

# Monthly Bulletin

OF THE

## Bureau

OF THE

# American Republics.

INTERNATIONAL UNION OF AMERICAN REPUBLICS.

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NOVEMBER, 1899.

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WASHINGTON, D. C., U. S. A.  
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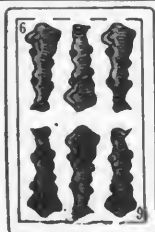
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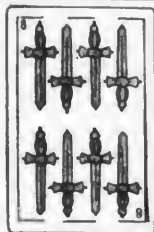
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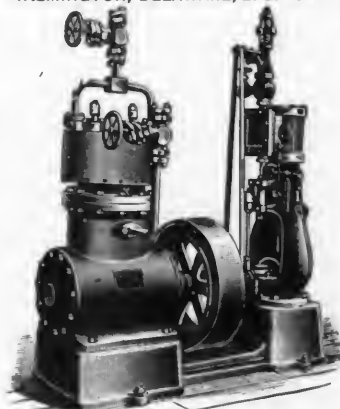
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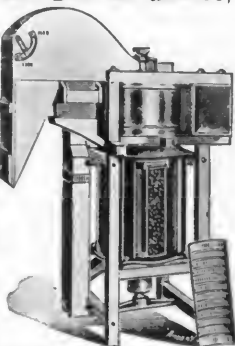
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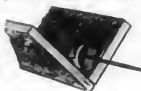
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**ARGENTINE REPUBLIC.**

**THE WOOL SUPPLY OF THE REPUBLIC.**

Mr. HERBERT GIBSON, representing the Argentine Government at the International Commercial Congress in Philadelphia, contributed to the store of valuable information presented for the consideration of the Congress a paper on the World's Wool Parcel and Argentina's Contribution Thereto. He gave statistics to show that of the three districts where the production of wool is in excess of local requirements—Australia, South Africa, and the River Plate Republics of Argentina and Uruguay—there was an appalling decrease in the sheep stock of the two first-named regions. The Argentine Republic and Uruguay form the sole exception to this general decrease in sheep throughout the world, the present supply of the former being approximately 85,000,000 and of the latter 17,000,000, an increase for the two countries since 1890 of more than 20,000,000.

From these facts the writer deduces the consequent preeminence of the Argentine Republic as a source of supply for the woollen mills of the world and reports the total wool parcel of that country as averaging at present 200,000 tons. Of this 90 per cent goes to the French, German, and Belgian manufacturers, France taking 42 per cent of the total. The remaining 10 per cent is divided between the markets of Great Britain, the United States, and Italy. Taking both the home production and the foreign supply handled by wool manufacturers, it is demonstrated that the Argentine Republic contributed 3½ per cent to the trade of Great Britain, 4 per cent to the trade of the United States, and 43 per cent to the combined trade of France, Germany, and Belgium.

Mr. GIBSON deprecates the fact that Argentine wