite industrie. Un autrichien a également installé une scierie qui débite environ 4,000 pieds par jour.

Le Gouvernement du Honduras, soucieux du développement de l'industrie, a institué à Tégucigalpa l'Ecole des Arts, où de nombreux jeunes gens apprennent les travaux manuels.

L'industrie de la distillerie de l'alcool est un monopole de l'Etat. Chaque producteur d'alcool est obligé de vendre toute sa production à l'Etat. Le Gouvernement à son tour le revend aux débits autorisés à cet effet. Ce système est une source importante de revenus pour l'Etat.

En 1901-2, 907,993 bouteilles de rhum ont été vendues à raison de \$1.24 chaque, donnant au fisc un revenu de \$134,991.27. Les frais d'achat et d'administration s'étant élevés à \$308,521.13, il en est résulté pour l'Etat un bénéfice net de \$826,370.12.

L'industrie la plus importante est celle des mines. C'est aussi celle qui donne les dividendes les plus rémunérateurs aux entrepreneurs actifs et intelligents qui savent faire un emploi utile de leurs capitaux.

Le Honduras est en effet très riche en métaux précieux.

Les gisements argentifères sont les plus nombreux, les plus abondants et les plus riches de tous ceux qui existent dans le pays; ils se trouvent principalement dans les chaînes de montagnes du Pacifique, tandis que les placers, sinon plus particulièrement les mines d'or, sont nombreuses sur le versant de l'Atlantique.

Si le Honduras est riche en métaux précieux, il ne l'est pas moins en métaux utiles et en d'autres produits du règne minéral, encore inexploités par suite de l'insuffisance de voies de communication. Le fer de différentes espèces et, entre autres, le fer magnétique contenant jusqu'à 59 pour cent de métal pur, existe en gisements importants, tant à l'intérieur que non loin de la côte. Le cuivre se rencontre sur divers points du pays en grande quantité et d'excellente qualité; il renferme passablement d'or et d'argent. Le plomb se trouve en grands dépôts; il n'est traité qu'autant qu'il contient de l'or ou de l'argent. Le bismuth et l'antimoine sont communs. L'étain existe dans deux localités et en telle abondance que son exploitation donnerait des bénéfices considérables. Le platine se rencontre dans les sables de nombreux cours d'eau. La houille est très abondante sur la côte de l'Atlantique, près du fleuve Uluá; la qualité est mi-bitumeuse; l'exploitation de ces gisements considérables devrait appeler l'attention des capitalistes, d'autant plus que la libérale et sage administration du Président, Général MANUEL BONILLA, a ramené dans ce pays la confiance et la sympathie générales.

ÉMISSION DE MANDATS-POSTE ENTRE L'ÉGYPTE ET LE HONDURAS.

Aux termes d'un décret du 7 juin, publié au *Journal Officiel* du 11 juin 1904, les envois de fonds au moyen de mandats de poste pourront être effectués par l'intermédiaire de l'administration postale fran-

caise de l'Égypte pour le Honduras, et réciproquement à partir du 1^{er} juillet 1904.

Les mandats-poste émis en Égypte ou au Honduras seront transmis par le pays d'émission à l'administration postale française, qui après déduction faite du droit de commission prévu par le décret, les remplacera par des mandats de la France pour le pays de destination.

L'administration postale française prélèvera à son profit sur chaque envoi de fonds effectué par son intermédiaire, un droit de commission d'un demi pour cent pour les premiers 100 francs et d'un quart pour cent pour le surplus.

Lorsque le montant du droit de commission présentera une fraction de centime, cette fraction sera forcée au centime entier.

MEXIQUE.

INDUSTRIE COTONNIÈRE.

Les renseignements suivants ont été tirés du rapport annuel de M. A. D. BARLOW, consul-général des États-Unis, au sujet de l'industrie cotonnière de la République du Mexique :

L'industrie cotonnière du Mexique présente un grand intérêt à ceux qui sont engagés dans le commerce du coton aux États-Unis. Le Mexique est et sera probablement toujours un importateur de coton brut et par la force des choses ce coton viendra entièrement des États-Unis. La moyenne de la production la plus élevée du coton au Mexique ne semble pas atteindre un chiffre plus grand qu'à présent. Quelquefois, comme c'est arrivé en 1898, les conditions climatiques et naturelles contribuent à augmenter la récolte du coton en l'élevant au-dessus de la moyenne. Par suite du manque d'eau dans certaines localités, qui autrement seraient très bonnes pour la production du coton, et aussi, par suite de la calandre (boll weevil) du coton qui a fait dernièrement son apparition dans les districts cotonniers du nord il est évident qu'on ne peut augmenter considérablement la superficie en culture.

Ce qu'on peut appeler le district cotonnier du Mexique s'étend d'un point à environ 50 milles au nord de Torréron à un point 100 milles au sud de Torréron, connu au Mexique sous le nom de "District de Laguna." On cultive le coton sur les versants orientaux des montagnes principales du Mexique dans l'État de Tamaulipas près de Victoria; dans le district connu sous le nom de Huasteca Potosini, ainsi que dans le voisinage de Piedras Negras, État de Coahuila. On dit qu'il existe une bonne zone cotonnière au Mexique dans les régions qui bordent la côte du Pacifique, mais en vue des conditions du sol et du climat ceci est douteux. On affirme aussi qu'on peut cultiver le coton avec succès dans certains districts du sud de la République, surtout dans l'État d'Oaxaca, mais c'est une chose qui n'a pas encore été faite.

La consommation actuelle du coton par les filatures du pays est plus considérable que la production actuelle et elle semble plus grande que la production probable du coton dans la République et la consommation probable des filatures est plus considérable que la consommation actuelle.

L'industrie manufacturière du Mexique est, pour ainsi dire, dans son enfance et dans les premiers temps il y a eu une fièvre de construction de fabriques de coton. Il est difficile de comprendre pourquoi on a construit tant de filatures dans le pays, mais elles existent et le Gouvernement mexicain montre de grandes dispositions pour venir à leur aide par tous les moyens possibles. L'année dernière le Gouvernement a nommé une commission qui a visité tous les pays de l'Amérique du Sud dans le but de créer un débouché extérieur pour les tissus de coton. Le Congrès mexicain a voté une loi stipulant qu'on remboursera aux fabricants tous les droits intérieurs spéciaux perçus sur les tissus de coton fabriqués pour l'exportation et en plus qu'on leur accordera une prime s'élevant à 8 cents (mexicain au maximum, soit environ 4 cents 3 Etats-Unis) par kilogramme pour contrebalancer les droits d'importation, droits de port et les impôts perçus sur la matière première importée pour la fabrication de ces tissus.

Cette action ne menace pas le commerce des Etats-Unis dans ces articles puisque les exportations de tissus de coton provenant des Etats-Unis à destination de l'Amérique du Centre et du Sud sont très restreintes. Toutefois cette action peut nuire au commerce de tissus de coton que fait l'Angleterre avec l'Amérique latine; on sait que ce commerce était et est encore très important et il l'était autrefois aussi avec le Mexique quoiqu'il accuse une diminution ces trois dernières années.

Les fabricants de tissus de coton des Etats-Unis trouveraient peut-être un avantage à suivre l'exemple du Mexique en envoyant une commission spéciale dans l'Amérique du Centre et du Sud.

Si le Mexique compte trouver un débouché dans l'Amérique du Sud pour ses tissus de coton, pourquoi les Etats-Unis ne pourraient-ils pas faire la même chose ?

La production moyenne du coton au Mexique depuis l'année 1898 a été de 22,000,000 de kilogrammes environ par an. La production moyenne pour les années 1895-1898, années dans lesquelles la superficie en culture avait apparemment atteint son maximum et alors que la calendre (boll weevil) du coton n'avait pas encore fait son apparition, était de 35,000,000 de kilogrammes.

Si on peut arrêter les ravages de cet insecte et trouver assez d'eau dans les districts qui conviennent à la production du coton, le rendement annuel pourrait être augmenté, d'après la prévision des cultivateurs de coton, à 88,000,000 de livres de coton, qualité moyenne, et 22,000,000 de livres de coton, qualité inférieure.

RESSOURCES DU PAYS.

On lit dans "El Progreso" de Mexico:

Le Mexique n'a pas besoin, comme l'Asie et l'Afrique, d'être ouvert au travail et au commerce du monde à coups de canon.

Il renferme à profusion, dans son vaste et riche territoire, des terrains d'une exubérante production et, hissant le drapeau blanc, il ouvre ses portes à toutes les activités fécondes et rémunératrices.

Qu'il y vienne donc des capitaux et des hommes entreprenants et aptes au travail; qu'il y vienne des colons et des bras! Il y a de l'occupation pour tous et tous peuvent récolter tranquillement ce qu'ils sèment et s'enrichir facilement, si la prévision, l'ordre et l'intelligence président à leurs entreprises et à leurs efforts.

La sécurité publique, le respect de la loi, la libéralité du Gouvernement dans ses concessions et franchises pour l'établissement d'exploitations minières, agricoles et industrielles, sont une garantie assurée de succès.

Pour profiter de ces avantages, on n'a besoin que d'être dans les conditions requises de travail et d'intelligence pour entreprendre une exploitation quelconque.

Le Mexique qui possède tous les climats dans ses différentes zones tropicales et froides produit tous les fruits de la terre, s'assimilant ainsi à toutes les cultures.

Son sol est aussi généreux que ses lois sont libérales pour les étrangers entreprenants.

L'africain, l'asiatique, l'europpéen, le saxon comme le latin, le slave, comme le scandinave, l'américain du Nord, aussi bien que celui du Centre et du Sud y trouvent un climat et des terrains appropriés à leur tempérament.

Le Mexique est au moment propice où les pays nouveaux et fertiles prodiguent les faveurs, leurs prémices, leurs trésors secrets à toutes les activités viriles; il se livre en quelque sorte à celui qui veut posséder ses biens.

Ses montagnes et ses forêts, ses vastes plaines fleuries, ses côtes et de grands fleuves sont autant de sites dans lesquels sommeille la richesse non fécondée. Les métaux et les bois, les plantes et les fruits, les gommes, les résines, les coquillages et les poissons, attendent des mains qui les prennent, qui les préparent pour la manufacture et l'exportation.

Quant au champ offert à l'élevage, il est immense; le colon agricole et industriel n'aura pas à lutter contre la concurrence, car le Mexique est très loin encore de suffire à la demande de ses marchés intérieurs. Il lui faut avant tout des producteurs. Qu'il nous vienne donc des colons.

RESSOURCES DE L'ÉTAT DE SINALOA.

L'État de Sinaloa est un de ceux de la République où les entreprises de tout genre, ainsi que celles de commerce agricoles, industrielles et minières, se sont développées avec le plus de succès. Pour nous en tenir ici à un seul district de cet État, précisément celui qui, dans la nomenclature de la division politique territoriale de cette entité fédérative porte le même nom que l'État, nous voyons que parmi les entreprises établies dans les différentes municipalités, celles qui dépassent toutes les autres par l'importance de leurs affaires sont les suivantes:

Entreprise minière La Piramide: Exploitation de mines d'or et usine de séparation avec 30 marteaux. Cette entreprise occupe 300 hommes.

Entreprise minière La Purísima: Exploitation de mines d'or et d'argent.

Peraza, Tarriba et Cie.: Exploitation des mines Jesús Maria et annexes et usines de séparation.

Compagnie minière San Josécito: Exploitation de mines d'or et d'argent.

El Cuervo: Usine de séparation des métaux, située dans le lieu du même nom.

Fabrique de vins de mezeal: Entreprise établie dans la municipalité de Rodeo.

Fabrique de chaussures: Entreprise de Quon Man Long et Cie.

Vingt entreprises mercantiles de grande importance avec établissements d'arrimages, de lingerie, de tissus et de droguerie et dix-sept entreprises agricoles et d'élevage de bétail.

Nous ne pouvons les citer toutes même en ce qui concerne le seul district de Sinaloa. Les entreprises établies dans les autres districts sont également très importantes et toutes contribuent dans une large mesure au développement économique de l'État.

On affirme que vient d'être démontrée d'une manière irréfutable l'existence de placers d'or dans les terrains appartenant au district de Sinaloa.

L'information relative à cette découverte dit: "Plusieurs *gambucinos* venant de Palmar, district de Sinaloa, sont arrivés avec l'intention de vendre une certaine quantité d'or.

"Le métal provient du placer et a été recueilli dans le fleuve qui passe près de Bacarbirito, où, selon tous les renseignements reçus, on le trouve en abondance.

"Les *gambucinos* prétendent qu'ils ont toujours extrait de l'or des sables du fleuve, mais jamais autant qu'aujourd'hui. La preuve de leurs assertions est faite par les pépites elles-mêmes, dont quelques-unes pèsent plus de deux kilos.

“La valeur de l'or extrait s'élève à 4,000 piastres et pour extraire cet or il a suffi à ses possesseurs de travailler quelques jours seulement.

“Cette découverte a amené dans la contrée quantité d'hommes d'entreprise qui vont tenter d'exploiter ces richesses.”

URUGUAY.

MOUVEMENT DU PORT DE MONTÉVIDÉO EN MAI, 1904.

Le “Handels-Zeitung” (Revista Financiera y Comercial) de Buenos Ayres, publie les chiffres suivants qui font ressortir le mouvement du port de Montévidéo pour le mois de mai 1904:

SORTIES DE VAISSEAUX.

Vapeurs.....	42
Voiliers.....	5

EXPORTATIONS.

Articles.	Quantité.	Articles.	Quantité.
Etats-Unis:		Angleterre—Suite.	
Cuir de bœuf, secs..... nombre..	51,000	Laine..... balles..	53
Cuir de bœuf, salés..... id.....	1,232	Peaux de mouton..... id.....	100
Crin..... balles.....	5	Tasajo..... id.....	75
Tasajo..... tonnes.....	241	Id..... tonnes.....	5
Allemagne:		Sulf..... pipes.....	313
Cuir de bœuf, secs..... nombre..	5,319	Id..... boucauts.....	1,453
Cuir de bœuf, salés..... id.....	25,938	Maïs..... sacs.....	172
Laine..... balles.....	2,319	Blé..... id.....	1,182
Peaux de mouton..... id.....	6	Graine de lin..... id.....	9,212
Sou fin..... sacs.....	746	Langues..... boîtes.....	2,609
France:		Viande en conserve..... id.....	680
Cuir de bœuf, salés..... nombre..	9,682	Brésil:	
Laine..... balles.....	2,358	Tasajo..... balles.....	49,681
Peaux de mouton..... id.....	594	Id..... tonnes.....	3,480
Sulf..... pipes.....	200	Sulf..... pipes.....	220
Os et cendre d'os..... sacs.....	4,776	Id..... boucauts.....	24
Cornes..... nombre.....	36,500	Farine..... sacs.....	6,799
Espagne:		Maïs..... sacs.....	2,950
Cuir de bœuf, salés..... nombre..	417	Graines pour oiseaux..... id.....	100
Crin..... balles.....	1	Moutons..... têtes.....	1,525
Tasajo..... id.....	48	Chili:	
Id..... tonnes.....	800	Sulf..... boucauts.....	486
Sulf..... pipes.....	495	Farine..... sacs.....	250
Italie:		Maïs..... id.....	885
Cuir de bœuf, secs..... nombre..	3,422	Graisse..... boîtes.....	273
Peaux de mouton..... balles.....	30	Id..... quarterolas.....	125
Cuir divers..... id.....	166	Id..... tercerolas.....	125
Sulf..... pipes.....	552	Portugal:	
Blé..... sacs.....	490	Tasajo..... tonnes.....	765
Cornes..... nombre.....	10,370	Viande en conserve..... boîtes.....	50
Belgique:		Cuba:	
Cuir de bœuf, secs..... nombre..	4,110	Tasajo..... balles.....	23,942
Cuir de bœuf, salés..... id.....	18,400	Id..... tonnes.....	2,266
Laine..... balles.....	2,992	Iles Malvines:	
Sulf..... pipes.....	237	Maïs..... sacs.....	50
Langues..... boîtes.....	50	Commandes:	
Os et cendre d'os..... sacs.....	884	Cuir de bœuf, salés..... nombre..	13,449
Id..... tonnes.....	20	Cuir divers..... balles.....	3
Angleterre:		Cornes..... nombre.....	29,178
Crin..... balles.....	15		

LA RÉCOLTE DU BLÉ DU MONDE ENTIER
PENDANT L'ANNÉE 1903.

Le Ministère de l'Agriculture a publié récemment des chiffres intéressants qui font ressortir la production de blé du monde entier dans les trois dernières années. Les chiffres suivants montrent les récoltes, en chiffres ronds, des différents pays.

Pays.	1901.	1902.	1903.
Amérique du Nord.....	<i>Boisseaux.</i> 850,693	<i>Boisseaux.</i> 781,120	<i>Boisseaux.</i> 727,787
Amérique du Sud.....	87,417	73,412	132,223
Europe.....	1,492,297	1,773,249	1,796,311
Asie.....	398,857	380,473	471,390
Afrique.....	43,400	48,000	45,400
Australasie.....	56,610	43,927	23,445
Total.....	2,929,274	3,100,181	3,193,556

Malgré une diminution, comparée à l'année 1902, dans les rendements de l'Amérique du Nord, de l'Afrique et de l'Australasie, le rendement de blé dans le monde entier en 1903 a dépassé de 93,375,000 boisseaux celui de l'année 1902, ce qui accense un gain de 20 pour cent comparé à la récolte annuelle moyenne des douze dernières années. Les chiffres suivants font ressortir le rendement des principaux pays producteurs de blé.

Pays.	1901.	1902.	1903.
Etats-Unis.....	<i>Boisseaux.</i> 748,460	<i>Boisseaux.</i> 670,063	<i>Boisseaux.</i> 637,822
Canada.....	90,212	98,651	77,965
Argentine.....	74,753	53,808	113,983
France.....	310,938	327,841	365,691
Italie.....	161,587	126,210	184,450
Hongrie.....	123,936	170,884	151,482
Russie (Européenne).....	401,772	560,826	551,942
Russie (Asiatique).....	61,149	81,693	104,665
Inde Anglaise.....	268,110	227,380	291,725
Royaume-Uni.....	35,581	60,065	50,320

Le rendement aux Etats-Unis et au Canada en 1902 n'a pas été aussi satisfaisant; la perte totale pour ces deux pays s'est élevée à 52,930,000 boisseaux, mais ce déficit a été plus que comblé par la récolte exceptionnelle de la République Argentine, qui a fait ressortir un gain de 112 pour cent environ. L'Inde aussi a fait une très bonne récolte.

La République Argentine sera un jour un des plus grands pays exportateurs de blé. En ce moment, la population peu nombreuse, 7.40 par mille carré, ne permet la culture de cette céréale que sur une petite échelle. Le Canada, qui ne compte que 1.75 habitants par mille carré, se trouve dépassé de beaucoup par la République Argentine.

BIBLIOGRAPHIE.

La "Géographie" publie les intéressants renseignements suivants au sujet des collections de la mission scientifique française dans l'Amérique du Sud.

Pour se rendre compte de la variété et de l'importance des documents scientifiques de la mission conduite par MM. DE CRÉQUI-

MONTFORT et SÉNÉCHAL DE LA GRANGE, il est indispensable de visiter l'exposition organisée par leurs soins au palais du Trocadéro. L'inauguration faite par M. le Ministère de l'Instruction Publique, assisté de MM. BAYET et DE SAINT-ARRIMAN, en présence d'une nombreuse affluence d'explorateurs et de savants avait d'ailleurs revêtu un éclat particulier. Cette exposition, qui se compose de deux rangées de vitrines, longues de 50 mètres, et terminées aux deux extrémités par des ronds-points, s'ouvre sur un groupe de cinq personnages (mannequins grandeur naturelle) représentant les Indiens Mataco, Quichua, Aymara et une Chola ou métisse. Autour de ce groupe, la série des appareils scientifiques ayant servi à la mission.

Dans les vitrines, les reproductions des peintures relevées par M. H. BOMAN dans des grottes de l'Argentine, les plans des fouilles faites par M. G. COURTY; toute une série d'objets ethnographiques modernes appartenant principalement aux Indiens Matacos du Chaco; des étoffes et poteries modernes des Quichua, puis des poteries anciennes provenant des fouilles, une collection très complète de pointes de flèches, de marteaux de pierres, de mortiers, pilons, pelles, outils de toutes sortes, précolombiens pour la plupart; une collection paléontologique de Tarija, des armes, des outils en bois, des étoffes et de menus objets étonnamment conservés, trouvés dans des cimetières anciens. L'histoire naturelle est représentée par des collections d'oiseaux et de mammifères tués par les membres de la mission, par des poissons du Pacifique ou des lacs Poopo et Titicaca. D'autres vitrines sont réservées aux mollusques et à une longue série d'échantillons géologiques et minéralogiques. Sur l'un des côtés de la galerie une grande "balsa" ou barque en roseau construite par les Indiens du lac Titicaca; au fond, la collection anthropologique très curieuse, deux cents crânes dont plusieurs déformés et mutilés; puis des photographies métriques.

Si complète que paraisse cette exposition elle ne représente cependant qu'une partie des envois faits par la mission, un certain nombre de caisses n'étant pas encore parvenues à destination. Le géographe aura l'œil particulièrement attiré sur l'itinéraire général de la mission. La carte au 1:750,000, dressée par M. HUOR d'après les documents que lui a fournis M. DE CRÉQUI-MONTFORT, tient compte des travaux antérieurs comme des levers effectués au cours de cette campagne scientifique; elle fait honneur à ceux qui ont eu le mérite d'en fournir directement ou d'en coordonner les éléments. Il est à souhaiter que tous ces documents restent groupés dans l'intérêt des érudits et des chercheurs, et qu'il leur soit assigné un emplacement définitif. De telles richesses font regretter qu'il n'y ait pas à Paris un musée des Américanistes capables d'en assurer la conservation et d'en éviter l'éparpillement.

A

List of Altitudes in Mexico and Central and South America.

PREPARED BY

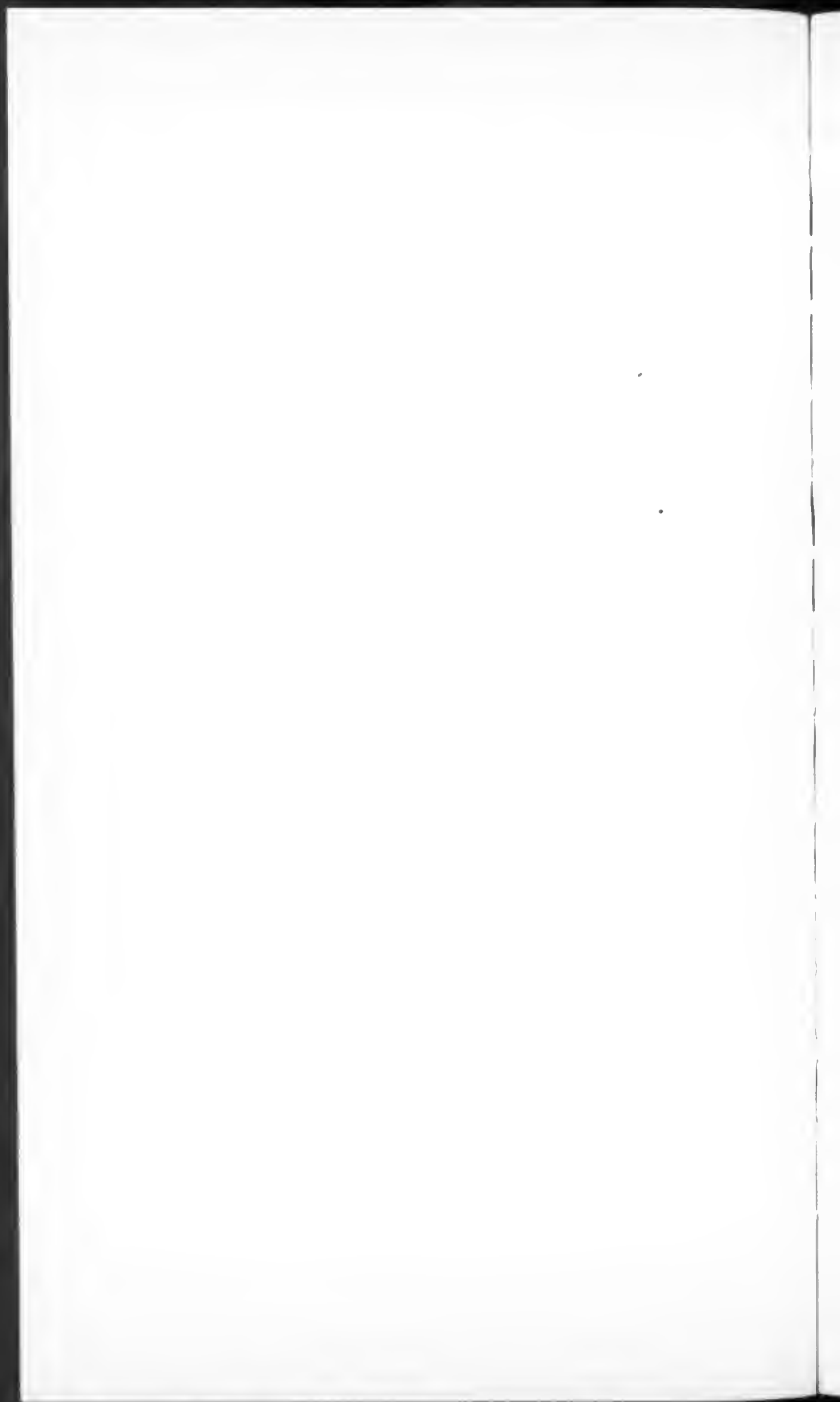
HENRY GANNETT,

GEOGRAPHER, UNITED STATES GEOLOGICAL SURVEY.

DEPARTMENT OF THE INTERIOR.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.

1904.



P R E F A C E .

The following lists of elevations in Central and South America were compiled originally simply for my personal convenience, for reference, as I have frequent occasion to use the heights of these points. Their publication was an afterthought. It occurred to me that what had been so useful and convenient to me might be equally so to many people, if placed within their reach.

The compilation makes no pretense of being exhaustive. There are doubtless hundreds of measured heights, scattered about in print, which are not in this little work. I think, however, the principal mountains, table-lands, lakes, etc., of the great Andean chain are, so far as known, here represented.

The principal sources of information from which these lists were compiled are few in number, and can be briefly characterized.

The Intercontinental Railway Commission, an international body, made up of representatives of most of the American republics, carried on extensive surveys for the location of a railway from the southern boundary of Mexico to the northern limits of Argentina. These measurements of altitude, which are very numerous, are accurate and among the latest determinations, and they have been accepted in preference to any others.

The Argentina-Chile Boundary Map gives the results of surveys made by Argentine engineers, with reference to the boundary formerly in dispute between these countries. From the two above-named sources a large majority of the heights have been obtained. Among minor sources of information may be mentioned the BULLETINS of the Bureau of American Republics; Mexico and the United States, by Romero; the works of Réclus; of Humboldt; Whymper's books on the Andes; Wislizenus "Tour to Northern Mexico," and numerous maps, as indicated in detail in the lists, under the head of "Authorities."

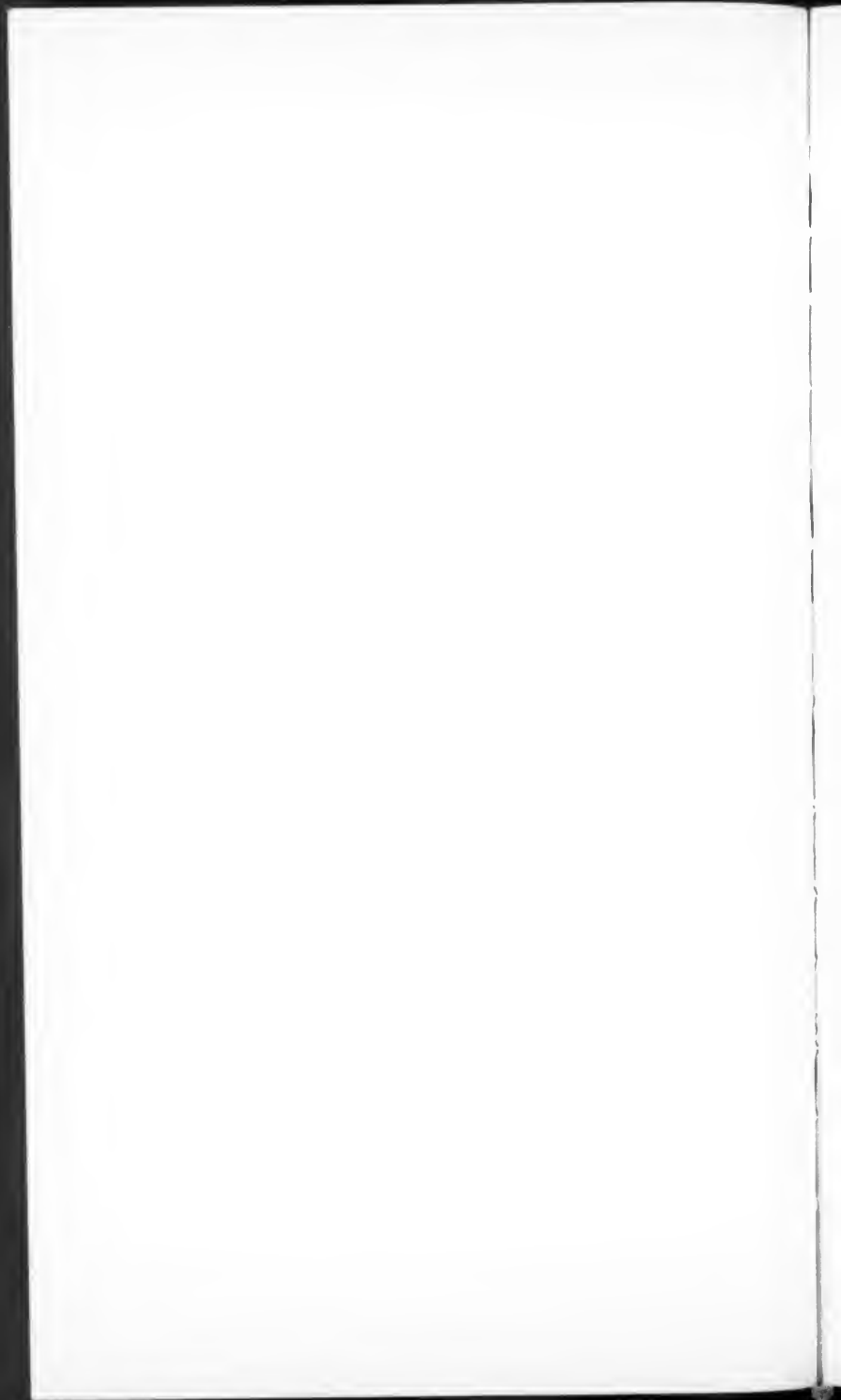
The altitudes are arranged in alphabetical lists, by countries, the countries being placed in geographical order from north to south.

HENRY GANNETT.



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LIST OF ALTITUDES IN MEXICO AND CENTRAL AND SOUTH AMERICA.

MEXICO.

Station.	Authority.	Elevation.
Abaroa (Concepción).....	Carta de la República Mexicana.....	<i>Feet.</i> 7, 803
Abaroa, H.....	Carta Topográfica de los Alrededores de Puebla.....	714
Abasolo (Río Turbio).....	Romero.....	5, 561
Abra, El.....	do.....	541
Acajeta.....	do.....	8, 101
Acambaro.....	do.....	6, 103
Acaponeta (Jalisco).....	Burkart.....	209
Acatlán (Osorio).....	Carta de la República Mexicana.....	3, 977
Acatzinco (San Juan).....	do.....	7, 082
Acaxete.....	Humboldt's Atlas.....	7, 283
Acapulco.....	Carta de la República Mexicana.....	9, 125
Aculcingo (Veracruz).....	Dollfus et de Montserrat.....	5, 936
Aculcingo (Veracruz), Cumbres de.....	Orbegozo.....	8, 004
Acultzínco (San Juan Bautista).....	Carta de la República Mexicana.....	5, 687
Adentro, El Carrizo de.....	Romero.....	5, 988
Adjuntas.....	do.....	1, 526
Afuera, El Carrizo de.....	do.....	6, 103
Aganguaco (col de la route d') à Tlapujalpa.....	Burkart.....	10, 563
Aganguaco (Michoacán).....	Burkart.....	8, 627
Agostadero.....	Map of Texas, T. and P. R. R.....	5, 750
Do.....	do.....	7, 475
Agua Caliente (Chihuahua).....	do.....	1, 700
Agua Caliente (Sinaloa).....	do.....	850
Agua Nueva.....	Romero.....	5, 012
Do.....	do.....	6, 299
Agua, Ojo de.....	do.....	4, 462
Do.....	do.....	7, 705
Aguas calientes.....	Burkart.....	5, 576
Do.....	Romero.....	6, 181
Águila, Cerro del.....	U. S. Hydrographic Office.....	8, 669
Ahoreado.....	Romero.....	6, 259
Ahuacatlán.....	Carta de la República Mexicana.....	4, 103
Ahuatlulco.....	Carta general del Estado de San Luis Potosí.....	6, 238
Ahuatempan (S. Ines).....	Carta de la República Mexicana.....	6, 048
Aife, Venta del.....	Romero.....	8, 399
Ajolotes.....	Map of Texas, T. and P. R. R.....	7, 900
Ajusco.....	Romero.....	9, 273
Do.....	do.....	13, 628
Alamo.....	do.....	1, 608
Alaquines.....	Carta general del Estado de San Luis Potosí.....	4, 267
Alecaracos, Los.....	Romero.....	3, 609

MEXICO—Continued.

Station.	Authority.	Elevation.
Aklama, Villa	Romero	<i>Fcft.</i> 1,378
Allende	Chief of Engineers, U. S. Army	5,084
Do	Romero	1,230
Allende (Chihuahua)	García y Conde	3,772
Allende, El Valle de	Map of Texas, T. and P. R. R.	5,100
Almagres	Romero	157
Almrecaatla, P.	Carta topográfica de los Alrededores de Puebla.	268
Almrecaatla (San Lorenzo)	Carta de la República Mexicana	7,361
Almolyas	Romero	3,461
Alta, Villa	Chief of Engineers, U. S. A.	3,725
Alto (Zacatecas), Sain el	Berghes	7,610
Altos	U. S. Hydrographic Office	420
Amalocacán, cerro	Carta de la República Mexicana	7,649
Amalocacán, C	Carta topográfica de los Alrededores de Puebla.	557
Amaluquillán, C	do	412
Amatenango	Intercontinental Railway Commission	2,887
Amatitlán	Romero	4,347
Amatlán	Carta de la República Mexicana	2,567
Ameca (Jalisco)	Guillemin-Tarayre	3,870
Amecameca	Map of the volcano Popocatepetl, etc	8,182
Amecamecán	Carta de la República Mexicana	8,305
Amixtlán (San Jose)	do	4,020
Amozoc	Romero	7,586
Amozoc, V	Carta topográfica de los Alrededores de Puebla.	557
Analeo	Romero	7,210
Andoentín	do	6,037
Angeles, Cerro de los, près de Catorce (San Luis Potosi).	Burkart	10,563
Angeles, Noria de los (Aguas-calientes).	do	7,545
Animas	Carta de la República Mexicana	8,397
Animas, Las	Romero	6,562
Antonio, Rincon	do	577
Apam	do	8,159
Apam (Mexico)	Almazán	7,282
Apasco	Romero	5,799
Apasco, Cerro de	International Geography	12,700
Apizaco	Romero	7,912
Aquixtla	Carta de la República Mexicana	7,140
Arcos, Los	Romero	6,992
Arenal	do	5,430
Areponapachi	Map of Texas, T. and P. R. R.	7,220
Ario (Michoacan)	Burkart	6,199
Arista	Carta general del Estado de San Luis Potosi	5,408
Arizpe, Ramos	Romero	4,593
Armadillo	Carta general del Estado de San Luis Potosi	5,293
Arriaga	do	7,210
Arrogaute	Romero	5,250
Arroyo en medio (Zacatecas)	Burkart	7,118
Asientos	Chief of Engineers, U. S. A.	7,249
Atapanco	Romero	6,168
Atexclahuaca (Santa Ana)	Carta de la República Mexicana	6,169
Atenguillo	Maximilian's Map	4,165
Atenguillo (Jalisco)	Guillemin-Tarayre	4,493
Atenquique, Barranca de	Romero	3,363
Atequiza	do	4,961
Atexcal (San Martin)	Carta de la República Mexicana	6,057

MEXICO—Continued.

Station	Authority.	Elevation.
Atlequizayan (San Miguel)	Carta de la República Mexicana	<i>Fect.</i> 2,784
Atlixco	Romero	3,926
Atotonilco	do	6,103
Atoyac	do	1,315
Atoyatenco, Il	Carta topográfica de los Alrededores de Puebla.	91
Atoyatenco (San Diego)	Carta de la República Mexicana	7,000
Atravesado Cerro (Tehuantepec).	Nivellement trigonometrique	5,018
Atriscos, Los dos	U. S. Hydrographic Office	2,400 2,500
Atzitzipicayon, R	Carta topográfica de los Alrededores de Puebla.	295
Auri	Romero	1,486
Axalpan (San Juan)	Carta de la República Mexicana	4,174
Axolotla	do	8,255
Axoxocca (San Geronimo)	do	8,279
Ayotla	Romero	7,360
Ayotla, Hacienda de	do	2,822
Bachimba	do	4,147
Bajan	do	2,766
Bajochi	Map of Texas, T. and P. R. R	6,300
Balconcillo	Romero	2,231
Balmarte	do	1,224
Banderilla	do	4,889
Baquiriachic	Map of Texas, T. and P. R. R	7,450
Barca, La	Romero	5,043
Baroteran	do	1,394
Barranca	Carta general del Estado de San Luis Potosi.	6,175
Barrientos	Romero	7,541
Barron Escandon (Apitzaco)	Carta de la República Mexicana	7,892
Basoco	Romero	8,465
Begona	do	5,988
Beltran, Barranca de	do	2,789
Berberia, cerro (crête de la chaîne voisine de).	Burkart	11,318
Berberia, cerro (Jalisco)	do	8,069
Bernal Grande	U. S. Hydrographic Office	1,130
Berrendo	Romero	6,529
Betaza (Oajaca)	Harkort	5,904
Blanca Tierra	Romero	4,145
Do	do	6,562
Blanca (Zacatecas)	Burkart	6,889
Blanco	Romero	1,270
Blanco Paraje	do	1,903
Blanco Peñon	do	6,892
Bocas	do	5,578
Bocoyun	Map of Texas, T. and P. R. R	7,300
Bola	Romero	3,573
Bolanos (Jalisco)	Burkart	3,116
Boroscachi	Map of Texas, T. and P. R. R	6,000
Bosques, Los	Romero	4,692
Botijas, Las	do	6,726
Bozal, R.	Talleres de publicación de la Comisión Geográfica-Exploradora.	7,020
Brasil	Romero	1,116
Buena Agua (Buena Vista)	do	7,349
Buena Vista	do	3,937
Do	do	5,742

MEXICO—Continued.

Station.	Authority.	Elevation.
Buena Vista	Romero	<i>Fest.</i> 7,645
Buena Vista, cerro	Bates	10,364
Buena Vista, Arroyo de	Romero	4,351
Buena Vista, Canton de	do	4,462
Buenavista (San Andres)	Carta de la República Mexicana	8,509
Buenavista (San Diego)	do	8,161
Buenavista (San Juan)	do	7,085
Bufo	Chief of Engineers, U. S. A	5,412
Bufo (la) de Cosihuiriachi (Chih.)	Wizlizenus	7,807
Bufo (la) de San Sebastian (Jalisco)	Guillemín-Tarayre	8,693
Bnsachoachic	Chief of Engineers, U. S. A	8,233
Bustamante	Romero	1,444
Do	do	4,126
Cabeza	Carta de la República Mexicana	16,882
Cabra	Carta general del Estado de San Luis Potosi	17,341
Cacahuatpec	Romero	5,952
Cacahuatpec	do	197
Cacahuatpec, Barranca	do	3,199
Cadeireita (Queretaro)	Burkart	6,823
Cajones, Altos de los	Humboldt	3,739
Cajones, Los	Romero	3,281
Calatepec	Carta de la República Mexicana	4,630
Calaveras	Romero	3,150
Caldera	Carta de la República Mexicana	9,305
Calderon	Carta general del Estado de San Luis Potosi	6,097
Do	Romero	4,128
Calera	do	7,063
Calera, La	do	5,167
Calipan, Camino de	do	3,478
Calpulalpam	do	8,990
Calvo	do	5,003
Calzon Roto	do	7,152
Camacho	do	5,461
Camaron	do	656
Camaron (Vera Cruz)	Dollfus et Montserrat	1,115
Canotlan	Burkart	3,870
Do	Chief of Engineers, U. S. A	7,217
Campanario	Romero	2,395
Campana	do	7,364
Canada	do	6,304
Canada (Puebla)	Almazan	7,545
Canada (San Antonio)	Carta de la República Mexicana	5,808
Canal	Romero	7,435
Canitas	do	6,584
Canjando, cerro (Mexico)	Burkart	9,381
Canoa	Carta topográfica de los Alrededores de Puebla	1,432
Canoa (San Mignol)	Carta de la República Mexicana	8,525
Canoas, Las	Romero	3,248
Canoas, Rancho de	do	9,843
Canoa Verde	do	346
Capilla, La	do	4,971
Capolcac (Concepcion)	Carta de la República Mexicana	8,013
Capulac, H	Carta topográfica de los Alrededores de Puebla	918
Caquistle (Aguas calientes)	Burkart	6,889
Carbo	Carta de la República Mexicana	1,524
Carbonera	Romero	7,087

MEXICO—Continued.

Station.	Authority.	Elevation.
Carlenas	Carta general del Estado de San Luis Potosi.	<i>Fct.</i> 3,801
Do	Romero	3,937
Carmen	do	3,990
Carnero	do	5,749
Carneros	do	6,824
Cartago, mount	Chief of Engineers, U. S. A	11,100
Cascalote	Romero	5,774
Casimiriachi	Chief of Engineers, U. S. A	6,166
Casitas, Las.	Map of Texas, T. and P. R. R.	7,450
Castano	Romero	2,454
Castillo, El	do	5,003
Castillota	Carta de la República Mexicana	6,849
Castillota, II	Carta topográfica de los Alrededores	242
Catalina	Romero	6,462
Catorce	do	5,971
Catorce, Alamos de (San Luis Potosi)	Burkart	8,955
Catorce, cerro	Talleres de publicación de la Comisión Geográfico-Exploradora.	9,043
Caxones, Alto de	Humboldt's Atlas	3,744
Cazadero (Mexico)	Burkart	7,675
Cebollas	Romero	4,429
Cedral (San Luis Potosi)	Burkart	7,873
Cedro	Romero	6,439
Celaya	Chief of Engineers, U. S. A	5,904
Comonitpettl, cerro	Carta de la República Mexicana	9,683
Ceralvo	Chief of Engineers, U. S. A	984
Ceralvo (Nuevo-Leon)	Wizlisenus	984
Cerracalini	Map of Texas, T. and P. R. R.	5,500
Cerritos	Carta general del Estado de San Luis Potosi.	3,781
Cerritos, Los	Romero	7,415
Cevallos	do	3,899
Chachapan (San Salvador)	Carta de la República Mexicana	7,538
Chachapa, P.	Carta topográfica de los Alrededores de Puebla.	448
Chalchicomolan (San Andres)	Carta de la República Mexicana	8,623
Chalio, Venta de	Humboldt's Atlas	7,718
Chamancero	Romero	5,873
Chapaneco	do	7,317
Chapoleo (San Francisco)	Carta de la República Mexicana	6,980
Chapote, El	Romero	3,117
Chapulco	Chief of Engineers, U. S. A	8,004
Chapulco, II	Carta topográfica de los Alrededores de Puebla.	101
Chapulco (Puebla)	Almazan	6,692
Chapultepec	Romero	6,890
Charcas	Map of Texas, T. and P. R. R.	1,850
Charcas, C	Talleres de Publicación de la Comisión Geográfico-Exploradora.	6,747
Charcas (San Luis Potosi)	Burkart	6,823
Charcas, Los	Romero	6,168
Do	do	7,674
Charo	do	6,135
Chavarría	do	5,610
Chavarrillo	do	3,088
Chiantla (S. Tomas)	Carta de la República Mexicana	7,066
Chicalote	Romero	6,204
Chichita	Carta de la República Mexicana	13,519
Chichitoco	Romero	6,037
Chienahuapan	Carta de la República Mexicana	7,403

MEXICO—Continued.

Station.	Authority.	Elevation.
Chico	Romero	<i>Feet.</i> 5,646
Chihuahua	García y Conde	4,759
Chijol	Romero	213
Chila, Rancho del	do	2,165
Chilpancingo	do	3,937
Chilpancingo (Guerrero)	Humboldt	4,526
Chimaltitán	Romero	4,347
Chinameca	do	20
Chinipas	Map of Texas, T. and P. R. R.	2,100
Chintepéc	Romero	6,217
Chiquihuitl, cerro	Carta de la República Mexicana	7,223
Chiquihuitl, C	Carta topográfica de los Alrededores de Puebla	131
Chirimoya	Romero	6,103
Chivatito	do	4,857
Chivela	do	801
Chocolate	do	4,519
Chóis	Map of Texas, T. and P. R. R.	1,200
Cholula	Romero	7,038
Cholula, C	Carta topográfica de los Alrededores de Puebla	196
Chonoslar	Romero	2,297
Chorro	do	6,129
Churro	Map of Texas, T. and P. R. R.	7,450
Churumuco (Michoacan)	Burkart	4,017
Cienega, La	Romero	7,087
Cieneguilla	do	6,628
Cima, La	do	9,974
Ciruelo, El	do	246
Coacoyal, Cerro del	U. S. Hydrographic Office	626
Coamantzinco	Carta de la República Mexicana	8,492
Coapa	Romero	6,759
Coatepec, H	Carta topográfica de los Alrededores de Puebla	147
Coatepetl	Carta de la República Mexicana	8,004
Coayucan, Cerro	do	8,242
Coetzalan (San Francisco)	do	3,328
Cofradia	Romero	4,511
do	do	4,961
Cofradia, La	do	148
Cofre	Humboldt	13,388
Col entre Zape et Santa Cata- rina	Guillemín-Tarayre	8,004
Colima	Dollfus et Montserrat	1,476
Colima, Nevado de	Dollfus et Montserrat	14,120
Colima, Volcan de	do	12,747
Colonia	Romero	3,625
Colorado	do	1,708
Colorado, La	do	6,421
Colotlan (Jalisco)	Burkart	5,493
Comanja (Guanajuato)	do	7,217
Comanjilla (Guanajuato)	do	6,396
Compostella (Jalisco)	Guillemín-Tarayre	3,148
Concepcion (Chihuahua)	García y Conde	6,428
Concho	Romero	4,002
Conejos	do	3,762
Comite	do	203
Contreras	do	8,092
Corazones	Carta general del Estado de San Luis Potosí	6,061
Corcovada	Romero	5,578

MEXICO—Continued.

Station.	Authority.	Elevation.
		<i>Fect.</i>
646 Corcovado	U. S. Hydrographic Office	3, 256
759 Cordova	Guillemin	2, 952
213 Corujeo (San Luis Potosi)	Burkart	6, 593
165 Corouanco	Carta Topográfica de los Alrededores de Puebla.	167
937 Corralitos	Map of Texas, T. and P. R. R.	7, 900
526 Do	Romero	4, 733
347 Do	do	5, 496
20 Cortez	do	6, 477
100 Cosihuiriachi (Chihuahua)	García y Conde	783
217 Coxquihui (San Martín)	Carta de la República Mexicana	6, 927
223 Coyomeapan (Santa María)	do	5, 250
131 Coyotepec	Romero	7, 448
103 Cruz, La	do	4, 347
857 Cruz, El	do	902
801 Cruz, La	do	3, 992
519 Cruz, Cerro de la (au-dessus de Piños) (Zacatecas)	Burkart	9, 842
200 Cruz Verde	Romero	6, 802
038 Cuagualot, Rancho de	do	2, 034
196 Cuahutlantiúco	Carta de la República Mexicana	7, 144
297 Cuahutototuatlan (San Pablo del Monte)	do	7, 554
129 Cuautitlan	Romero	7, 390
450 Cuemasate, El	do	4, 347
017 Cuernavaca (Durango)	García y Conde	5, 707
087 Cuernavaca	Copy of Gen. Arista's Map	5, 428
628 Cuesta Calpulalpan (Mexico)	Burkart	8, 922
974 Cuesta, La	Romero	4, 767
246 Cuevitas	do	4, 462
626 Cuicatlan	do	1, 942
492 Cuicatlan (Oajaca)	Morney et Harkort	2, 000
759 Cuitzo	Romero	5, 578
147 Culiacan	do	112
004 Cumbre	Map of Texas, T. and P. R. R.	7, 500
242 Do	Romero	10, 007
328 Cumbre, La	do	6, 431
511 Cúspide	do	4, 921
961 Do	do	6, 234
148 Dañú	do	7, 834
388 Delicias, Las	do	3, 840
004 Del Rio	do	8, 465
476 Derrumbados Cerros, Puebla	Almazán	11, 482
120 Descanso	Map of Texas, T. and P. R. R.	2, 700
274 Diaz	Romero	4, 262
625 Dolores	do	4, 527
708 Do	do	5, 381
421 Dolores Hidalgo	do	6, 201
493 Don Dominguito	do	2, 461
217 Dos Caminos	do	1, 969
396 Dos Hermanos	U. S. Hydrographic Office	1, 046
148 Dos Rios	Romero	8, 793
428 Durango	Interccontinental Railway Commission	6, 207
002 Ejido-Nuevo (Guerro, route d'Acapulco)	Humboldt	1, 360
762 Ejutla	Romero	5, 053
203 Eloxochitlan	Carta de la República Mexicana	4, 765
8, 092 Encantada (Coahuila)	Wizlizeus	6, 002
061 Encarnacion	Romero	6, 073
5, 578 Encarnacion (Mexico)	Burkart	7, 709

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Station.	Authority.	Elevation.
Encinillas (punta de laguna de; Chihuahua).	Wizlizenms.....	<i>Feet.</i> 5, 231
Encino.....	Carta general del Estado de San Luis Potosi.	6, 878
Encino, Garganta del.....	Romero.....	9, 187
Enramada.....	do.....	5, 512
Escalon.....	do.....	4, 145
Escalon, El.....	do.....	6, 496
Escondida, La.....	do.....	223
Do.....	do.....	6, 677
Esperanza.....	Carta de la República Mexicana.....	8, 164
Espinal (San Jose).....	do.....	363
Espinazo.....	Romero.....	2, 681
Espíritu Santo.....	do.....	6, 687
Estancia.....	do.....	1, 795
Estanzuela.....	Carta general del Estado de San Luis Potosi.	6, 185
Estola, Fontaine d'.....	Humboldt's Atlas.....	2, 701
Etna, Villa de.....	Romero.....	5, 387
Exido, El.....	Humboldt's Atlas.....	1, 363
Feliciano.....	Romero.....	5, 053
Ferragas.....	do.....	5, 222
Fierros, Los.....	do.....	3, 051
Florida, La.....	do.....	8, 006
Fortin, r.....	Carta topográfica de los Alrededores de Puebla.	317
Fort Range.....	U. S. Hydrographic Office.....	{ 1, 000 3, 453 3, 853
Frailé, Pico del.....	Map of the volcano Popocatepetl, etc.....	16, 564
Francisco.....	Romero.....	5, 791
Fresnillo (Zacatecas).....	Burkart.....	7, 217
Fresno.....	Romero.....	9, 187
Frijolar, El.....	Map of Texas, T. and P. R. R.....	7, 800
Frio, Río (point culminant du col de).	Orbegozo.....	10, 826
Frio, Venta del.....	Humboldt's Atlas.....	10, 131
Fuente.....	Romero.....	761
Fuerte, El.....	Map of Texas, T. and P. R. R.....	315
Gabriel.....	Romero.....	9, 415
Gallardo.....	do.....	6, 417
Gallego.....	do.....	5, 322
Gallina.....	Carta general del Estado de San Luis Potosi.	4, 988
Gallinas.....	do.....	7, 013
Gallinas, Ro.....	Map of the volcano Popocatepetl, etc.....	11, 510
Gallinero.....	Carta de la República Mexicana.....	6, 996
Gallo (Durango).....	García y Conde.....	5, 248
Gallos, Puerto de los (Tamaulipas).	Burkart.....	4, 723
Garabatillo.....	Carta general del Estado de San Luis Potosi.	5, 775
García.....	Romero.....	2, 428
Do.....	do.....	6, 947
Gavilan.....	do.....	1, 969
Gigantea, Sierra de la.....	J. Ross Browne, etc.....	3, 280
Gigante, cerro (au nord de Gnanajuato).	Carte du Père Romero.....	10, 662
Gloria.....	Romero.....	2, 700
Goleta, La.....	do.....	6, 135
Golondrinas.....	do.....	1, 345
Gomes Farias.....	do.....	6, 365
Gonzalez.....	do.....	5, 766
Gonzales, Ciudad (San Felipe).	do.....	6, 726

MEXICO—Continued.

Station.	Authority.	Elevation.
Gonzalitos	Romeo	1,903
Gordo, C	Carta de la República Mexicana	9,995
Gordo, Cerro (Durango)	García y Conde	5,707
Gordo, Cerro (Veracruz)	Humboldt	2,000
Grande, Llano	Romero	7,087
Grande, Rancho (Zacatecas)	Berghes	7,545
Grandes, Casas (Chihuahua)	García y Conde	4,067
Granizo, El	Map of Texas, T. and P. R. R	6,150
Guacho chic Vo	do	7,975
Guadalajara	Romero	5,185
Guadaleazar	Chief of Engineers, U. S. A	5,084
Guadalezar (San Luis Potosi)	Burkart	5,412
Guadalupe	Romero	1,378
Guadalupe, B.	Carta de la República Mexicana	7,197
Do	Carta topográfica de los Alrededores de Puebla.	101
Guadalupe (cañon de Sonora)	Commission des frontiers	4,375
Guadalupe, Cerro	Carta de la República Mexicana	7,439
Guadalupe el Carnicero (San Luis Potosi)	Burkart	6,363
Guadalupe, Fuerte, C.	Carta topográfica de los Alrededores de Puebla.	337
Guadalupe y Calvo	Map of Texas, T. and P. R. R	8,050
Guaje	Romero	5,709
Guajicori (Jalisco)	Burkart	393
Guanaecvi (Durango)	Guillemin-Tarayre	6,987
Guanaajuato	Romero	6,759
Guapalaina	Map of Texas, T. and P. R. R	1,300
Guarda	Romero	9,731
Guasa, La	Map of Texas, T. and P. R. R	1,050
Guasaparas	do	5,200
Guehilaque	Humboldt's Atlas	8,019
Guendulain, Hacienda de	Romero	2,034
Gueva Holguin	Map of Texas, T. and P. R. R	7,000
Guicatlán	Chief of Engineers, U. S. A	2,000
Gutierrez	Romero	6,848
Guzman	do	5,940
Guzman, Ciudad (Zapotlan)	do	4,633
Guzman (laguna de Chihuahua)	Commission des frontiers	4,395
Halien, Cuesta (Jalisco), (route de Bolaños à Tepic).	Burkart	5,805
Hércules	Romero	6,050
Hermanas	do	1,299
Hermosillo	Carta de la República Mexicana	776
Herradura, R.	Talleres de publicacion de la Comisión Geográfico-Exploradora.	7,101
Higuera, Las	Romero	98
Hincada (San Luis Potosi)	Burkart	3,903
Honda, La	Romero	7,016
Hondo	do	1,047
Horecasitas	do	4,483
Horecasitas (Tamaulipas)	Burkart	131
Hornos	Romero	3,596
Huacana	Maximillian's map	2,886
Huajasco (Zacatecas)	Burkart	7,381
Huanantla (San Luis)	Carta de la República Mexicana	8,374
Huachic	Romero	4,348
Huastquia (Jalisco)	Burkart	3,706
Huatuseo (Veracruz)	Dollfus, de Montserrat et Pavie.	4,428
Huauclimango (Mexico)	Almazán	4,559

MEXICO—Continued.

Station.	Authority.	Elevation. Fet.
Huauchinanguillo, Chaine voisine d'.	Guillemín-Tarayre	6, 232
Huauchinanguillo (Jalisco)	do.	4, 657
Huautla (Mexico)	Berghes et Gerolt	3, 312
Huchuetoca	Copy of General Arista's map	7, 532
Huehuetla	Carta de la República Mexicana	1, 807
Huehuetlan (San Francisco)	do.	5, 660
Huehuetoca (Mexico)	Burkart	7, 545
Huejutla	Romero	1, 233
Huenote, Lake	Map of Texas, T. and P. R. R.	10, 050
Huerachi	do.	2, 500
Huerta, La	Romero	4, 768
Huertas, Las	Map of Texas, T. and P. R. R.	5, 600
Huesogachi	do.	6, 800
Huetamo	Chief of Engineers, U. S. A.	1, 410
Huexotzinco (Nieva)	Carta de la República Mexicana	7, 515
Hueyotlipán	Carta topográfica de los Alrededores de Puebla.	81
Huilotitlan	Chief of Engineers, U. S. A.	1, 804
Huingo	Romero	6, 037
Huites, Cajon de	Map of Texas, T. and P. R. R.	875
Huitzilan	Carta de la República Mexicana	2, 875
Huizache	Romero	1, 542
Huizachito	do.	689
Icha, Los	U. S. Hydrographic Office	7, 752
Iguala	Romero	2, 362
Iguana, Cola de	do.	164
Imagen, La	do.	3, 478
Inde (Durango)	Guillemín-Tarayre	6, 297
Indias, Las	Romero	6, 956
Intiermillo	do.	2, 165
Irapuato	do.	5, 656
Irolo	Carta de la República Mexicana	8, 164
Ixmiquilpan	Berghes et Gerolt	5, 641
Ixtaccihuatl	Romero	16, 076
Ixtalhuaca (Mexico)	Burkart	8, 463
Ixtapa (Mexico)	Dollfus et de Montserrat	6, 232
Ixtalhuaca	Romero	8, 334
Ixtlan (rio au sud d') (Oajaca)	Morney et Harkort	5, 510
Ixtla, Puente de	Romero	2, 943
Iztacamaxtitlan	Carta de la República Mexicana	6, 842
Iztacihuatla (S. Isabel Cholula)	do.	7, 239
Jacal	Humboldt	10, 248
Jacuaro	Romero	6, 562
Jajalpa	do.	8, 924
Jalapa	Burkart	4, 532
Jalisco	Romero	4, 042
Jalostotitlan	Chief of Engineers, U. S. A.	5, 805
Jaltipan	Romero	131
Jaral	Carta general del Estado de San Luis Potosi	6, 021
Do	Romero	3, 753
Jarita	do.	656
Jerez	Chief of Engineers, U. S. A.	6, 626
Jesus Maria	Carta general del Estado de San Luis Potosi	7, 337
Jesus Maria (Chilmahua)	García y Conde	5, 851
Jesus Maria (cumbre de) (Chilmahua).	do.	8, 233
Jimenez	Romero	4, 532
Jimuleo	do.	4, 158
Jintepéc	do.	4, 265

MEXICO—Continued.

Station.	Authority.	Elevation.
Jojutla	Romero	<i>Fcft.</i> 2,922
Jorullo (pied du volcan de)	Burkart	2,788
Jorullo, Volcan de (Michoacan)	do	4,001
Joya	Romero	2,720
Joya, Puente de la	do	3,412
Jovitas agua dulce	Carta general del Estado de San Luis Potosi	6,996
Jstla, Puente de	Humboldt's atlas	3,226
Juarez	Carta general del Estado de San Luis Potosi	6,162
Do	Romero	3,718
Juchipila	Chief of Engineers	4,493
Juchi, Pueblo de	Desague del Valle de Mexico. (Perfil Longitudinal de la Linea Reconocida. 1868.)	8,361
Juile	Romero	131
Junta, La	Map of Texas, T. and P. R. R.	985
Labor	Romero	6,117
Labor, La	do	3,937
Lagos (Julisco)	Burkart	6,297
Laguna	Romero	5,039
Laguna, Punta de la	Chief of Engineers, U. S. A.	5,231
Lagunas	Romero	853
Lagunillas	do	6,890
Lajas, Las	do	8,218
Lampazos	do	984
Laolaga, cerro (isthme de Tehuantepec)	Commission de études trigonométriques, 1842.	4,198
Laredo, N.	Statistical and railroad map of Mexico.	401
Laurel	Romero	9,252
Laurels (Michoacan)	Burkart	6,494
Laz, La	Maximillian's map	11,022
Lecheria	Romero	7,393
Leua	do	8,110
Leon	do	5,899
Leona	do	1,493
Do	do	1,969
Leon, Arroyo del	do	3,675
Leon (Guajuato)	Burkart	6,068
Lerdo	Romero	3,726
Lerma	do	8,334
Limon	Carta general del Estado de San Luis Potosi	218
Do	Romero	5,063
Limones, Los	do	2,789
Limon (Tamaulipas)	Burkart	164
Lion, Cerro de	U. S. Hydrographic Office	10,300
Llanitos, cerro	Maximillian's map	6,396
Llanitos, cerro (au nord de Guanajuato)	Carte du Père Romero	11,022
Llanos (Libres San Juan)	Carta de la República Mexicana	8,030
Llanos, Los (Zacate)	Romero	2,707
Loberas, Las	do	6,463
Lobo, Charco del	Map of Texas, T. and P. R. R.	6,125
Loma	Romero	4,019
Do	do	6,202
Loreto Fuerte, cerro	Carta Topográfica de los Alrededores	193
Lulu	Romero	5,643
Macho, Paso del	do	1,560
Madronia	Map of Texas, T. and P. R. R.	7,300
Magdalena	Romero	5,578
Magdalena (Santa Maria)	Carta de la República Mexicana	5,087
Maiz	Carta general del Estado de San Luis Potosi	4,063

MEXICO—Continued.

Station.	Authority.	Elevation.
Malinche (sommet le plus élevé de la).	Almazán	13,516
Malpaso (Zacatecas)	Burkart	7,118
Maltrata (San Pedro)	Carta de la República Mexicana	5,749
Mancha, La	Romero	5,110
Mantequilla	Carta general del Estado de San Luis Potosí	5,945
Manzanilla, cerro	Carta de la República Mexicana	7,846
Mapimi	Chief of Engineers, U. S. A.	4,428
Mapula	Romero	4,969
Maravatio (Michoacan)	Burkart	6,823
Maria, Flor de	Romero	8,268
Mariposa, La	do	3,675
Mariscala	do	5,867
Maroma, La	do	6,168
Marquez	do	7,961
Marques, Cruz del (Mexico)	Humboldt	9,842
Masahua, cerro (Tehuantepec)	Commission de 1842	2,263
Masatlan	Humboldt's atlas	4,173
Mascota	Chief of Engineers, U. S. A.	4,165
Matamoros	Romero	3,648
Do	do	4,737
Matelmaha, C	Talleres de publicación de la Comisión Geográfico-Exploradora.	5,296
Matlaleneyetl	Carta de la República Mexicana	14,634
Mayor	Romero	7,087
Mayran	do	3,589
Mazapil	Chief of Engineers, U. S. A.	8,397
Mazatlan (route d'Acapulco, Guerrero).	Humboldt	4,165
Médanos, Los	Romero	4,260
Medias Aguas	do	105
Memela	Carta general del Estado de San Luis Potosí	4,331
Mendoza	Romero	6,900
Mercado, Cerro del	Bates	13,900
Mercedario, Cerro del	do	22,297
Mesa	Romero	3,960
Mescala	Humboldt's Atlas	1,696
Mescaleritos	Map of Texas, T. and P. R. R.	2,700
Mexcala	Romero	1,575
Mexia	do	2,280
Mexico	Intercontinental Railway Commission	7,875
Mexico (Central Observat.)	Romero	7,470
Mezquitic	Carta general del Estado de San Luis Potosí	6,763
Mialuatlan	Romero	5,906
Mialuatlan (San Juan)	Carta de la República Mexicana	3,715
Mihuacan	Carta topográfica de los Alrededores de Puebla.	196
Milagro (San Miguel)	Carta de la República Mexicana	7,796
Mimbre	Romero	3,714
Mimbrea, Plateau de (Durango)	Guillemín-Tarayre	7,217
Mimbres, Los	Romero	7,152
Minas, Las	do	4,325
Mingole (San Luis Potosí)	Burkart	7,479
Mistepec, San Pedro de	U. S. Hydrographic Office	1,840
Mitla (Ojoca)	Harkort	5,412
Moctezuma	Romero	4,537
Do	do	5,446
Mogoné	do	302
Mojina	do	787
Molcaxac (Santa María)	Carta de la República Mexicana	6,146

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Station.	Authority.	Elevation.
Momoxpan	Carta topográfica de los Alrededores de Puebla.	<i>Foot.</i> 13
Monclova	Romero	1,926
Monte, Boca del	Carta de la República Mexicana	8,102
Monte, Boca del (Tehuantepec)	Comision de 1842	164
Monte, Real del	Romero	9,093
Monterey	Intercontinental Railway Commission	2,010
Monterey (Nuevo Leon)	Wizlizenus	1,593
Morales	Romero	1,509
Morelia	do	6,201
Do	Burkart	6,396
Morelos (Cañada)	Carta de la República Mexicana	7,613
Morelos, Cuautla de	Romero	3,991
Morena	Carta general del Estado de San Luis Potosí	6,503
Morones, Sierra (Zacatecas), au dessus de Villantueva	Burkart	7,381
Morones, Sierra (Zacatecas), au dessus de Tabasco	do	8,529
Motenczonza	Carta general del Estado de San Luis Potosí	5,827
Muertos, Los	Romero	115
Do	do	3,806
Nacobi	Carta de la República Mexicana	2,079
Nanacamilpa	Romero	8,990
Naranjal (San Cristobal)	Carta de la República Mexicana	2,558
Naucalpan	Romero	7,481
Nava	do	1,063
Navajas	do	7,415
Navarrete	Chief of Engineers, U. S. A	2,952
Navios, Los	Romero	7,710
Necaza	Chief of Engineers, U. S. A	6,199
Negrete	Romero	5,023
Nepantla	do	6,459
Nevado	Chief of Engineers, U. S. A	14,107
Nexteteleo, P.	Carta topográfica de los Alrededores de Puebla.	222
Nexteteleo (S. Lucas)	Carta de la República Mexicana	7,291
Nochistongo	Romero	7,376
Noé	do	3,664
Nogalitos	Carta general del Estado de San Luis Potosí	5,499
Nopala	Romero	3,480
Do	do	7,682
Nopalocan (Graujal)	Carta de la República Mexicana	8,164
Noria	Romero	6,218
Noria, La	do	1,024
Oaxaca	do	5,069
Obayos	do	1,299
Obispo, Ojo del (Jalisco)	Guillemin-Tarayre	6,232
Obos, Rancho de los	Romero	2,034
Obregon	do	6,529
Ocotan	do	4,364
Ocoate, Cerro de la	U. S. Hydrographic Office	2,161
Ocoate, Gacho	Romero	4,101
Ocoatepec (Santa Maria)	Carta de la República Mexicana	8,181
Ocotlan	Carta topográfica de los Alrededores de Puebla.	265
Do	Romero	5,003
Do	do	5,643
Ocotlan (San Francisco)	Carta de la República Mexicana	2,243
Ocoyoteac	Romero	8,530
Ocoyoteac (Santa Clara)	Carta de la República Mexicana	7,091

MEXICO—Continued.

Station.	Authority.	Elevation.
		<i>Feet.</i>
Ocoyuncan.....	Carta topográfica de los Alrededores de Puebla.	117
Ojapa.....	Romero.....	105
Oje, Venta de el.....	Humboldt's Atlas.....	7,475
Ojo Caliente.....	Romero.....	4,046
Ojo Caliente (San Luis Potosí).....	Burkart.....	6,757
Ojuelos.....	Cartageneral del Estado de San Luis Potosí.	7,394
Olintla.....	Carta de la República Mexicana.....	2,383
Ordena.....	Cartageneral del Estado de San Luis Potosí.	5,887
Organo.....	Romero.....	2,297
Orichiqui.....	Map of Texas, T. and P. R. R.....	7,750
Orizaba.....	Romero.....	4,028
Orizaba, volcán.....	Mapa de los Estados Unidos de Méjico.....	17,373
Oro, El.....	Romero.....	6,496
Oro, El (Durango).....	Guillenín-Tarayre.....	5,772
Ortiz.....	Romero.....	3,796
Oso, Mesa del.....	Map of Texas, T. and P. R. R.....	7,600
Otmimba.....	Carta de la República Mexicana.....	7,750
Ozumbam.....	do.....	7,282
Pabellón.....	Romero.....	6,262
Pacheco.....	do.....	6,198
Pacho.....	do.....	3,840
Pachuca.....	do.....	7,954
Pailla.....	do.....	3,898
Pajarito.....	do.....	2,231
Palambau.....	Chief of Engineers, U. S. A.....	12,302
Palmar, E. L.....	Romero.....	2,264
Palmas, Las.....	do.....	164
Palmillas.....	do.....	7,093
Do.....	do.....	8,629
Palmita, La.....	do.....	7,284
Palo Blanco.....	do.....	1,837
Palomares.....	do.....	289
Palos Prietos.....	do.....	5
Palotillo.....	do.....	3,314
Palo Verde.....	do.....	5,528
Panlaehi.....	Map of Texas, T. and P. R. R.....	7,625
Pantzingo.....	Romero.....	4,088
Panzacola.....	do.....	5,053
Do.....	do.....	7,192
Papasquiario.....	Chief of Engineers, U. S. A.....	5,707
Parada.....	Cartageneral del Estado de San Luis Potosí.	5,949
Paredones.....	Romero.....	6,037
Parian, El.....	do.....	4,905
Parras (Coahuila).....	Wizlizenus.....	4,920
Pasaje.....	Romero.....	5,267
Paso (San Antonio).....	Cartageneral del Estado de San Luis Potosí.	4,073
Pastora.....	Romero.....	3,796
Patambau, cerro (Michoacan).....	Carte de Père Romero.....	12,302
Paté.....	Burkart.....	5,412
Pateo.....	Romero.....	6,890
Patrero.....	Chief of Engineers, U. S. A.....	6,428
Patti.....	Romero.....	5,473
Patzcuaro.....	Chief of Engineers, U. S. A.....	7,184
Patzcuaro (Michoacan).....	Burkart.....	7,184
Paxthru (Oajaca).....	Müller.....	7,217
Pechuga (Mexico).....	Burkart.....	5,707
Pedregal.....	Romero.....	4,511
Pedriceña.....	do.....	4,327
Pedrito.....	do.....	5,889

MEXICO—Continued.

Station.	Authority.	Elevation.
Peñasco	Romero	<i>Foot.</i> 6,037
Penitas	Carta general del Estado de San Luis Potosi	177
Penjamo	Romero	5,578
Peñuelas	do	6,164
Pecillos	Carta general del Estado de San Luis Potosi	5,444
Pecillos (San Luis Potosi)	Burkart	4,985
Peralta	Romero	4,439
Peregrino	do	459
Peronal	do	3,658
Perote	do	7,842
Perote, Coire de	do	13,415
Perro, Gueva del	Map of Texas, T. and P. R. R.	6,575
Petapa	Chief of Engineers, U. S. A	754
Petapa (Tehuantepec)	Commission de 1842; Orbeagozo	4,985
Peyotes	Romero	1,595
Picardias	do	3,958
Piedad, La	do	5,496
Piedad, r. R.	Carta topográfica de los Alrededores de Puebla	114
Piedra, Cruz de	Romero	7,317
Pies	Carta de la República Mexicana	15,550
Pila	Carta general del Estado de San Luis Potosi	6,084
Pila, La	Romero	6,234
Pilares, Puerta de los	do	4,101
Piloncillos	do	7,841
Pinal, cerro	Chief of Engineers, U. S. A	7,381
Pimienta	Romero	7,567
Pinal, C.	Carta de la República Mexicana	10,877
Pinal, El	Gen. Arista's map	8,364
Pino, Cerro de	U. S. Hydrographic Office	4,722
Pino, El	Romero	7,415
Pinos	Chief of Engineers, U. S. A	8,102
Pinto	Romero	5,971
Platanito	do	3,084
Playa	do	3,363
Pluma, Gargante del Cerro de la	do	2,953
Poblazon	do	5,840
Pochote, El	do	4,068
Pochotitlan (Jalisco)	Burkart	2,624
Pochutla	Romero	525
Polotitlan	do	7,521
Pomoca	do	6,693
Poncitlan	do	4,994
Popocatepetl	Mean of measurements	17,748
Porfirio Diaz, Ciudad	Romero	722
Porras	do	213
Portezuelo	do	7,284
Porvenir, El	do	2,625
Potrero (Durango)	Guillen-Tarayre	6,428
Potrero, El	Map of Texas, T. and P. R. R.	1,800
Pozo	Romero	3,625
Pozos, Los	do	4,347
Preregrino, Alto del	Humboldt's atlas	1,139
Presa, La	Romero	1,188
Presita	Carta general del Estado de San Luis Potosi	5,188
Prieto, cerro	do	6,757
Prieto, cerro (Tehuantepec)	Commission de 1842	1,508
Prieta, Peña	Romero	6,332
Providencia	do	6,168
Providencia, La	Map of Texas, T. and P. R. R.	1,400

MEXICO—Continued.

Station.	Authority.	Elevation.
Providencia, La.....	Romero.....	2,723
Puebla.....	do.....	7,077
Puebla (Catholic college).....	do.....	7,110
Puerta.....	do.....	4,921
Puerta, La.....	do.....	2,133
Puerto.....	do.....	5,312
Pulques, G.....	Carta topográfica de los Alrededores de Puebla.	101
Punta.....	Chief of Engineers, U. S. A.....	6,561
Puntiagudo.....	do.....	1,082
Puntiagudo (Nuevo Leon).....	Wislizenus.....	754
Purga.....	Romero.....	147
Quemada.....	Chief of Engineers, U. S. A.....	6,428
Quemada (Oajaca).....	Commission de 1842.....	3,804
Queretaro.....	Burkart.....	6,166
Quesería, La.....	Romero.....	3,812
Quinceo.....	Lejarza.....	10,904
Quinceo, Pico de.....	Romero.....	10,905
Quirio.....	do.....	6,103
Quiroja.....	Chief of Engineers, U. S. A.....	6,954
Quitopoc.....	Romero.....	1,772
Rafael.....	do.....	3,616
Ramona, La.....	do.....	4,003
Ramon Trevino.....	do.....	1,673
Ramos.....	Chief of Engineers, U. S. A.....	7,217
Ramos, Cerro près de (San Luis Potosi).....	Burkart.....	8,791
Rancheria.....	Romero.....	4,206
Rancheria, La.....	Map of Texas, T. and P. R. R.....	7,500
Ranchito, V.....	Talleres de publicacion de la Comisión Geográfico-Exploradora.	6,464
Rancho.....	Map of the volcano Popocatepetl, etc.....	8,230
Rascón.....	Romero.....	968
Rayon.....	Carta de la República Mexicana.....	1,771
Real.....	Cartageneral del Estado de San Luis Potosi.....	6,718
Reata.....	Romero.....	2,953
Reforma, La.....	do.....	4,421
Rellano.....	do.....	4,364
Resurreccion.....	Carta topográfica de los Alrededores de Puebla.	665
Reyes.....	Cartageneral del Estado de San Luis Potosi.....	5,965
Do.....	Chief of Engineers, U. S. A.....	2,886
Reyes, Los.....	Romero.....	7,350
Reynosa (Tamaulipas).....	Wislizenus.....	295
Riel, Sono.....	Romero.....	8,657
Rincon.....	do.....	6,234
Rinconada.....	Chief of Engineers, U. S. A.....	3,325
Do.....	Romero.....	833
Do.....	do.....	7,734
Rinconillo.....	do.....	5,939
Rincon, El.....	do.....	2,198
Rio.....	Cartageneral del Estado de San Luis Potosi.....	5,585
Rio Chico, Ro.....	Map of Texas, T and P. R. R.....	5,950
Rivera.....	Romero.....	5,617
Rocheachi.....	Map of Texas, T. and P. R. R.....	7,500
Rodriguez.....	Romero.....	656
Romeros, Los.....	do.....	7,851
Romos, Rincon de.....	do.....	6,321
Rosa.....	do.....	912
Rosa Morada (Jalisco).....	Burkart.....	215

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Station.	Authority.	Elevation.
Rosendo, Marquez.....	Romero.....	<i>Fct.</i> 6,742
Sabinas.....	do.....	1,116
Sacramento.....	do.....	4,987
Sacremonte.....	Map of the volcano Popocatepetl, etc.	8,602
Saddle Hill.....	U. S. Hydrographic Office.....	1,710
Sainel Alto.....	Chief of Engineers, U. S. A.....	7,610
Salada, Venta.....	Romero.....	3,189
Saladita.....	Carta general del Estado de San Luis Potosi.	4,778
Salado, El.....	Romero.....	5,643
Salado, H.....	Talleres de publicación de la Comisión Geográfico-Exploradora.	6,031
Salamanca.....	Romero.....	5,648
Salazar.....	do.....	9,843
Sales, Los.....	do.....	6,677
Salina Cruz.....	do.....	7
Salinas.....	Chief of Engineers, U. S. A.....	6,790
Do.....	Romero.....	1,411
Salitre.....	do.....	6,316
Salitre, Cerro près de (San Luis Potosi).	Burkart.....	8,988
Salitre, Près de Saltepec (Mexico).	Dollfus et de Montserrat.....	3,280
Salome, Botello.....	Romero.....	1,247
Saltillo.....	do.....	5,397
Salto, El.....	do.....	7,481
Salto, El (Micos).....	do.....	715
Salvatierra.....	do.....	5,774
Samalayuca.....	do.....	4,182
San Agustin.....	do.....	6,661
Do.....	do.....	7,841
Do.....	Humboldt's Atlas.....	7,442
San Agustin Juntas.....	Romero.....	5,020
San Andres.....	do.....	7,974
San Andres Chalchicomula (Puebla).	Dollfus de Montserrat et Pavie.....	7,873
San Andres Taxtla.....	Orbegozo.....	1,082
San Andrews.....	Chief of Engineers, U. S. A.....	7,873
San Antonio.....	Carta general del Estado de San Luis Potosi.	7,475
Do.....	Romero.....	2,585
Do.....	do.....	2,953
Do.....	do.....	6,824
Do.....	do.....	7,175
San Antonio Huatusco (Veracruz).	Dollfus et Montserrat.....	4,428
San Antonio H., Paso.....	Talleres de publicación de la Comisión Geográfico-Exploradora.	4,073
San Antonio Venta.....	do.....	7,475
San Bartolito.....	Romero.....	8,071
San Bartolo.....	do.....	3,379
San Bartolo (Oajaca).....	Commission de 1842.....	2,853
San Bernardino (Sonora).....	Commission des frontières.....	3,608
San Bernardo.....	Chief of Engineers, U. S. A.....	5,576
Do.....	U. S. Hydrographic Office.....	3,034
Sancangerito (Michoacan).....	Burkart.....	2,624
San Carlos.....	Romero.....	3,733
San Carlos (Oajaca).....	Commission de 1842.....	3,804
Sanchez.....	Romero.....	525
San Cristobal.....	Chief of Engineers, U. S. A.....	6,561
Do.....	Romero.....	6,037

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Station.	Authority.	Elevation.
San Cristobal, Cerro de (Chiapas)	Cartes de Pontelli	<i>Foot.</i> 9, 065
San Diego, R	Carta topográfica de los Alrededores de Puebla.	448
San Domingo, H	Talleres de publicacion de la Comision Geografico-Exploradora.	4, 640
San Felipe	Chief of Engineers, U. S. A	3, 280
Do	Romero	1, 027
Do	Do	525
San Felipe, cerro	Chief of Engineers, U. S. A	10, 826
San Fernando	Carta de la República Mexicana	8, 410
San Francisco Ocatlin	Humboldt's Atlas	7, 686
San Gerónimo	Romero	184
Do	Do	1, 936
Do	Do	2, 453
San Gil	Do	6, 600
San Ignacio, Farallon de	Statistical and railroad map of Mexico	485
San Ignacio, H	Talleres de publicación de la Comision Geografico-Exploradora.	4, 099
San Isidro	Romero	5, 191
Do	Do	4, 124
San Joaquin	do	2, 133
San Jose	do	3, 256
Do	do	3, 919
Do	do	6, 103
San Jose del Pacifico	do	8, 530
San Jose, Fort	U. S. Hydrographic Office	180
San Jose, Puerto de	Romero	5, 138
San Jose Teruel	do	5, 529
San Jose Totoltepec	do	1, 739
San Juan	do	5, 840
San Juan C	Carta topográfica de los Alrededores de Puebla.	235
San Juan, cerro	Chief of Engineers, U. S. A	6, 100
San Juan de Lagos	do	5, 707
San Juan de los Llanos (Puebla)	Almazán	7, 741
San Juan del Rio (Mexico)	Burkart	6, 396
San Juanico	Romero	7, 513
San Juan Nepo	Map of Texas, T. and P. R. R	4, 000
San Lazaro (pic de la sierra; base Californie; environ).	J. Ross Browne	5, 904
San Lorenzo	Romero	8, 151
San Luis Potosi	Intercontinental Rwy. Commission	5, 786
San Marcos	Carta de la República Mexicana	8, 168
Do	Romero	3, 232
Do	do	6, 664
Do	do	7, 786
San Martin	do	4, 921
Do	do	5, 578
Do	Humboldt's Atlas	7, 718
San Martinito, H	Carta topográfica de los Alrededores de Puebla.	98
San Martin Texmelucan	Romero	7, 410
San Mateo	do	574
San Miguel	Map of Texas, T. and P. R. R	1, 775
Do	Romero	5, 647
San Miguel, cerro	Carta de la República Mexicana	6, 169
San Miguel de Allende	Romero	6, 135
San Miguel Peras, Cerro près de	Orbegozo	9, 023
San Miguel Xuchistepec	Romero	9, 115
San Nicolas	do	4, 265

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Station.	Authority.	Elevation.
San Nicolas, Momt	U. S. Hydrographic Office	<i>Fest.</i> 599
San Pablo	Map of Texas, T. and P. R. R	5,500
San Pablo, C.	Carta topográfica de los Alrededores de Puebla.	521
San Pablo Huitzo	Romero	5,561
San Pedro, Cerro de	do	8,202
San Pedro (source dn rio) sur la frontière de Sonora.	Commission des frontières	4,309
San Rafael	Romero	5,545
San Sebastian, H.	Carta topográfica de los Alrededores de Puebla.	376
San Sebastian (Jalisco)	Guillemin-Tarayre	4,952
San Sebastian	Chief of Engineers, U. S. A	3,706
Santa Ana	Romero	7,452
Santa Ana Acatlan	do	4,429
Santa Ana, Cerro de	do	8,859
Santa Anita	Map of Texas, T. and P. R. R	7,500
Santa Barbara	do	3,700
Santa Barbara (Tamaulipas)	Burkart	1,148
Santa Catalina	Chief of Engineers, U. S. A	6,068
Santa Catarina	Romero	689
Do	do	2,100
Do	do	4,370
Do	do	4,633
Santa Catarina (Durango)	Guillemin-Tarayre	7,068
Santa Cruz	Chief of Engineers, U. S. A	4,428
Do	Romero	108
Do	do	4,987
Santa Cruz, Sommet de col près de.	Commission des frontières	5,379
Santa Efigenia R., Talleres de ..	Publicación de la Comisión Geográfico-Exploradora.	6,852
Santa Elena	Romero	5,774
Santa Fe	do	94
Santa Lucrecia	do	98
Santa Maria	do	4,331
Do	do	6,052
Do	do	6,956
Santa Maria Chimalapa (Tehuantepec).	Commission de 1842	852
Santa Maria del Rio C.	Talleres de publicación de la Comisión Geográfico-Exploradora.	5,585
Santa Maria, Puente de	Romero	5,085
Santa Maria, R	Carta topográfica de los Alrededores de Puebla.	137
Santa Matilda	Map of Texas, T. and P. R. R	4,575
Santa Rita	Romero	5,774
Santa Rosa	do	7,530
Santa Rosalia	do	4,022
Santa Toribia (El Gato)	do	3,609
Santiago	do	5,512
Do	do	7,289
Santiago (Jalisco)	Rurkart	144
Santiago, Rio (Jalisco), passage du chemin de Bolaños à Tepic.	do	524
Santiago Tuxtla (Veracruz)	Orbegozo	656
Santo Tomás Jaliera	Romero	6,004
San Vicente	do	4,134
Do	do	5,578
Do	do	7,334

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Station.	Authority.	Elevation.
Sanceda	Maximilian's Map	<i>Foot.</i> 6,954
Do	Romero	3,271
Sances (Aguascalientes)	Burkart	6,297
Saucillo	Carta general del Estado de San Luis Potosi	186
Do	Romero	3,971
Sauz	Maximilian's Map	6,297
Do	Romero	5,133
Sayula	do	4,429
Seca Charcas, Laguna	Chief of Engineers, U. S. A.	6,823
Seca, Laguna	Romero	5,994
Do	do	6,628
Seco, Arroyo	do	6,201
Sedas, Las	do	6,322
Seno, Ojo	do	5,807
Serrano (Altamira)	do	6,614
Setentrion	Map of Texas, T. and P. R.	2,700
Shadani	U. S. Hydrographic Office	1,070
Signeros	Romero	164
Silao (Guanajuato)	Burkart	5,838
Silos	Carta general del Estado de San Luis Potosi	5,401
Sisoquichi	Map of Texas, T. and P. R.	7,075
Soapayuca	Romero	7,904
Soconusco, Volcande	Chief of Engineers, U. S. A.	7,873
Sol, Agua del	Romero	7,874
Solana	do	7,332
Soledad	do	305
Do	do	2,693
Do	do	6,493
Solis	do	7,973
Solis, H	Talleres de publicación de la Comisión Geográfico-Exploradora	6,054
Soltepec	Romero	8,227
Sombrecete (Zacatecas)	Berghes	8,430
Soria	Romero	5,857
Sotolar	Carta general del Estado de San Luis Potosi	3,801
Sotolito	Romero	5,085
Sototlan	do	7,124
Sotto, Venta de	Humboldt's Atlas	7,693
Stevenson (Palmito)	Romero	1,903
Sultepec (Mexico)	Dollfus et de Montserrat	7,676
Sumpango	Humboldt's Atlas	3,590
Symon	Romero	5,147
Tabacotes	García Conde	7,738
Tacana	Romero	7,436
Do	U. S. Hydrographic Office	14,000
Tacuba	Romero	7,382
Tacubaya	do	7,618
Tagarete	do	279
Tahuarichi	Map of Texas, T. and P. R.	6,450
Tamaulipas, Laredo de	Romero	427
Tamaulipas, Tula de	Burkart	4,001
Tamazopo (La Garita)	Romero	1,148
Tamos	do	7
Tancanhuitz, C	Talleres de publicación de la Comisión Geográfico-Exploradora	790
Tancitaro	Chief of Engineers, U. S. A.	12,662
Taninul	Romero	410
Tapona	do	6,505
Tarandacua	do	6,299
Tarifa	Chief of Engineers, U. S. A.	656

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Station.	Authority.	Elevation.
		<i>Feet.</i>
Tarifa, Convento an-dessus de . . .	Commission de 1842	1,476
Tasco (Guerrero)	Humboldt	5,871
Tatetla	Romero	5,200
Taxco	Chief of Engineers, U. S. A	5,871
Tecajeta	Romero	8,327
Tecamachalco (Guerrero)	Carta de la República Mexicana	6,773
Tecaxete, cerro	do	9,591
Techachalco	do	7,833
Techalotl (San Lorenzo)	do	8,502
Techolula	Romero	4,511
Tecolapa	do	574
Tecomate, El	do	361
do	do	6,890
Tecomavaca	do	2,034
Tecosmtla (Mexico)	Humboldt	5,707
Tecuam	U. S. Hydrographic Office	2,214
Tehuacan	Carta de la República Mexicana	5,496
Tehuantepec	Intercontinental Rwy. Commission	120
Tehuipanco (Santiago)	Carta de la República Mexicana	7,813
Tejamanil (Michoacan)	Burkart	2,886
Tejeria	Romero	106
Tejupileo (Mexico)	Dollfus et de Montserrat	4,329
Tenascaltepec (Mexico)	Berghes et de Gerolt	5,772
Tenascatio	Maximillian's Map	5,838
Temoris	Map of Texas, T. and P. R. R.	5,075
Tenancingo	Carta topográfica de los Alrededores de Puebla	1,380
Tenango	Romero	7,626
Tenantzínco	Carta de la República Mexicana	8,902
Tenexcalco, cerro	do	8,436
do	Carta topográfica de los Alrededores de Puebla	1,344
Teocalli	do	196
Teoloyucan	Romero	7,393
Teontepec (San Bartolo)	Carta de la República Mexicana	6,116
Teotihuacan (San Juan)	do	7,505
Tepa	Romero	7,999
Tepan	Carta de la República Mexicana	8,013
Tepatitlan	Maximillian's Map	5,772
Tepatitlan (Jalisco)	Burkart	2,952
Tepayucan (Santiago)	Carta de la República Mexicana	8,201
Tepeaca	Romero	7,364
Tepeacoacuilco	Chief of Engineers, U. S. A	3,312
Tepehuaje	Romero	5,840
Tepehuitzeo, C.	Carta de la República Mexicana	7,921
Tepeix, C.	Carta topográfica de los Alrededores de Puebla	459
Tepetates	Carta general del Estado de San Luis Potosí	7,187
Tepetiopan (San Cristobal)	Carta de la República Mexicana	6,122
Tepetitlan (S. Cecilia)	do	7,944
Tepetongo	Romero	7,612
Tepexic (Rodriguez)	Carta de la República Mexicana	5,726
Tepexpan	Romero	7,366
Tepeyahualco	do	7,615
Tepec (Jalisco)	Burkhart	2,952
Teponuehil, C.	Carta topográfica de los Alrededores de Puebla	540
Tepuzochitl, cerro	Carta de los República Mexicana	7,639
Tequila (San Pedro)	Carta de la República Mexicana	5,388
Tequisistlan (Oajaca)	Commission de 1842	688

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Station.	Authority.	Elevation.
Tequizquiapan	Romero	<i>Fict.</i> 6, 135
Terrero	Carta general del Estado de San Luis Potosi	5, 736
Tetella (Ocampo)	Carta de la República Mexicana	5, 871
Tetzococo	do	7, 472
Tetzmeloccan	do	7, 472
Texcoco	Romero	7, 379
Tezontepiec	do	7, 693
Ticuman	do	3, 177
Tierra Caliente, Paso de (Michoacan)	Burkart	1, 968
Tierra Colorada	Romero	984
Tierra Colorada (route d'Acapulco; Guerrero)	Humboldt	1, 312
Tierras Prietas	Romero	4, 331
Tiguicheo (Michoacan)	Burkart	1, 640
Timbre, Llano del	Romero	6, 234
Tinajilla, Tanque de la	do	3, 904
Tinajuela	Carta general del Estado de San Luis Potosi	6, 002
Tizayuca	Romero	7, 529
Tlachco (San Augustin)	Carta de la República Mexicana	8, 397
Tlacotalpam	Romero	11
Tlacotepec	do	6, 523
Tlacuache	do	6, 037
Tlalhecpaquila	Carta de la República Mexicana	3, 742
Tlalhepantla	Romero	7, 392
Tlalquitenango	do	2, 954
Tlaltenanco (San Pedro)	Carta de la República Mexicana	7, 367
Tlaltenango (Jalisco)	Burkart	5, 707
Tlaltizapan	Romero	3, 065
Tlamacas, cerro	Map of the volcano Popocatepetl, etc	13, 359
Tlamacas, rancho	do	12, 792
Tlamacax, C	Carta topográfica de los Alrededores de Puebla	921
Tlamacax, cerro	Carta de la República Mexicana	8, 013
Tlamacaz	do	12, 914
Tlanalapa	Romero	7, 997
Tlapisahuá, Pueblo de	Desagüe del Valle de México, Perfil longitudinal de la línea reconocida por Chalco. 1868. ....	.....
Tlapujahua (Michoacan)	Burkart	8, 496
Tlascalca	Chief of Engineers, U. S. A	8, 955
Tlaxcala, G	Carta topográfica de los Alrededores de Puebla	98
Tlaxcalautzinco (San Bernardino)	Carta de la República Mexicana	7, 056
Tlaxcallan	do	7, 334
Tochatlaueco (San Pedro)	do	8, 082
Tolosa	Romero	171
Toluca	do	8, 610
Toluca, Carretera de	do	9, 515
Toluca, Nevado de	Chief of Engineers, U. S. A	15, 091
Tomachic	do	8, 233
Tomacoco, Ha	Map of the volcano Popocatepetl, etc	8, 240
Tomellin	Romero	2, 205
Tonantzintla (Santa Maria)	Carta de la República Mexicana	2, 174
Tonila	Romero	3, 855
Topo	do	1, 575
Torreón	do	3, 721
Tortugas	do	144
Totatiche	Chief of Engineers, U. S. A	5, 805

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Station.	Authority.	Elevation.	
		<i>Fet.</i>	
084 012 Totimehuacau (San Francisco)	Carta de la República Mexicana	6, 921	
031 040 034 004 002 529 097 11 523 037 742 092 954 067 707 065 359 792 921 013 914 997 496 955 98 056 334 082 171 610 515 091 233 240 205 174 855 575 721 144 805	Totolapa (Oajaca)	Commission de 1842	3, 083
	Trancas	Romero	6, 398
	Trancas, Las	do	6, 824
	Tres Cruces	do	10, 368
	Tres Picos	U. S. Hydrographic Office	7, 945
	Treviño (Venadito)	Romero	2, 920
	Trigonometrical station	Map of the volcano Popocatepetl, etc	11, 597
	Trinidad	Romero	5, 965
	Trinidad, R	Carta topográfica de los Alrededores de Puebla.	114
	Trojes, Las	Romero	328
	Trueba, la (La Parida)	do	5, 643
	Trujillo (Zacatecas)	Burkart	6, 823
	Tula	Chief of Engineers, U. S. A	5, 641
	Do	do	6, 823
	Tulancingo	Romero	7, 176
	Tule, El	do	6, 440
	Tultenango	do	8, 334
	Tusantla (Michoacan)	Burkart	2, 197
	Tuxpanco	Carta de la República Mexicana	1, 118
	Tuxpanquillo	do	2, 817
	Tzapoopita	Carta de la República	2, 722
	Tzapotitlan	Carta de la República Mexicana	4, 923
	Tzoncolihuan	do	4, 106
	Uranga, C	Carta topográfica de los Alrededores de Puebla.	117
	Uranga, cerro	Carta de la República Mexicana	7, 210
	Urique	Chief of Engineers, U. S. A	9, 842
	Do	Map of Texas, T. and P. R. R	1, 935
	Urrutia, Rancho de	Romero	2, 034
	Vacas, Las (Oajaca)	Commission de 1842	2, 443
	Valadez, Cima de	Romero	4, 265
	Valenzuela	do	410
	Vallarta (Reyes)	Carta de la República Mexicana	1, 301
	Vallejo, R	Talleres de publicación de la Comisión Geográfico-Exploradora.	4, 253
	Valles	Carta general del Estado de San Luis Potosi.	311
	Valle, Villa del	Chief of Engineers, U. S. A	6, 035
	Valparaiso (Zacatecas)	Burkart	6, 396
	Vanegas	Romero	5, 643
	Venadito	Carta general del Estado de San Luis Potosi.	6, 139
	Venado, El	Romero	5, 709
	Venados, Cuatro (Oajaca)	Morney et Harkort	8, 069
	Venta Cruz	Carta de la República Mexicana	7, 882
	Venta, la	Romero	8, 396
	Ventanita, la	do	2, 526
	Venta Vieja	do	5, 250
	Venteadero, El	do	6, 332
	Ventura, la	do	5, 643
	Verde, Rio	Carta general del Estado de San Luis Potosi.	3, 250
	Veta Grande	Romero	9, 140
	Veta-Grande (Zacatecas)	Burkart	8, 583
	Vigas, Las	Romero	7, 944
	Vigia, Cerro de	do	410
	Villalobos	do	5, 729
	Villanueva (Zacatecas)	Burkart	6, 297
	Villaseñor	Romero	5, 545
	Virreyes	do	7, 698

MEXICO—Continued.

Station.	Authority.	Elevation.
Wadley	Romero	<i>Foot.</i> 6, 037
Xacapexco (Tres Marias)	do	9, 187
Xaltila	do	2, 034
Xaltipanapan	Carta de la República Mexicana	8, 318
Xaltonalin	do	9, 548
Nochihuacan	Romero	7, 809
Xonotla	Carta de la República Mexicana	3, 296
Xopanax (San Mateo)	do	7, 616
Xornillo, volcano	Bates Commission of Geography and Travel	4, 264
Xoxoetla	Romero	3, 379
Yalalag (Oajaca)	Harkort	1, 174
Yautepec	Romero	3, 789
Yecapixtla	do	5, 152
Yerbanis	do	6, 263
Yermo	do	3, 802
Yoquibo	Map of Texas, T. and P. R. R.	7, 425
Yurecuaro	Romero	5, 053
Zacachimalpan (San Pedro)	Carta de la República Mexicana	7, 094
Zacapexcan	do	7, 180
Zacapexco	do	8, 220
Zacapoaxtla (Puebla)	Almazan	5, 904
Zacatecas	Romero	8, 013
Zacatlan (Mexico)	Almazan	6, 561
Zacualpan (Mexico)	Dollfus et de Montserrat	6, 725
Zadan, Cerro de	U. S. Hydrographic Office	5, 667
Zanatepec (Tehuantepec)	Caron; commission d'Etat	164
Zape (Durango)	Guillemín-Tarayre	6, 659
Zapoteca, cerro	Carta de la República Mexicana	7, 895
Zapotecas, C	Carta topográfica de los Alrededores de Puebla	800
Zapotlan	Romero	5, 123
Do	do	12, 743
Zarca, La (Durango)	García y Conde	5, 904
Zarco, Arroyo	Chief of Engineers, U. S. A	8, 299
Zavalza	Romero	3, 942
Zempoala Peak	U. S. Hydrographic Office	2, 300
Zempoaltepec (cerro de l'Etat d'Oajaca, près de Villa-Ajta)	Harkort	13, 123
Zempoaltepec (cerro de l'Etat de Puebla, près d'Huauchi- nango)	Almazán	7, 020
Zempoaltepetl	Orbegozo	11, 140
Zimapan (Mexico)	Burkart	5, 838
Zinzimeo	Romero	6, 037
Zirandaro (Guerrero)	Burkart	1, 246
Zirizicuaro	Romero	6, 595
Zitacuaro (Mexico)	Burkart	6, 561
Zitlaltepetl	Ydm	17, 371
Zoapayucan	Carta de la República Mexicana	7, 873
Zopilote	Romero	5, 939
Zopilote, Venta del	do	2, 494
Zotol	do	6, 957
Zula, Pueblo de	Desagüe del Valle de Mexico. Perfil lon- gitudinal de la línea reconocida. 1868.	7, 400
Zumpango	Romero	3, 281

HONDURAS.

Station.	Authority.	Elevation.
Choluteca	Intercontinental Railway Commission	<i>Feet.</i> 117
Comercio, El	do	56
Congrhoy, peak	do	8,040
Criba, La	do	128
Gallegos, Paso de	do	32
Ganado, Vado de	do	43
Lajas, Las	do	55
Nacaome	do	130
Namasique	do	149
Omoa, mountain	Bates	8,000
Papelon, Cerro de	Intercontinental Railway Commission	883
Pavana	do	89
Pavana, Cerros de	do	1,340
Piedra Blanca	do	74
Pitas, Cerro de las	do	1,052
Poyas, mountain	Bates	{ 5,000 7,000
Resfriado, cerro	Intercontinental Railway Commission	1,156
San Bernardo	do	56
San Martín	do	70
San Pedro	do	124
Tambor, Cerro del	do	1,145

SALVADOR.

Acajutla	Intercontinental Railway Commission	50
Aguilas, volcanó	do	6,542
Ahuachapán, El	do	2,664
Analcito	do	2,088
Apaneca, volcanó	do	6,084
Apopa	do	1,395
Apopa, Cerro de	do	2,486
Armenia Station	do	1,906
Ataco, cerro	do	4,756
Ateos	do	1,534
Atiquizaya	do	2,042
Barca, La	do	145
Bogen	do	1,565
Botadero, El	do	2,410
Cacagnatique, volcanó	do	5,417
Calle Nueva	do	311
Campana, El Cerro de la	do	4,675
Candelaria	do	2,180
Cangrejera	do	76
Canixtepec, volcanó	do	4,057
Capillo, volcanó	do	3,685
Carbonero, Cerros de	do	4,280
Carmen, El	do	250
Do	do	2,400
Ceila, La	do	2,020
Cerrito, El	do	2,025
Chalemapa	do	2,209
Chilamatal	do	1,855
Chinameca, volcanó	do	4,600
Chinanes	do	1,963
Chingo, volcanó	do	5,850
Chonuscao, cerro	do	694

SALVADOR—Continued.

Station.	Authority.	Elevation.
		<i>Feet.</i>
Chorrera	Intercontinental Railway Commission	340
Coatepeque	do	2,480
Coatepeque, Cerro de	do	4,023
Coco, El	do	2,136
Cojutepeque, volcano	do	3,351
Colorado, Cerro de (camp)	do	2,542
Colorado, Cerro de (summit)	do	3,434
Conchagua, volcano (east)	do	3,800
Conchagua, volcano (highest)	do	4,100
Conchas, mountain	do	1,267
Congo	do	2,750
Cujuapa, near	do	1,390
Divisadero, cerro, southeast of	do	1,514
Divisadero, cerro	do	1,393
Ereguaiquin	do	351
Gotera, volcano	do	3,089
Guadalupe, Cerro de	do	2,625
Guasapa, volcano	do	4,627
Hachadura	do	132
Hato Nuevo	do	430
Horcones, Los	do	125
Hopango	do	2,060
Hopango, Laguna de	do	1,370
Ixtepeque	do	1,673
Izalco, volcano	do	6,185
Jelacaten	do	1,852
Jicaro	do	617
Jiquilisco	do	253
Jocoro	do	828
Joya, La	do	1,760
Laguna, Cerro de la	do	3,583
Lagunita, volcano	do	2,899
Do	do	6,073
Loma la Mesa	do	2,213
Loma Larga	do	920
Libertad, La	do	473
Llano, Lake	do	2,305
Magueyes, Los	do	2,323
Mala Cana, volcano	do	6,600
Matarra, cerro	do	2,835
Matasano	do	2,550
Mejicanos	do	2,150
Mendiola	do	2,972
Miraflores	do	173
Moncagua, arroyo	do	360
Moyuta, Montanas de	do	4,652
Naranjos	do	4,737
Naranjos, Los (hill at)	do	4,862
Naranjos, volcano	do	6,509
Nejapa	do	1,520
Nejapa, Cerro de	do	3,003
Nino, Sitio del	do	1,475
Opico (south of San Vicente)	do	1,267
Palomar	do	374
Pasaquina	do	180
Pedregal	do	110
Playon, El	do	1,622
Ponchos, Cumbre de los	do	800
Portillitos	do	169
Puerta, La	do	120

SALVADOR—Continued.

Station.	Authority.	Elevation.
Quezaltepeque	Intercontinental Railway Commission	<i>Feet.</i> 1,380
Refugio, El	do	2,440
Rojo, volcanó	do	3,149
Rosario	do	100
San Andrés	do	1,580
San Antonio	do	1,480
San Antonio, La Aldea de	do	2,305
San Cayetano	do	1,753
San Diego	do	1,500
San Jacinto, volcanó	do	3,842
San Juan Nonmalco	do	566
San Juan, volcanó	do	6,090
San Martín	do	2,408
San Miguel	do	433
San Miguel, volcanó	do	6,994
San Miguel Uspantan	do	6,000
San Pedro (Department of Choluteca)	do	124
San Rafael	do	2,280
San Salvador	do	2,102
San Salvador, volcanó (east peak)	do	6,398
San Salvador volcanó (crater, west rim)	do	6,190
Santa Ana	do	2,122
Santa Ana, El Cerro de	do	1,176
Santa Ana, volcanó	do	7,826
Santa Catarina	do	127
Santa Cruz Michapa	do	2,380
Santa María	do	411
Santa Tecla	do	2,900
Santo Tomás	do	110
San Vicente	do	1,250
San Vicente, volcanó	do	7,131
Signal Hill	do	474
Sillon, Cerro	do	4,728
Sociedad, volcanó (west)	do	3,384
Sociedad, volcanó (east)	do	3,898
Socorro	do	191
Sonsacate	do	840
Soyapango	do	2,200
Tacuba	do	2,348
Tacuba, Mountains of	do	4,222
Tacuba, volcanó	do	4,216
Tamagastepec, volcanó	do	6,753
Tecapa, volcanó	do	5,261
Tecoluca	do	971
Telegrafo, pass	do	777
Tepetitán	do	1,852
Tigle	do	1,966
Tocana, cerro	do	2,609
Usulután	do	397
Usulután, volcanó	do	4,767
Vihora, Cerro de la	do	3,088
Zacatecoluca	do	651

GUATEMALA.

Station.	Authority.	Elevation.
Acatenango, volcanó	Intercontinental Railway Commission ..	<i>Est.</i> 12, 092
Do	do	13, 010
Achihuate Bridge	do	381
Achihuate, Penones del	do	2, 506
Achiotés, Los	do	2, 325
Acintal	do	1, 296
Agua	do	12, 311
Agua Blanca, mountain	Brigham	2, 658
Agua Caliente	Intercontinental Railway Commission ..	4, 932
Do	do	6, 858
Agua, volcanó	do	12, 311
Agua	do	1, 233
Alotenango	do	4, 300
Amago, volcanó	do	5, 242
Amatitlan, Lago de	do	3, 900
Ancho, Vado	do	306
Animas, Las	do	645
Antigua	do	5, 025
Arcos, Los	do	684
Asuncion	do	2, 405
Asuncion, B. Izquierdo	do	2, 007
Atitlan I	do	6, 724
Atitlan II	do	6, 191
Atitlan, lake	do	5, 100
Atitlan, promontory	do	5, 546
Atitlan, pass	do	5, 890
Atitlan, saddle	do	8, 330
Atitlan, volcanó	do	11, 564
Ayarza, lake	do	8, 000
Aynth	do	116
Azacnalpa	do	4, 402
Bandera, Cerro de la	do	1, 710
Barberena	do	3, 995
Barenas	do	4, 692
Barrios, cerro	do	9, 624
Baul	do	1, 797
Bonete, cerro (Moyuta Range)	do	4, 673
Brillantes, Los	do	1, 134
Brito	do	128
Buena Vista	do	79
Caballo Blanco	do	238
Cabel, cerro	do	10, 815
Cal, El	do	6, 827
Camelias	do	2, 735
Campanias	do	1, 759
Canchon	do	6, 375
Camibal	do	3, 187
Cantel	do	7, 472
Capetille	do	4, 542
Carriñen, El	do	464
Casa Blanca	do	1, 970
Castano, El	do	279
Ceiba Hill	do	2, 263
Ceiba, La	do	3, 359
Ceibilla, La	do	262
Cerritos, Los	do	659
Chala	do	1, 168
Champerico	do	19
Chaparron	do	3, 246
Chata	do	1, 184

GUATEMALA—Continued.

Station.	Authority.	Elevation.
Chiantla.....	Intercontinental Railway Commission	<i>Fct.</i> 6,507
Chicacao.....	do.....	1,658
Chiche.....	do.....	6,673
Chichoy.....	do.....	9,020
Chimaltenango.....	do.....	5,898
Chimiente.....	do.....	7,500
Chingo.....	do.....	2,231
Chingo, volcano.....	do.....	5,823
Chiquihuil.....	do.....	7,677
Chiquimulilla.....	do.....	992
Chocola.....	do.....	2,708
Chocoyo.....	do.....	6,186
Chocoyos, Los.....	do.....	6,186
Chonte.....	do.....	757
Chuacul.....	do.....	1,259
Chuchilla, La.....	do.....	580
Chuehm, El.....	do.....	2,426
Coatepeque.....	do.....	1,652
Coban, mountain.....	Brigham	4,356
Cocales, Los.....	Intercontinental Railway Commission	708
Cofradías.....	do.....	2,143
Colomba.....	do.....	3,296
Colotenango.....	do.....	5,167
Colotenango, divide.....	do.....	5,552
Concepcion.....	do.....	6,206
Do.....	do.....	7,360
Concepcion Mountains.....	do.....	5,568
Concepcion, pass.....	do.....	8,838
Concha, La.....	do.....	2,296
Do.....	do.....	5,792
Coatepeque.....	do.....	3,148
Copan, mountain.....	Brigham	1,830
Coralitos, Los.....	Intercontinental Railway Commission	2,361
Costa Ceca, coffee region.....	do.....	3,500
Cotzto, cerro.....	International Geográfico	11,900
Cruces, Las.....	Intercontinental Railway Commission	343
Do.....	do.....	2,900
Cruz Quemada, cerro.....	do.....	5,552
Cuajiniquilapa.....	do.....	2,948
Cuchilla.....	do.....	817
Cuevas, Las.....	do.....	5,865
Cuileo.....	do.....	3,808
Cunen, mountain.....	Brigham	5,942
Cuntan.....	Intercontinental Railway Commission	289
Cuyotenango.....	do.....	1,143
Dalmacia.....	do.....	1,417
Desconcelo.....	do.....	10,367
Don Diego.....	do.....	2,987
Don García.....	do.....	545
Duenas.....	do.....	4,769
Encuentros, Los.....	do.....	8,438
Ermita, La.....	do.....	2,213
Escarpado, El Cerro.....	do.....	4,750
Esclavos, Los.....	do.....	2,415
Escuintla.....	do.....	1,108
Esperanza, La.....	do.....	1,370
Esquipulas, mountain.....	Brigham	2,986
Exalanché.....	Intercontinental Railway Commission	8,303
Do.....	do.....	9,749
Filadelfia.....	do.....	2,637

GUATEMALA—Continued.

Station.	Authority.	Elevation.
Flor.....	Intercontinental Railway Commission	<i>Feet.</i> 538
Las Flores.....	do	10, 685
Flores, volcanó.....	do	5, 242
Flor, La.....	do	560
Fraijanes.....	do	5, 400
Fuego, volcanó.....	do	12, 655
Garrucha.....	do	4, 246
Godines.....	do	7, 133
Gordo, cerro.....	do	2, 348
Guacamaya, cerro.....	do	7, 116
Guachipilín.....	do	1, 229
Do.....	do	485
Do.....	do	3, 631
Guarda Viejo.....	do	4, 982
Guatalón.....	do	592
Do.....	do	556
Guatemala.....	do	4, 878
Guazacapan.....	do	927
Horcones, Los, mountains.....	Brigham	2, 986
Horizonte, El.....	Intercontinental Railway Commission	2, 873
Do.....	do	575
Huahuá.....	do	4, 800
Huehuetenango.....	do	6, 151
Idolo, San José El.....	do	569
Jalpatagua.....	do	1, 935
Jerez (Chingo).....	do	2, 231
Jicaro.....	do	3, 012
Jobo, El.....	do	92
Jocotenango.....	do	5, 053
Jumay, volcanó.....	do	5, 956
Jute, Cerro de.....	do	3, 324
Jute, Cerro el.....	do	2, 343
Jutiapa.....	do	2, 926
Laguna.....	do	7, 169
Laguna, Cerro de la.....	do	7, 023
Limones, Los.....	do	501
Lomita San Isidro.....	do	2, 430
Madrevieja Valley.....	do	999
Malena, La.....	do	2, 272
Manantial.....	do	2, 724
Mangales, Los.....	do	585
Maquina, La.....	do	261
Marias, Las.....	do	3, 223
Maricón, El.....	do	873
Masagua.....	do	400
Mazatenango.....	do	1, 204
Mercedes.....	do	705
Mercedes, Las.....	do	3, 329
Do.....	do	1, 349
Mexicana, La.....	do	105
Michatoya, near.....	do	270
Mirandilla, Penón de.....	do	2, 594
Mixco.....	do	5, 565
Mixqueno.....	do	470
Mixtan.....	do	484
Moca.....	do	1, 046
Moline, El.....	do	7, 261
Molino.....	do	2, 635
Monte Grande.....	do	1, 088
Montufar.....	do	176

GUATEMALA—Continued.

Station.	Authority.	Elevation.
		<i>Fct.</i>
Moran	Intercontinental Railway Commission . . .	4, 116
Moran, Cerro de	do	5, 012
Morelia	do	2, 993
Moyuta	do	4, 100
Moyuta, volcanó	do	5, 525
Nahuala	do	8, 129
Nahuala, summit	do	9, 613
Naranjo	do	1, 068
Naraujo, El	do	132
Obispo Station	do	690
Olintepeque	do	7, 670
Oro, cerro	do	6, 215
Paraya, volcanó	do	8, 346
Pajal	do	505
Pajapita	do	315
Palestine, or El Suj	do	8, 551
Palin	do	3, 676
Palo Gacho	do	3, 621
Palo Gordo	do	837
Panajabal	do	3, 090
Panajachel	do	5, 185
Panama	do	2, 159
Panan	do	1, 140
Pantaleón	do	1, 385
Parada, La	do	258
Parada, Puerta	do	6, 096
Paraiso	do	473
Pasaco	do	477
Pastores	do	5, 118
Patria, La	do	1, 262
Patulul	do	1, 081
Patulul, La Estacion	do	740
Patzitzia	do	6, 999
Patzum	do	7, 325
Paz, Cerro la	do	4, 848
Pecul	do	4, 935
Penitas, Las	do	797
Peposo, El	do	577
Piedra de Amolar, mountain ..	Brigham	2, 340
Pilar, El	Intercontinental Railway Commission	5, 089
Do	do	334
Platanar	do	1, 634
Poca	do	675
Ponchos, Paso	do	800
Pozitos, Los	do	3, 376
Prado, El	do	166
Primavera	do	787
Quemado	do	191
Quemado, cerro	do	10, 430
Quetero	do	3, 900
Quezaltenango, station	do	7, 605
Quiche	do	6, 619
Quiche, El Cerro de	do	11, 160
Ratones, Los	do	3, 520
Recuerdo	do	1, 609
Redondo, cerro	do	4, 123
Reposo, El	do	560
Reservoir, water system of Gua- temala city.	do	5, 299
Retalhuleu	do	792

GUATEMALA—Continued.

Station.	Authority.	Elevation.
Rodeo, Paso del, mountain	Brigham	<i>Feet.</i> 2,744
Rosario	Intercontinental Railway Commission	1,702
Rosario Bridge	do.	32
Sabana Grande	do.	2,400
Sabana Grande, Penones de	do.	3,269
Sacapulas, mountain	Brigham	3,826
Salcaja	Intercontinental Railway Commission	7,641
Samala	do.	1,118
Samayac	do.	2,029
San Agustín	do.	2,149
San Agustín, Rancho de	do.	950
San Alberto	do.	898
San Andrés	do.	1,528
San Andrés Osuna	do.	2,326
San Andrés Semetabaj	do.	6,384
San Andrés Xecul	do.	7,967
San Antonio	do.	1,894
Do	do.	2,276
Do	do.	8,230
San Antonio, volcano	do.	4,944
San Bartolo	do.	862
San Basilio	do.	1,091
San Bernardino	do.	1,387
San Buena Ventura	do.	5,188
San Carlos Sija	do.	8,622
San Cristóbal Bridge	do.	797
San Cristóbal Lago de	Brigham	4,643
San Cristóbal Cucho	Intercontinental Railway Commission	8,440
San Cristóbal Mountain	Brigham	1,940
San Enrico	Intercontinental Railway Commission	4,643
San Felipe	do.	2,054
San Francisco	do.	2,686
San Francisco Miramar	do.	2,557
San Gabriel	do.	914
San Ildefonso	do.	5,210
San Isidro	do.	20
San Isidro, cerro	do.	2,430
San Isidro Morazan	do.	1,652
San Jacinto	do.	474
San Jorge	do.	1,462
San José	do.	1,163
San José Chacaya	do.	7,260
San José El Idolo	do.	578
San José, Fort	do.	5,040
San José Talchulul	do.	958
San Juan Bautista	do.	936
San Juan de Arana	do.	3,880
San Juan de Gascon	do.	5,298
San Juan Ostuncalco	do.	8,185
San Lorenzo	do.	9,190
Do	do.	741
Do	do.	5,206
San Lucas Atitlan	do.	5,193
San Marcos	do.	7,778
San Martín, Department of Quezaltenango.	do.	8,140
San Martín, Department of Retalhulhen.	do.	1,500
San Martín, Department of Totonicapam.	do.	7,500

GUATEMALA—Continued.

Station.	Authority.	Elevation.
San Mateo	Intercontinental Railway Commission.....	<i>Fcft.</i> 8, 194
San Miguel Uspantau, mountain.	Brigham.....	6, 040
San Miguelito.....	Intercontinental Railway Commission.....	5, 789
San Pedro.....	do.....	1, 214
San Pedro Buena Vista.....	do.....	593
San Pedro, cerro.....	do.....	7, 185
San Pedro Sacatepequez.....	do.....	7, 672
San Pedro Xepocapa.....	do.....	4, 514
San Rafael.....	do.....	5, 672
Do.....	do.....	6, 771
San Rafael de Panan.....	do.....	2, 115
San Rafael Quisquil.....	do.....	875
San Sebastian.....	do.....	673
Do.....	do.....	1, 038
Do.....	do.....	5, 559
Do.....	do.....	9, 269
Santa Adelaida.....	do.....	2, 810
Santa Ana Malacatan.....	do.....	5, 560
Santa Ana Volcans.....	do.....	7, 826
Santa Apolonia.....	do.....	8, 361
Santa Barbara.....	do.....	1, 397
Do.....	do.....	8, 267
Santa Catarina, pueblo.....	Brigham.....	2, 324
Santa Cecilia.....	Intercontinental Railway Commission.....	2, 673
Santa Cruz.....	do.....	1, 090
Santa Cruz, cerro.....	do.....	4, 527
Santa Cruz del Quiche, mountain.	Brigham.....	6, 621
Santa Elena.....	Intercontinental Railway Commission.....	410
Santa Irene.....	do.....	9, 000
Santa Isabel.....	do.....	1, 475
Santa Lucia.....	do.....	6, 488
Santa Lucia Cotzumalguapa.....	do.....	1, 185
Santa Lucia Station.....	do.....	1, 101
Santa Maria.....	do.....	2, 564
Santa Maria Cauque.....	do.....	6, 494
Santa Maria de Jesus.....	do.....	6, 765
Santa Maria, volcan.....	do.....	12, 363
Santa Maria Junction.....	do.....	420
Santa Teresa.....	do.....	2, 577
Santiago.....	do.....	6, 637
Santo Domingo.....	do.....	1, 263
Santo Domingo, Toril Viejo.....	do.....	2, 560
Santo Tomas Perdido.....	do.....	2, 800
Senor, Puerta del.....	do.....	5, 622
Serchil.....	do.....	9, 560
Serchil, cerro.....	do.....	11, 830
Sibilia.....	do.....	9, 192
Siete Orejas, volcan.....	do.....	11, 026
Sija, Cerro de.....	do.....	9, 885
Sillon.....	do.....	4, 180
Sillon Mountain.....	do.....	4, 740
Sincuya.....	do.....	1, 558
Sipacapa.....	do.....	6, 502
Siquinala.....	do.....	1, 124
Siquinala, Penon de.....	do.....	2, 584
Socorro, El.....	do.....	543
Soledad, La.....	do.....	574
Solva.....	do.....	7, 215

GUATEMALA—Continued.

Station.	Authority.	Elevation.
Solola	Intercontinental Railway Commission ...	<i>Feet.</i> 6,898
Suchitan, mountain	Brigham	4,108
Suj, El	Intercontinental Railway Commission ...	8,551
Sumpango	do	6,119
Tacana, volcano	do	13,334
Tactic, mountain	Brigham	4,725
Tahuacal, cerro	Intercontinental Railway Commission ...	6,644
Do	do	6,675
Tajumulco, volcano	do	13,814
Taltute	do	1,196
Taxisco	do	681
Tecpam	do	7,491
Tecpam, cerro	do	10,082
Tejar	do	5,733
Tejutla	do	8,113
Tesoro	do	1,233
Tolimán, volcano	do	10,340
Toril, Viejo	do	2,560
Totonicapam	do	8,216
Totonicapam Mountain	do	10,000
Transito, El	do	3,468
Trinidad, La	do	1,322
Do	do	2,361
Tumbador, Cerro de	do	10,814
Urbina, summit	do	10,009
Vado Hondo, mountain	Brigham	1,237
Variclades	Intercontinental Railway Commission ...	815
Vasquez, Casa de	do	683
Ventas, Las	do	3,735
Vera Cruz	do	1,140
Verapaz	do	1,188
Verdes, Los	do	3,966
Victorias, Las	do	1,383
Vieja, Ciudad	do	4,940
Vinagres, cerro	do	1,714
Virgen, Estancia de la	do	6,366
Yupiltepeque	do	3,361
Zanjon de Ocos	do	37
Zanjon Seco	do	123
Zapote	do	1,482
Zapote, El	do	2,361
Zaragosa	do	6,734
Zumil	do	7,638

NICARAGUA.

Amatitan	Intercontinental Railway Commission ...	289
Ameya	do	61
Asososco, volcano	do	2,650
Belen	do	251
Bosque, Cerro el	do	852
Bosque, El	do	304
Calera, cerro	do	1,377
Do	do	823
Campuzano	do	561
Chichigalpa	do	292
Chinandega	do	187

NICARAGUA—Continued.

Station.	Authority.	Elevation.
Chonco, volcanó	Intercontinental Railway Commission ..	<i>Feet.</i> 3,538
Colorado, cerro	do	1,395
Corongo	do	9,908
Cortésal, cerro	do	635
Coseguina, volcanó	do	2,777
Coyolito, cerro	do	1,158
Espinal	do	148
Estacion	do	186
Estero Real	do	175
Fantasma, cerro	do	1,741
Fuente, La, casa	do	683
Galan, Monte	do	872
Granada, wharf	do	114
Granada, plaza	do	173
Leon	do	345
Leon, railway station	do	344
Limon	do	163
Managua, passenger station	do	143
Managua, lake (high water)	do	127
Managua, lake (low water)	do	105
Maniadero	do	337
Masaya	do	757
Masaya, lake	do	327
Mateare	do	192
Mesas, Las	do	205
Mombacho, volcanó	do	4,472
Momotombo	do	138
Momotombo, volcanó	do	4,126
Montoso, cerro	do	1,723
Nagarote	do	262
Nandaine, east of town	do	436
Nicaragua, lake	do	105
Nindirí	do	690
Nuevo, pueblo	do	253
Obraje	do	55
Palo Blanco	do	26
Paso Real	do	188
Paz, La, junction	do	235
Paz, La, town	do	192
Pancas, Las	do	160
Pilas, volcanó	do	3,513
Pital	do	288
Portillo	do	302
Posoltega	do	234
Puerta, El	do	20
Quezalguaque	do	257
Rivas	do	209
Rosario, El, plaza	do	209
Rota, volcanó	do	2,723
Sabana Grande	do	276
Do	do	479
Salitre, cerro	do	252
San Blas	do	223
San Jacinto, volcanó	do	2,805
San Juan, cerro	do	612
San Luis Mines	do	184
San Marcos, cerro	do	781
San Miguelito, cerro	do	1,309
San Pablo	do	127
San Pablo, cerro	do	570

NICARAGUA—Continued.

Station.	Authority.	Elevation.
Santa Clara, volcano	Intercontinental Railway Commission ...	<i>Feet.</i> 4,506
Santa Rosa, volcano	do.	849
Sapoa, Department of Rivas	do.	110
Somotillo	do.	300
Telica, volcano	do.	3,409
Tigre, Loma de	do.	1,060
Tipitapa	do.	155
Verjel, El	do.	157
Viejo, volcano	do.	5,839
Virgen, La	do.	82
Virginia, volcano	do.	865
Zapata	do.	205

COSTA RICA.

Amo, El	Intercontinental Railway Commission ...	675
Animas	do.	659
Aranjuez, Quesera de	do.	151
Avangares	do.	305
Bagaces	do.	357
Baro	do.	2,625
Barranca	do.	123
Buena Vista, peak	do.	10,824
Buenos Aires	do.	970
Cabalzeta, Quebrada La	do.	118
Cauamazo, El	do.	250
Canas, Las	do.	370
Canas Dulces, volcano	do.	2,133
Carana, La	do.	464
Carrion, cerro	do.	920
Carrizal, Vado	do.	546
Ceibita, La	do.	207
Chiriqui, volcano	International Geography	10,150
Congo, Cerro de	Intercontinental Railway Commission ...	610
Copalehi, Quebrada El	do.	210
Coyolar, cerro	do.	700
Coyolito	do.	302
Cruz, La	do.	810
Division Peak	do.	7,455
Esparta	do.	731
Esperanza	do.	320
Garrafa, peak	do.	9,620
Gavilanes, Los	do.	350
General, El	do.	2,184
Guasimal, El	do.	225
Guaytil, El	do.	213
Hacha, Cerro de la	do.	2,014
Higueron	do.	278
Hondo, Paso	do.	173
Hoyas, Cerro de las	do.	900
Irazu, volcano	International Geography	11,000
Lajpata, Alto de	Intercontinental Railway Commission ...	2,800
Lajas, Las	do.	325
Liberia, plaza	do.	496
Mata, cerro	do.	920
Mico, El	do.	198
Mojica	do.	159

COSTA RICA—Continued.

Station.	Authority.	Elevation.
		<i>Feet.</i>
Moyatepec, cerro.....	Intercontinental Railway Commission.....	716
Obispo, Cerro del.....	do.....	516
Do.....	do.....	802
Orosi, volcanó.....	do.....	5,055
Palma, La.....	do.....	344
Palmaris.....	do.....	1,869
Pena Blanca.....	do.....	140
Picacho, cerro.....	do.....	695
Pijige.....	do.....	521
Pita, La.....	do.....	4,087
Poas, volcanó.....	do.....	8,895
Paso Real.....	do.....	371
Reventado, El.....	do.....	320
Rico, cerro.....	do.....	740
Roble, El.....	do.....	8,757
San José.....	do.....	3,816
San Mateo.....	do.....	922
San Miguel, cerro.....	do.....	1,430
Santa Rosa, El cerro de.....	do.....	1,042
Sapoa, Llanos de.....	do.....	650
Sapoa Viejo.....	do.....	670
Soledad, La.....	do.....	344
Tenorio.....	do.....	4,700
Terrero, cerro.....	do.....	880
Turrialba, volcanó.....	do.....	11,350
Turubales, cerro.....	do.....	5,989
Sitio de Vaca.....	do.....	306

COLOMBIA.

Aciete, cerro.....	Reclus.....	2,200
Almorzadero, Paramo del.....	Intercontinental Railway Commission.....	13,123
Amaga.....	do.....	4,347
Amibalema.....	do.....	774
Anori.....	do.....	5,151
Antado.....	do.....	1,332
Antioquia.....	do.....	2,001
Anza.....	do.....	2,218
Aranzazu.....	do.....	6,194
Arboles, Los.....	do.....	4,265
Ayapel.....	do.....	463
Azufral, Nevadade, or Tuquerres.....	do.....	13,353
Balsa, pass.....	do.....	3,510
Barbosa.....	do.....	4,278
Barragan, Paramo de.....	do.....	14,337
Baudo, Serrania de.....	do.....	5,958
Bejuquillo.....	do.....	450
Blanco, peak.....	do.....	11,800
Bobali, mountain.....	Reclus.....	6,740
Bejuquillo.....	Intercontinental Railway Commission.....	450
Blanco, peak.....	do.....	11,800
Bogota.....	do.....	8,564
Bolívar.....	do.....	3,888
Borloncillo, volcanó.....	do.....	12,467
Buga.....	do.....	3,337
Bugalagrande.....	do.....	3,183
Caceres.....	do.....	331

COLOMBIA—Continued.

Station.	Authority.	Elevation.
Cachiri, Paramo de.....	Intercontinental Railway Commission.....	<i>Fvt.</i> 13, 780
Cajon, El.....	do.....	400
Caldas.....	do.....	5, 709
Cali.....	do.....	3, 517
Campamento.....	do.....	5, 545
Canas Gordas.....	do.....	4, 282
Caramanta, Cerro de.....	do.....	10, 171
Caramanta (Nueva Caramanta).....	do.....	6, 798
Caramanta, pass.....	do.....	1, 969
Carmen.....	do.....	1, 188
Carolina.....	do.....	5, 788
Cartago.....	do.....	3, 012
Ceja, La.....	do.....	7, 100
Chepo.....	do.....	148
Chiles, volcanoe.....	Reclus.....	15, 680
Chimu.....	Intercontinental Railway Commission.....	896
Chiriqui, V.....	do.....	6, 480
Citara, mountain.....	International Geography.....	11, 000
Cocconucos, peak.....	Intercontinental Railway Commission.....	15, 748
Coeni, Sierra Nevada de.....	International Geography.....	16, 000
Colorados, Nudo de.....	Intercontinental Railway Commission.....	13, 780
Concordia.....	do.....	5, 807
Copacabana.....	do.....	4, 561
Copal crossing.....	do.....	3, 560
Corozal.....	do.....	1, 011
Cucharal.....	do.....	302
Cuehillo, Morro de.....	do.....	1, 200
Cumbal, Nevada de.....	do.....	15, 715
Dabeiba.....	do.....	1, 299
Divala.....	do.....	538
Dorado, La (summit at head of).....	do.....	3, 050
Estrella.....	do.....	5, 720
Farrallones de Citara.....	do.....	10, 827
Fredonia.....	do.....	5, 906
Fredonia Summit.....	do.....	5, 427
Frontino, Paramo de.....	do.....	11, 155
Galera, volcanoe.....	do.....	15, 100
Girardota.....	do.....	4, 577
Guacala, peaks of.....	do.....	13, 780
Guanacas, Alto de.....	do.....	12, 303
Guanacas, Lago de.....	French elevation.....	11, 590
Guican.....	Intercontinental Railway Commission.....	16, 683
Guerrero, Nudo de.....	do.....	10, 827
Guican, Nudo de.....	do.....	15, 748
Herveo, volcanoe.....	do.....	18, 045
Higueron, summit.....	do.....	5, 100
Ilorqueta, mountain.....	Reclus.....	10, 768
Imila, summit.....	Intercontinental Railway Commission.....	18, 045
Inza.....	do.....	6, 027
Ipiales.....	do.....	10, 119
Iscance, Macizo de.....	do.....	13, 917
Itagui (Porce).....	do.....	5, 167
Itagui, valley.....	do.....	5, 000
Jelima.....	do.....	3, 789
Jerico.....	do.....	6, 454
Juan Rodriguez Ridge, pass.....	Reclus.....	11, 480
Lejia, summit.....	Intercontinental Railway Commission.....	6, 180
Leon, La Cima de.....	do.....	10, 827
Lloro.....	do.....	226
Macho Rucio, mountain.....	Reclus.....	9, 850

COLOMBIA—Continued.

Station.	Authority.	Elevation.
		<i>Fet.</i>
Macuria, mountain	Reclus	2,600
Mahates	Intercontinental Railway Commission	30
Manizales	do	6,890
Marmato	do	4,282
Medellin	do	4,839
Mina, mountain	Reclus	11,000
Munchique, mountain	International Geography	10,000
Naranjo (also called Obando)	Intercontinental Railway Commission	3,064
Neira	do	6,345
Ovejas	do	1,362
Pabon	do	5,873
Palmira	do	3,524
Palmorz Adero	do	13,123
Paloma, Alto la	do	918
Pamplona	do	7,553
Pan de Azucar, mountain	Reclus	12,140
Paniquita	Intercontinental Railway Commission	7,329
Papas, Paramo de Las	do	13,123
Paramillo, mountain	Reclus	11,120
Pasto	Intercontinental Railway Commission	8,448
Pasto, volcan	do	13,990
Patia	do	1,854
Pavarandocito	do	223
Pelado, mountain	Reclus	11,000
Pereira	Intercontinental Railway Commission	4,675
Picacho, cerro	do	7,054
Pintado, mountain	Reclus	11,800
Plata, La	Intercontinental Railway Commission	3,297
Popayan	do	5,755
Pueblo Viejo	do	3,645
Purace, cone	do	16,076
Purace, volcan	do	15,748
Quebrada	do	3,740
Quiblo	do	138
Quielra Summit	do	6,586
Quina Summit	do	9,300
Quina Summit, tunnel	do	8,390
Quindio, pass	do	11,200
Raudal	do	2,274
Remedios	do	102
Robato, P	do	7,012
Ruiz, Picachos del	do	17,388
Sahagun	do	676
Salamina	do	5,938
Salento	do	6,510
San Francisco	do	4,505
San Jacinto	do	1,286
San Jose	Reclus	9,860
San Jose de Cucuta	Intercontinental Railway Commission	964
San Juan	do	459
San Juan Nepomuceno	do	459
San Lorenzo	do	121
San Pablo	do	5,840
Santa Barbara	do	5,824
Santa Catalina, Picacho de	do	15,420
Santa Gertrudis, La Cima de	do	10,680
Santa Isabel	do	16,732
Santa Marta	do	19,029
Santa Rose de Cabal	do	5,519
Santiago	do	302

COLOMBIA—Continued.

Station.	Authority.	Elevation.
Santiago, cerro.....	Intercontinental Railway Commission ...	<i>Fet.</i> 6, 234
Sierra Nevada de Chita, or Guicán.....	do.....	16, 683
Sombrerillos.....	do.....	4, 019
Sotara, volcano.....	do.....	14, 492
Sugar Loaf, volcano.....	International geography.....	16, 600
Sumapaz, Cerro Nevado de.....	Intercontinental Railway Commission.....	14, 141
Sumapaz, Macizo de.....	do.....	14, 108
Sumapaz, Paramo de.....	do.....	13, 123
Tablon.....	do.....	2, 592
Do.....	do.....	5, 505
Tado.....	do.....	315
Tamana Mines (summit near).....	do.....	2, 300
Tamara.....	do.....	390
Tama, Paramo de.....	do.....	13, 123
Tanjulina, Paramo de.....	do.....	13, 534
Timbio.....	do.....	5, 945
Tole.....	do.....	994
Toline, volcano.....	do.....	18, 425
Toya, La.....	do.....	3, 907
Torra, mountain.....	Reclus.....	12, 600
Totoro.....	Intercontinental Railway Commission.....	8, 458
Toyo Summit.....	do.....	6, 625
Tulia.....	do.....	3, 291
Tuquerres.....	do.....	10, 065
Tuquerres, volcano (also called Azufral).....	do.....	13, 353
Uramita.....	do.....	2, 064
Verjon, Nudo de.....	do.....	10, 827
Yacuquer.....	do.....	9, 150
Yarumal.....	do.....	7, 333
Yerba Buena.....	do.....	10, 270
Yurumal, peak.....	do.....	7, 500
Zarzal.....	do.....	3, 058
Zea.....	do.....	2, 457

VENEZUELA.

Agripa, mountain.....	Bureau of the American Republics.....	10, 009
Alto del Fraile, mountain.....	do.....	13, 437
Aricagna, mountain.....	do.....	11, 104
Balallon, mountain.....	do.....	10, 530
Bergantin, mountain.....	Reclus.....	5, 480
Bocomboco, mountain.....	Bureau of the American Republics.....	11, 215
Cabinbu, mountain.....	do.....	11, 737
Caldera, mountain.....	do.....	12, 462
Coluna, mountain.....	Reclus.....	15, 420
Concha, mountain.....	do.....	15, 420
Conejas, mountain.....	Bureau of the American Republics.....	13, 713
Cuehilla, mountain.....	do.....	9, 936
Culata, mountain.....	do.....	13, 161
Culata Veguilla, mountain.....	do.....	11, 241
Don Pedro, mountain.....	do.....	10, 694
Granate, mountain.....	do.....	12, 928
Linares, mountain.....	do.....	12, 343
Mendoza, mountain.....	do.....	10, 146

VENEZUELA—Continued.

Station.	Authority.	Elevation.
		<i>Fet.</i>
Merida, Sierra Nevada of, mountain.	Bureau of the American Republics.....	14, 763
Migara, mountain.....	do.....	11, 012
Molino, mountain.....	do.....	10, 392
Mucuchies, mountain.....	do.....	14, 172
Naiguata, mountain.....	Reclus.....	9, 130
Niquitas.....	Bureau of the American Republics.....	13, 006
Pan de Azucar, mountain.....	do.....	13, 575
Pueblo de Mucuchies, mountain.....	do.....	13, 161
Sal, La, mountain.....	do.....	10, 943
Salado, El, mountain.....	do.....	13, 877
Santa Ana, mountain.....	Reclus.....	1, 310
Santo Domingo, mountain.....	Bureau of the American Republics.....	13, 701
Tama, mountain.....	do.....	10, 498
Tapias, mountain.....	do.....	11, 199
Tetas y Atajo, mountain.....	do.....	12, 340
Timo, mountain.....	do.....	10, 970
Turumiquire, mountain.....	Reclus.....	6, 730
Volcan, mountain.....	Bureau of the American Republics.....	11, 517

ECUADOR.

Abrasungo, pass.....	Whympcr.....	14, 480
Alausi.....	Intercontinental Railway Commission.....	7, 857
Altar.....	do.....	17, 730
Amaguana Bridge.....	do.....	8, 470
Ambato.....	do.....	8, 304
Antisana.....	do.....	19, 335
Atacazo.....	do.....	14, 892
Azogues.....	do.....	8, 494
Azuay summit.....	do.....	11, 120
Biblian.....	do.....	8, 840
Boliche, Altos de.....	do.....	10, 750
Cajabamba.....	do.....	10, 715
Cajamarca, Nudo de.....	do.....	8, 250
Cajas, Nudo de.....	do.....	10, 345
Cajibío.....	do.....	6, 020
Canar.....	do.....	10, 368
Carhuarazo.....	do.....	16, 515
Cayambe.....	do.....	9, 318
Do.....	do.....	19, 186
Chiles.....	do.....	15, 683
Chimborazo.....	do.....	20, 498
Chunchi.....	do.....	7, 632
Chuquipogio.....	do.....	11, 716
Cochitcanqui.....	do.....	9, 597
Collanes.....	Whympcr.....	12, 540
Colta, Lago de.....	Intercontinental Railway Commission.....	10, 998
Columbe.....	do.....	10, 454
Corazon.....	do.....	15, 871
Cotacachi.....	do.....	16, 301
Cotopaxi.....	do.....	19, 613
Cuenca.....	do.....	8, 600
Cumbal.....	do.....	15, 715
Cuquinga, Nudo de (summit).....	do.....	10, 888
Dormida, La.....	Whympcr.....	11, 805

ECUADOR—Continued.

Station.	Authority.	Elevation. Feet.
Gertrude, summit	Intercontinental Railway Commission	10,680
Gobierno	Whympcr	10,417
Guachala	do	9,217
Guallabamba, village	do	7,133
Guamate	Intercontinental Railway Commission	10,080
Guaranda	Whympcr	8,894
Huaca	Intercontinental Railway Commission	9,679
Ibarra	do	7,530
Iliniza	do	17,023
Imbabura	do	15,033
Jiron	do	7,100
Latacunga	do	9,177
Loja	do	7,138
Lurdez	do	4,713
Machache	do	9,760
Mocha	do	10,810
Mojanda, El	do	14,088
Munapamba	Whympcr	1,337
Nanti, village	do	10,669
Naramjal	do	13,653
Ocampo	do	8,192
Palanda	Intercontinental Railway Commission	8,121
Paramo, mountain	Whympcr	11,879
Paschoa, summit of the Nudo de Cajas.	Intercontinental Railway Commission	10,345
Penipe, village	Whympcr	8,100
Pichincha	Intercontinental Railway Commission	15,918
Portete, Nudo de	do	9,370
Quilindana	do	16,138
Quilotoa	do	13,061
Quito	do	9,350
Ramos-Urcu, Nudo de	do	10,080
Riobamba	do	9,090
Ruminahui	do	15,607
Sabanilla, Nudo de (pass)	do	9,390
Sabanilla, Nudo de (tunnel)	do	5,800
Sancajas, Nudo de	do	12,000
Sangay	do	17,404
San Lucas	do	8,411
San Miguel	do	8,786
Santa Rosa, Loma de (summit)	do	9,967
Sara Urcu	do	15,502
Sincholoagua	do	10,265
Tambillo	do	9,250
Tarqui	do	9,000
Tiguan	do	9,784
Ticajas, Nudo de	do	10,813
Tiupullo (summit)	do	11,526
Tulcan	do	9,957
Tunguragua	do	16,690
Uyumbicho	do	8,850
Villalolid	do	5,392
Vilcabamba Valley	do	5,476
Yangana	do	6,273
Yaruqui	do	8,317
Zaraguro	do	8,456
Zero	do	9,300
Zumba	do	4,976

PERU.

Elevation.	Station.	Authority.	Elevation.
0, 680	Abancay	Intercontinental Railway Commission	<i>Feet.</i> 7, 793
0, 417	Achatayhua, cerro	do.	13, 976
9, 217	Acombamba	do.	11, 357
7, 133	Agnach, lagoon	Reclus.	13, 850
0, 080	Altaponga (summit)	Intercontinental Railway Commission	14, 833
8, 894	Andahuailas	E. W. Middendorf.	9, 907
9, 679	Anguía	Intercontinental Railway Commission	9, 579
7, 530	Antaranra Pass	E. W. Middendorf.	15, 845
7, 023	Apacheta de Chupas	do.	13, 779
5, 033	Apacheta de Yungas	do.	15, 287
7, 100	Apurimac	Intercontinental Railway Commission	6, 823
9, 177	Arequipa	do.	7, 555
7, 138	Arequipa, Platz	E. W. Middendorf.	7, 643
4, 713	Argama	do.	12, 875
9, 760	Ayaencho	Intercontinental Railway Commission	7, 905
0, 810	Do	do.	9, 050
4, 088	Ayahuain Brücke	E. W. Middendorf.	8, 955
1, 337	Bimbamarea	Intercontinental Railway Commission	9, 500
0, 669	Cabana	do.	10, 650
3, 653	Cajabamba	do.	9, 545
8, 192	Cajamarca	do.	9, 843
8, 121	Calabacero	E. W. Middendorf.	8, 037
1, 879	Calasnique	do.	196
0, 345	Calla-Calla Pass	do.	12, 006
	Capachic Brücke	do.	9, 578
8, 100	Caraz	Intercontinental Railway Commission	7, 147
5, 918	Carhuacallua	do.	10, 900
9, 370	Carhuaz	do.	8, 300
6, 138	Carrizal, Tambo	E. W. Middendorf.	7, 905
3, 061	Celendín	do.	8, 660
9, 350	Chachani, volcano	Intercontinental Railway Commission	19, 000
0, 080	Chachapoyas	do.	7, 638
9, 090	Chatayhua, cerro	do.	13, 976
5, 607	Chidlá	E. W. Middendorf.	12, 216
9, 390	Chilte	do.	2, 984
5, 800	Chincheros	do.	9, 709
2, 000	Chinchi	Intercontinental Railway Commission	11, 326
7, 464	Chirinos	do.	6, 575
8, 411	Chiron, Soledad de	E. W. Middendorf.	2, 591
8, 786	Choro	do.	4, 985
9, 967	Choros	Intercontinental Railway Commission	2, 610
5, 502	Chota	do.	8, 580
6, 365	Chulmani	E. W. Middendorf.	5, 969
9, 250	Chupas	do.	11, 350
9, 000	Chupe, Puente de	do.	4, 428
9, 784	Chuyubnal	do.	9, 907
0, 813	Cochacajas Pass	do.	11, 908
1, 526	Coclico	do.	5, 936
9, 957	Concepcion	Intercontinental Railway Commission	10, 174
6, 690	Conchan	do.	8, 605
8, 850	Conococha, l.	do.	12, 940
5, 392	Contumaza	do.	8, 819
5, 476	Cordillera (pass in)	E. W. Middendorf.	12, 761
6, 273	Cordillera (summit of main)	Intercontinental Railway Commission	13, 044
8, 317	Coripata	E. W. Middendorf.	6, 297
8, 456	Criterion Mountain	Reclus.	5, 800
9, 300	Crucero, Portla del	Intercontinental Railway Commission	14, 605
4, 976	Cruz, Cerro de la	E. W. Middendorf.	10, 891
	Cujillo	Intercontinental Railway Commission	6, 451
	Cumba	do.	2, 590

PERU—Continued.

Station.	Authority.	Elevation.
Cumbre Pass	E. W. Middendorf	<i>Feet.</i> 11, 580
Cuma Huilca Pass	do	11, 875
Cumulca Pass	do	12, 630
Cunca Pass, Pampa de	Intercontinental Railway Commission	11, 416
Cunia	do	2, 420
Curahuasi	do	8, 796
Curamba Pass	E. W. Middendorf	12, 269
Cuzco	Intercontinental Railway Commission	11, 079
Darwin, volcano	Reclus	5, 840
Einacasa Pass	E. W. Middendorf	13, 056
Festung Cuelap	do	9, 742
Guaybas	do	7, 610
Hayabamba	do	8, 693
Hermoso, peak	Intercontinental Railway Commission	13, 648
Huadanca	do	11, 302
Huailas	do	8, 739
Huadgayoc	do	11, 278
Huallanca	do	11, 302
Huamachuco	do	11, 035
Huamachuco, Marca	E. W. Middendorf	12, 170
Huaman, Vilcas	Intercontinental Railway Commission	12, 072
Huanaco, mining town	Reclus	6, 140
Huancabamba	Intercontinental Railway Commission	11, 483
Huancallaca	do	8, 800
Huancapeti, cerro	do	15, 922
Huancaray	do	9, 695
Huancayo	do	10, 640
Huandoval	do	9, 924
Huandoy, Nevada de	do	21, 089
Huaraz	do	9, 537
Huascan, Nevada de	do	22, 051
Huincocaya	E. W. Middendorf	14, 133
Ichubamba	do	11, 547
Hlanga	do	7, 479
Izchaca	Intercontinental Railway Commission	9, 500
Jaen	do	3, 389
Janga	do	11, 145
Jesus	do	9, 300
Julemarca	do	11, 247
Julemarca Pass	E. W. Middendorf	12, 075
Julica	Intercontinental Railway Commission	12, 523
Junin, lake	do	13, 433
Kasucancha Pass	E. W. Middendorf	12, 892
Kusko	do	11, 376
Lamarate	do	9, 037
Lampa, town	Reclus	12, 670
Lauricocha, L.	Intercontinental Railway Commission	12, 450
Leimebamba	E. W. Middendorf	8, 102
Levanto, Alto de	do	9, 808
Limas, Las.	Intercontinental Railway Commission	3, 130
Limatambo	do	8, 500
Llancapua	do	16, 207
Magdalena	E. W. Middendorf	7, 085
Mallela, R.	Intercontinental Railway Commission	2, 957
Mangus	do	15, 217
Maranon, Balsas del	E. W. Middendorf	3, 083
Marcabalito	Intercontinental Railway Commission	10, 223
Marcaru	do	8, 600
Mato	do	6, 988
Mayasi, Cascadas de	do	817

PERU—Continued.

Station.	Authority.	Elevation.
		<i>Fet.</i>
Misti, volcano	Intercontinental Railway Commission	20,013
Molle-Molle bei Cuzalmasi	E. W. Middendorf	9,250
Mollepata	Intercontinental Railway Commission	9,255
Moyobamba	do.	2,821
Mururata, Brücke	E. W. Middendorf	3,247
Namas	do.	7,282
Namora, Cruz de	do.	10,366
Ollantai-Tambo	Intercontinental Railway Commission	9,940
Oroya	E. W. Middendorf	12,176
Ouzco	Intercontinental Railway Commission	8,894
Pachachaca	E. W. Middendorf	6,068
Pallasca	Intercontinental Railway Commission	10,300
Pampa, La	do.	5,625
Pampas, Brücke	E. W. Middendorf	7,236
Pampa tres Cerros	do.	12,203
Pasco, Cerro de	Intercontinental Railway Commission	14,293
Patilamba bei Abancay	do.	8,135
Paucara	do.	12,560
Paz, La	E. W. Middendorf	12,170
Pincullma Pass	do.	13,254
Platanar Hacienda	do.	5,510
Pomacocha	do.	9,381
Pongo	do.	12,105
Pukakasa Pass	do.	14,828
Pukaska Kasu Pass	do.	14,041
Pumarunra	do.	13,221
Puno	Intercontinental Railway Commission	12,540
Queropalca	do.	12,350
Ramada, A la	do.	8,413
Raya, La	do.	13,996
Raya Pass, La	E. W. Middendorf	14,844
Reenay	Intercontinental Railway Commission	10,615
Rinconada	E. W. Middendorf	13,451
Saera Familia	Intercontinental Railway Commission	13,800
Sahuapata Pass	E. W. Middendorf	14,271
San Antonio	do.	6,593
San Carlos	Intercontinental Railway Commission	6,345
Sandillani	E. W. Middendorf	6,927
San Ignacio	Intercontinental Railway Commission	4,974
San Marcos	do.	8,300
Santa Rosa	do.	12,913
Sicani	do.	11,716
Tacabamba	do.	7,700
Taralmasi	E. W. Middendorf	9,578
Tarapoto	Intercontinental Railway Commission	1,168
Tarma	E. W. Middendorf	10,629
Tayacusa Pass	do.	13,188
Tingo	do.	6,494
Titicaca, lake	Intercontinental Railway Commission	12,508
Trujillo	E. W. Middendorf	196
Tuctu	do.	14,238
Turpo	Intercontinental Railway Commission	14,715
Tutalpaca, volcano	Reclus	18,960
Unduavi	E. W. Middendorf	10,713
Uteubamba	do.	6,363
Vileacunga, Cordillera (summit)	Intercontinental Railway Commission	12,350
Vilcanota	do.	17,389
Vina, La	E. W. Middendorf	4,296
Viuda, Cerro La	Intercontinental Railway Commission	15,272
Yanacachi	E. W. Middendorf	6,593

PERU—Continued.

Station.	Authority.	Elevation.
Yatahual	E. W. Middendorf	<i>Feet.</i> 1,968
Yaya, Picacho	Intercontinental Railway Commission	17,421
Yonan	E. W. Middendorf	1,476
Yungai	Intercontinental Railway Commission	8,130
Yura	E. W. Middendorf	8,423
Yuramarca	Intercontinental Railway Commission	4,800
Zuriti	do	11,050

BOLIVIA.

Apolobamba Knot, mountain	Reclus	17,620
Asanque, mountain	do	16,840
Ascotan	Intercontinental Railway Commission	12,979
Choralque, mountain	Reclus	18,450
Coololo	Intercontinental Railway Commission	17,930
Cuzco, mountain	Reclus	17,900
Guadalupe, mountain	do	18,870
Huaina	Intercontinental Railway Commission	20,171
Iliampli	do	21,490
Illimani	do	21,030
Isluga, volcano	do	17,060
Licancaur, volcano	do	19,521
Lipez, mountain	Reclus	19,650
Michaga, mountain	do	17,390
Oruro	Intercontinental Railway Commission	12,117
Paniri, cerro	do	20,735
Paz, La	do	12,307
Potosi, Cerro de	Reclus	15,380
Quetropillan, volcano	Intercontinental Railway Commission	12,100
Rivera	do	669
Sajama, volcano	do	21,047
San Francisco, Portzuelo de	do	13,123
Sorata, mountain	Reclus	21,300
Tacora, mountain	International Geography	19,000
Tahue, mountain	Reclus	17,409
Titicaca, lake	Intercontinental Railway Commission	12,508
Todos Santos, mountain	Reclus	19,382
Tua, volcano	Intercontinental Railway Commission	15,978
Tulumá, mountain	Reclus	15,000
Tupiza	Intercontinental Railway Commission	9,843
Uyuni	do	12,007

ARGENTINA.

Acay, cerro	Argentina-Chile Boundary Map	9,312
Aco, cerro	do	6,428
Aguada, lake	do	19,028
Aguas Dulces, cerro	do	18,372
Agudo, cerro	do	5,936
Aguila, cerro	do	3,525
Alpasincha, city	do	3,280
Alto del Mulato, settlement	do	14,763
Alto Nevada, cerro	do	7,381
Ahmine, lake	do	3,606

ARGENTINA—Continued.

Station.	Authority.	Elevation.
		<i>Fect.</i>
Amalores, city	Argentina-Chile Boundary Map	2,624
Amiga, city	do.	4,592
Anillaco, city	do.	4,723
Anexo, cerro	do.	8,233
Aña, lake	do.	13,287
Antoco, cerro	do.	19,028
Antoco, settlement	do.	12,794
Ap Ywan, cerro	do.	7,593
Argentino, lake	do.	656
Arizaro, cerro	do.	14,107
Arizaro, settlement	do.	12,794
Aseret, cerro	do.	7,151
Atacamarca, settlement	do.	12,138
Ancapulli, settlement	do.	3,542
Avilles, settlement	do.	3,876
Azufré, cerro	do.	18,634
Azul, cerro	do.	8,069
Azul, lake	do.	4,198
Ballena, cerro	do.	2,853
Balmaceda, cerro	do.	7,217
Balsón, cerro	do.	13,123
Baños Termales	do.	3,312
Bariloche, cerro	do.	3,391
Barranca Blanca, settlement	do.	2,033
Barrial, cerro	do.	16,732
Bastion, cerro	do.	6,561
Bayas, cerro	do.	4,887
Belgrano, mountain	do.	7,610
Bertrend, cerro	do.	19,332
Bico, cerro	do.	5,608
Bizcachillo, cerro	do.	12,630
Blanco, cerro	do.	6,264
Do	do.	18,044
Boquete La Cruz, cerro	do.	6,035
Boquete Perihuelco, city	do.	3,624
Boquete Quelhuenco, city	do.	4,756
Bosque, cerro	do.	5,412
Botella, cerro	do.	5,149
Buenos Aires, mountain	do.	4,723
Burmeister, lake	do.	2,738
Burney, mountain	do.	5,805
Cáceres, cerro	do.	5,624
Cachi, Nevado de	Intercontinental Railway Commission	19,685
Caguel, cerro	do.	4,920
Cajero, cerro	do.	18,700
Cajoncillo, cerro	do.	17,836
Calalaste, cerro	do.	17,552
Campana, cerro	do.	8,430
Campanario, cerro	do.	13,110
Campanilla, cerro	Argentina-Chile Boundary Map	3,952
Cancha, La	do.	2,400
Cantansh, settlement	do.	2,460
Capilla, cerro	do.	7,053
Capur, cerro	do.	17,256
Caquel Huincul, cerro	do.	4,132
Cardiel, lake	do.	885
Caririno, cerro	do.	3,575
Carmen, cerro	do.	4,788
Casa Contreras, settlement	do.	3,427
Casa Delgado, settlement	do.	2,164

ARGENTINA—Continued.

Station.	Authority.	Elevation.
Casa de Piedra, settlement.....	Argentina-Chile Boundary Map.....	<i>Foot.</i> 5, 296
Casa Vieja, settlement.....	do.....	656
Caseros, mountain.....	Intercontinental Railway Commission.....	220
Casique Blanco.....	Argentina-Chile Boundary Map.....	6, 889
Castello, cerro.....	do.....	8, 758
Castle Hill, cerro.....	do.....	6, 725
Castor, lake.....	do.....	2, 377
Catamarca, town.....	Intercontinental Railway Commission.....	1, 671
Catedral, cerro.....	Argentina-Chile Boundary Map.....	7, 807
Cay, cerro.....	do.....	7, 217
Cazador, cerro.....	do.....	3, 050
Cenizo, cerro.....	do.....	20, 491
Central, cerro.....	do.....	6, 725
Chacabuco, cerro.....	do.....	4, 920
Chacabuco, settlement.....	do.....	2, 033
Chanarpanco, cerro.....	do.....	7, 381
Chapelco, cerro.....	do.....	7, 741
Cherque, cerro.....	do.....	3, 919
Chica, La, lake and settlement.....	do.....	6, 035
Chilecito, town.....	Intercontinental Railway Commission.....	3, 512
Chocolate, cerro.....	do.....	7, 151
Cholila, cerro.....	Argentina-Chile Boundary Map.....	6, 527
Cholua, lake.....	do.....	1, 705
Chorrillos, cerro.....	do.....	16, 568
Choshinenco, volcan.....	do.....	7, 774
Chumbicha, town.....	Intercontinental Railway Commission.....	1, 362
Cohunea, settlement.....	Argentina-Chile Boundary Map.....	3, 476
Colo Humical, cerro.....	do.....	7, 233
Colorado, lake.....	do.....	11, 646
Colorado, cerro.....	Intercontinental Railway Commission.....	13, 251
Colorados, lake.....	Argentina-Chile Boundary Map.....	14, 107
Colpes, settlement.....	do.....	8, 529
Comisaria, settlement.....	do.....	3, 460
Condor, cerro.....	do.....	21, 128
Conico, cerro.....	do.....	7, 446
Cono, cerro.....	do.....	5, 888
Conometro, lake.....	do.....	3, 608
Constitucion, cerro.....	do.....	6, 122
Contra, cerro.....	do.....	7, 249
Corloba, town.....	Intercontinental Railway Commission.....	1, 401
Cornero, settlement.....	Argentina-Chile Boundary Map.....	2, 312
Corral de Piedra.....	do.....	4, 395
Correntos, lake.....	do.....	2, 443
Corrientes, town.....	Intercontinental Railway Commission.....	250
Cox, cerro.....	Argentina-Chile Boundary Map.....	8, 463
Coyet, lake.....	do.....	2, 197
Creda, cerro.....	do.....	6, 561
Cuche, cerro.....	do.....	5, 592
Cucros de Paruya, cerro.....	do.....	13, 549
Cuido, cerro.....	do.....	4, 231
Cumbre Negra, cerro.....	do.....	6, 270
Curhue, lake.....	do.....	3, 411
Curupillan, cerro.....	do.....	5, 762
Dean Fimes, town.....	Intercontinental Railway Commission.....	2, 273
Dedo, cerro.....	Argentina-Chile Boundary Map.....	6, 653
Desmido, cerro.....	do.....	6, 543
Diablo, cerro.....	do.....	4, 067
Diente, cerro.....	do.....	6, 790
Dona Ana, cerro.....	Intercontinental Railway Commission.....	18, 747
Donoso, cerro.....	Argentina-Chile Boundary Map.....	5, 313

ARGENTINA—Continued.

Station.	Authority.	Elevation. <i>Fect.</i>
296 Dos Cordores, cerro	Argentina-Chile Boundary Map	6, 028
656 Dos Cuernos, cerro	do	4, 050
220 Dos Hermanas, cerro	do	17, 256
889 El Fraile, cerro	do	20, 813
758 Epupel, town	Intercontinental Railway Commission	580
725 Eria, lake	do	5, 871
377 Escondido, cerro	do	6, 477
671 Espejo, lake	do	2, 460
807 Espelta, cerro	do	6, 889
217 Ezpelta, cerro	do	7, 144
050 Falso Azufre, cerro	do	16, 271
491 Famatina, city	do	9, 349
725 Fandango, cerro	do	18, 339
920 Fearball, lake	do	984
033 Ferriar, cerro	do	5, 018
381 Filchuehuen, lake	do	2, 722
741 Fitz Roy, cerro	do	11, 055
919 Fonk, lake	do	2, 394
035 Fontana, lake	do	3, 050
512 Fortuna, cerro	do	15, 189
151 Foyal, cerro	do	5, 510
527 Fria, lake	do	5, 871
705 Frias, cerro	Argentina-Chile Boundary Map	3, 608
568 Frinan, settlement	do	2, 115
774 Frio, lake and cerro	do	4, 920
362 Fuerte, cerro	do	5, 707
476 Fuerte, de Andalgalá, city	do	3, 280
233 Galan, cerro	do	18, 044
646 Galera, cerro	do	4, 624
251 Gio, lake	do	2, 296
107 Gliola, settlement	do	13, 779
529 Gonzales, settlement	do	2, 984
460 Gordo, cerro	do	17, 519
128 Gorra, cerro	do	5, 904
446 Gorro de Poivre, cerro	do	3, 656
588 Gruta, cerro	do	4, 732
608 Guanaquero, cerro	do	17, 092
122 Guatipina, settlement	do	12, 630
249 Gnia, settlement	do	4, 053
401 Gutierrez, lake	do	2, 574
312 Harracar, cerro	do	19, 881
395 Hayos, cerro	do	3, 870
443 Heim, cerro	do	8, 037
250 Hermitano, cerro	do	20, 160
463 Hermoso, lake	do	3, 558
197 Herrera, settlement	do	2, 968
561 Herrero, cerro	do	6, 100
522 Hess, lake	do	2, 374
549 Hobler Hill	do	9, 790
231 Honar, cerro	do	17, 912
270 Hornopiren, volcano	do	5, 280
411 Huechulafquen, lake	do	3, 181
762 Huemel, cerro	do	8, 753
273 Huemules, cerro	do	5, 775
653 Huenopinche, cerro	do	5, 965
543 Huenquilma, cerro	do	7, 413
067 Huera Hueye, cerro	do	5, 477
790 Huirinilil, pueblo	do	3, 682
18, 747 leano, city	do	1, 640
5, 313 Iglesia, cerro	do	5, 388

ARGENTINA—Continued.

Station.	Authority.	Elevation.
		<i>Ft.</i>
Impodi, cerro.....	Argentina-Chile Boundary Map.....	6,918
Inca, town.....	Intercontinental Railway Commission.....	8,647
Inesita, cerro.....	do.....	
Infieles, cerro.....	Argentina-Chile Boundary Map.....	15,583
Ipela, settlement.....	do.....	6,297
Ipela, cerro.....	do.....	7,610
Jama, cerro.....	do.....	16,896
Jeinemeni, cerro.....	do.....	8,529
Jeinemeni, lake.....	do.....	2,394
Juere Grande, mountain.....	do.....	18,552
Jujy, town.....	do.....	4,011
Junin de los Andes, settlement.....	do.....	3,804
Juntas, Las, settlement.....	do.....	1,574
Katterfield, cerro.....	do.....	6,133
Kochiak, mountain.....	do.....	2,788
Kruger, lake.....	do.....	1,541
Lacar, lake.....	do.....	2,013
Laga Blanca, cerro.....	do.....	15,583
Laguna Brava, cerro.....	do.....	17,512
Laifu, cerro.....	do.....	6,665
Lanhué, cerro.....	do.....	5,576
Lampallo, cerro.....	do.....	16,430
Lanin.....	do.....	852
Langley, cerro.....	do.....	6,396
Lascar, cerro.....	do.....	19,257
Lauquen, cerro.....	do.....	1,019
Lejia, cerro.....	do.....	18,536
Leoncito, volcano.....	do.....	13,844
Leones, Los, cerro.....	do.....	4,920
Leon Muerto, cerro.....	do.....	17,716
Leppa, settlement.....	do.....	2,722
Lila, cerro.....	do.....	14,107
Llanquihue, lake.....	do.....	3,378
Lolog, lake.....	do.....	3,145
Loneohnaca, cerro.....	do.....	6,632
Maca, cerro.....	do.....	9,709
Machonico, lake.....	do.....	3,460
Magdalena, cerro.....	do.....	6,593
Malalea, cerro.....	do.....	6,744
Maipo, volcano.....	do.....	19,512
Malo, cerro.....	do.....	6,760
Mal Pasa, settlement.....	do.....	12,466
Manantiales, cerro.....	do.....	18,208
Mano Negra, cerro.....	do.....	5,972
Marcos, settlement.....	do.....	15,091
Maseardi, lake.....	do.....	2,511
Mayer, cerro.....	do.....	7,774
Mayo, cerro.....	do.....	7,807
Mayo, loma.....	do.....	2,722
Mayo Negro, cerro.....	do.....	5,972
Mazan, city.....	do.....	2,296
Melinoyu, cerro.....	do.....	7,873
Mendoza, town.....	do.....	2,376
Menendez, lake.....	do.....	1,590
Meninques, cerro.....	do.....	19,356
Mercedario, cerro.....	do.....	22,300
Mercedes, village.....	do.....	1,685
Meselta Alta.....	do.....	6,889
Metiquina, lake.....	do.....	3,286
Minas, cerro.....	do.....	5,444

ARGENTINA—Continued.

Station.	Authority.	Elevation.
		<i>Ft.</i>
Mineros, Alto de los, town.....	Argentina-Chile Boundary Map.....	16, 175
Mineros, Los, settlement.....	do.....	2, 751
Mirador, cerro.....	do.....	5, 576
Mocho, cerro.....	do.....	4, 312
Molinos, city.....	do.....	6, 232
Mojones, cerro.....	do.....	18, 044
Monte Quilaquina, settlement.....	do.....	3, 312
Moore, mountain.....	do.....	4, 920
Moquehue, lake.....	do.....	6, 379
Moro, Del, cerro.....	do.....	4, 670
Moradito, cerro.....	do.....	14, 271
Moro, Del, cerro.....	do.....	4, 670
Morros, cerro.....	do.....	6, 561
Morta, cerro.....	do.....	5, 248
Mortero, cerro.....	do.....	11, 030
Mosquitos, Los, lake.....	do.....	1, 705
Muerta, cerro.....	do.....	5, 248
Nahuel, lake.....	do.....	2, 427
Nahuelpan, cerro.....	do.....	6, 166
Nanquen Morales.....	do.....	2, 788
Navarro, lake.....	do.....	6, 428
Negro, cerro.....	do.....	20, 111
Negro, pueblo.....	do.....	6, 692
Niedo, settlement.....	do.....	2, 099
Nielsen, settlement.....	do.....	2, 558
Nompehnen, cerro.....	do.....	7, 072
Nueva, village.....	do.....	669
Oivles, cerro.....	do.....	6, 789
Ojo de las Lozas, cerro.....	do.....	19, 618
Oukel, cerro.....	do.....	4, 335
Oran, town.....	do.....	1, 018
Osorno, volcan.....	do.....	7, 403
Pablon, cerro.....	do.....	12, 958
Pabellon, Cajon, settlement.....	do.....	10, 334
Pajonal, cerro.....	do.....	18, 044
Paine, cerro.....	do.....	10, 755
Pairique, lake.....	do.....	13, 287
Pajonal, Del, cerro.....	do.....	19, 410
Palca, cerro.....	do.....	17, 978
Paloma, De la, cerro.....	do.....	6, 490
Pauquehue, cerro.....	do.....	6, 561
Papas, settlement.....	do.....	8, 529
Parinas, cerro.....	do.....	16, 893
Partido, cerro.....	do.....	6, 100
Pastori.....	do.....	12, 794
Pastos Grande, city.....	do.....	2, 302
Pastos Grandes, cerro.....	do.....	17, 552
Pastos Largos, city.....	do.....	11, 514
Patos, cerro.....	do.....	18, 765
Payanihen, cerro.....	do.....	3, 253
Payogasta, settlement.....	do.....	7, 709
Peinado, cerro.....	do.....	18, 905
Peinado Falso, cerro.....	do.....	18, 700
Peladito, cerro.....	do.....	4, 395
Pena Negra, cerro.....	do.....	17, 158
Peuon, cerro.....	do.....	14, 763
Perez Rosales, pueblo.....	do.....	1, 607
Perihueco, lake.....	do.....	2, 151
Perihueco, cerro.....	do.....	5, 969
Perro, cerro del.....	do.....	3, 444

ARGENTINA—Continued.

Station.	Authority.	Elevation.
		<i>Fet.</i>
Pico, lake	Argentina-Chile Boundary Map	1, 804
Pico Alto, cerro	do	6, 561
Pico de las Vacas, mountain	do	6, 856
Pico Quemado, settlement	do	6, 823
Pie de Medano, city	do	7, 217
Piedra, cerro	do	3, 772
Piedra Ruquenira, cerro	do	5, 838
Piedra S. Francisco, settlement	do	5, 346
Piltriquiton, cerro	do	6, 987
Pinto, mountain	do	4, 214
Piramide, cerro	do	6, 313
Pircas Negras, cerro	do	15, 747
Polcna, cerro	do	7, 900
Poma, settlement	do	9, 842
Ponon, cerro	do	6, 133
Posados, lake	do	656
Pollux, lake	do	3, 083
Poma, city	do	9, 842
Potrerillo, cerro	do	13, 647
Petro, cerro	do	18, 321
Pucara, river	do	6, 149
Pucha Pucha, city	do	11, 810
Puerta de la Quebrada, settlement,	do	8, 496
Pulmari, settlement	do	3, 116
Puntiagudo, cerro	do	5, 740
Punzon, cerro	do	5, 936
Quetropillan, town	do	12, 100
Quiaca, town	Argentina-Chile Boundary Map	10, 827
Quico, cerro	do	6, 363
Quilahunto, settlement	do	5, 248
Quilla, cerro	do	5, 576
Quillen, settlement	do	4, 034
Quilmes, cerro	do	13, 779
Quinalahne, cerro	do	5, 753
Quinquild, cerro	do	7, 275
Quiroga, lake	do	3, 296
Quiron, settlement	do	11, 154
Quironcolo, settlement	do	19, 028
Rasgado, settlement	do	5, 831
Reconquista, town	do	142
Recreo, town	do	719
Relem, cerro	Argentina-Chile Boundary Map	7, 003
Repollo, cerro	do	7, 413
Richards, settlement	do	2, 836
Rincon, cerro	do	17, 880
Rioja, town	Intercontinental Railway Commission	1, 654
Rivadaria, cerro	do	6, 035
Roblado, cerro	do	15, 156
Rosario, lake	do	1, 968
Rotundo, cerro	do	3, 214
Rucachoroi, cerro	do	9, 869
Rucobanque, cerro	do	6, 770
Rufino, town	do	385
Saladillo, town	do	153
Salta, town	do	3, 842
Samente, cerro	Argentina-Chile Boundary Map	16, 290
San Carlos, lake	do	721
S. Francisco, cerro	do	15, 628
Sanjil, settlement	do	5, 248

ARGENTINA—Continued.

Station.	Authority.	Elevation. <i>Fet.</i>
San Juan, town	Intercontinental Railway Commission	2, 093
San Lorenzo, cerro	Argentina-Chile Boundary Map	12, 066
San Luis, town	do	2, 364
San Martin de los Andes, settle- ment	do	6, 068
San Pedro, cerro	do	18, 700
Santa Elena, cerro	Intercontinental Railway Commission	6, 561
Santa Maria, pueblo	Argentina-Chile Boundary Map	4, 778
Santa Julia, cerro	do	5, 116
Santa Rosa, cerro	do	16, 633
Santiago, town	Intercontinental Railway Commission	615
Sapaleri, cerro	Argentina-Chile Boundary Map	17, 552
Sapitos, city	do	10, 563
Situacion, cerro	do	6, 692
Situques, cerro	do	14, 697
Soberado, pueblo	do	13, 210
Socaire, village	do	10, 826
Socompa, lake	do	13, 123
Socompa, cerro	do	19, 947
Socompa, Carpis, cerro	do	17, 617
Solitario, cerro	do	3, 280
Solo, cerro	do	6, 889
Stange, lake	do	6, 494
Steinfeld, settlement	do	2, 289
Stokes, mountain	do	7, 085
Stopoa, cerro	do	4, 428
Strobel, lake	do	2, 344
Subir, cerro	do	6, 133
Sunica Paria, settlement	do	5, 576
Tala, cerro	do	17, 060
Tamango, cerro	do	5, 720
Teaar, lake	do	18, 339
Tecka, cerro	do	4, 592
Temenhuan, lake	do	2, 525
Tenerife, cerro	do	5, 116
Terquerher, cerro	do	3, 886
Terraplen, cerro	do	1, 935
Thomas, cerro	do	4, 264
Three Picos, cerros	do	8, 365
		8, 299
		8, 529
Tinogasta, settlement	do	3, 936
Tipa, cerro	do	14, 599
Toldos, settlement	do	3, 936
Torre, cerro	do	9, 709
Torreillas, Las, mountains	do	6, 790
		7, 413
		5, 477
Torres, lake	do	3, 804
Tor, cerro	do	3, 706
Toro, Del	do	3, 706
Todos los Santos, lake	do	590
Toros Muertos, cerro	do	16, 633
Torp, settlement	do	3, 591
Tortolas, cerro	do	19, 416
Traul, lake	do	2, 361
Trancura, cerro	do	6, 940
Tucuman, cerro	do	1, 467
Tultul, cerro	do	17, 060
Tres Dientes, cerro	do	6, 212
Trepado, cerro	do	7, 873

ARGENTINA—Continued.

Station.	Authority.	Elevation.
Tres Manantiales, settlement...	Argentina-Chile Boundary Map	<i>Foot.</i> 1,574
Tres Torres, cerro.....	do.....	5,412
Tromen, lake.....	do.....	3,312
Tronado, cerro.....	do.....	10,858
Tronador, cerro.....	do.....	11,154
Tupungato, cerro.....	do.....	21,109
Umango, cerro.....	do.....	9,709
Uriburn, cerro.....	do.....	7,039
Vacas, Las, town.....	do.....	7,739
Vallecito, town.....	do.....	19,881
Vega de Zorros, settlement.....	do.....	11,678
Veladero, cerro.....	do.....	20,997
Ventana, cerro.....	do.....	6,593
Ventisquero, cerro.....	do.....	6,889
Verde, lagoon.....	do.....	1,921
Via Lactea, lake.....	do.....	4,624
Videl Gomez, lake.....	do.....	5,526
Viedma, lake.....	do.....	820
Villarino, lake.....	do.....	2,952
Virgen, de la, cerro.....	do.....	5,576
Vuelta del Toro, cerro.....	do.....	6,035
Yalalcicura, settlement.....	do.....	2,492
Zapato, cerro.....	do.....	4,772
Zeballos, cerro.....	do.....	8,758

CHILE.

Abra Grande, cerro.....	Argentina-Chile Boundary Map	20,177
Aconcagua, cerro.....	Intercontinental Railway Commission	23,080
Agua Caliente, cerro.....	Argentina-Chile Boundary Map	18,765
Agua Amargo, cerro.....	do.....	16,404
Agua Helada, cerro.....	do.....	10,924
Alto de Tabernal, cerro.....	do.....	15,091
Anihueraquin, pueblo.....	do.....	3,662
Antuco, volcan.....	Reclus	9,000
Aucasquilucha, mountain.....	do.....	20,260
Azufre, pass.....	do.....	11,960
Balson, cerro.....	Argentina-Chile Boundary Map	13,123
Barrial, cerro.....	do.....	16,732
Blanco, cerro.....	do.....	5,904
Bravo, cerro.....	do.....	19,881
Cajoncillo, cerro.....	do.....	17,836
Calbuco, volcan.....	do.....	5,456
Callaqui, volcan.....	Intercontinental Railway Commission	9,751
Campanario, Cerro del.....	Reclus	11,050
Capur, cerro.....	Argentina-Chile Boundary Map	17,256
Carrilafuan, lake.....	do.....	4,428
Castillo, cerro.....	do.....	4,933
Chacabuco, pass.....	Reclus	4,200
Chaco, cerro.....	Argentina-Chile Boundary Map	17,388
Chato, cerro.....	do.....	8,004
Chuiquil Choron, cerro.....	do.....	11,285
Cobos, cerro.....	do.....	17,060
Colacha, cerro.....	do.....	18,601
Collignai, mountain.....	Reclus	7,320
Coloco, cerro.....	Argentina-Chile Boundary Map	6,705
Colorado, cerro.....	do.....	17,224

CHILE—Continued.

Station.	Authority.	Elevation.
		<i>F. A.</i>
Colorados, cerro	Argentina-Chile Boundary Map	19, 875
Come Caballo, cerro	do	17, 453
Constancia, de la, lake	do	4, 034
Coreovado, cerro	do	7, 643
Curnpillán, cerro	do	5, 762
Cozor, cerro	do	19, 192
De Lozeria, cerro	do	16, 863
De Marzo, cerro	do	6, 232
Descabezado, volcanc	Reclus	12, 760
Doña Inés, cerro	Argentina-Chile Boundary Map	16, 928
Esperanza, cerro	do	6, 692
Honar, cerro	do	17, 912
Huenopinche, cerro	do	5, 965
Inca, cerro	do	18, 044
Incahuasi, cerro	do	19, 224
Inesita, cerro	do	11, 154
Infieles, cerro	do	15, 583
Ipela, settlement	do	6, 297
Iquima, mountain	Reclus	20, 275
Juncal	Intercontinental Railway Commission	17, 527
Juncalito, pueblo	Argentina-Chile Boundary Map	15, 281
Laguna Brava, cerro	do	17, 512
Lejía, cerro	do	18, 536
Leoncito, volcanc	do	13, 844
Lindero, volcanc	do	16, 629
Llaimos, volcanc	do	10, 110
Llullaillaco, volcanc	Intercontinental Railway Commission	20, 253
Longari, Nevado de, cerro	Reclus	10, 520
Maipo, volcanc	do	17, 670
Malaleo, pueblo	Argentina-Chile Boundary Map	6, 267
Mas a Fuera, mountain	Reclus	6, 170
Meniques, cerro	Argentina-Chile Boundary Map	19, 356
Mercedario, Cerro del	Reclus	22, 315
Minchinmarida, mountain	do	7, 946
Mirador, cerro	Argentina-Chile Boundary Map	5, 576
Mount Hermoso, cerro	Argentina-Chile Boundary Map	6, 561
Motalat, mountain	Reclus	5, 450
Muerte, Agua de la	Reclus	6, 260
Observador, mountain	Argentina-Chile Boundary Map	4, 920
Olea, volcanc	Intercontinental Railway Commission	18, 504
Ollagua, mountain	Reclus	19, 330
Overo, cerro	Argentina-Chile Boundary Map	18, 798
Parincota, cerro	do	20, 919
Peteroa, volcanc	Reclus	11, 925
Pinguenos, Portillo de los	do	13, 780
Planchón, pass	do	9, 915
Potor, cerro	Argentina-Chile Boundary Map	18, 044
Pular, volcanc	Intercontinental Railway Commission	21, 325
Pulgar del Diablo, cerro	Argentina-Chile Boundary Map	5, 309
Puntagudo, cerro	do	7, 938
Putana, cerro	do	17, 158
Quetcupillán, volcanc	do	7, 780
Quilapana, cerro	do	17, 060
Quillahue, cerro	do	7, 475
Reigolil, pueblo	do	3, 755
Rincón, cerro	do	17, 880
San José, volcanc	Reclus	20, 020
Santa Rosa, cerro	Argentina-Chile Boundary Map	16, 633
Santa Rosa, pueblo	do	13, 516
San Valentín, mountain	Reclus	12, 720

CHILE—Continued.

Station.	Authority.	Elevation.
		<i>Ft.</i>
Sarmiento, mountain	Bates	6,910
Serrucho, cerro	Argentina-Chile Boundary Map	6,477
Soberado, pueblo	do	13,210
Socaire, village	do	10,826
Socompa, cerro	do	19,947
Tala, cerro	do	17,060
Tilomonte, town	do	7,873
Tilopozo, town	do	7,774
Tinguiririca, volcano	Reclus	14,700
Toroni, mountain	do	21,340
Torre, cerro	Argentina-Chile Boundary Map	7,217
Trancure, river	do	1,751
Tres Cruces, mountain	Reclus	15,324
Trigo, mountain	do	8,780
Tronador, volcano	do	9,790
Tumiza, cerro	Argentina-Chile Boundary Map	18,601
Tupingato, mountain	Reclus	20,286
Valle Hermoso, Boquete de	do	11,700
Vida, Agua de la	do	6,260
Villa Rica, village	Argentina-Chile Boundary Map	9,397
Volcán, cerro	do	18,372
Yanteles, mountain	do	6,725
Yate, volcano	Reclus	6,970
Yebcán, volcano	do	6,970
Yeguas, Las, volcano	do	11,350
Ynnque, mountain	do	3,225
Zollipulli, village	Argentina-Chile Boundary Map	7,459

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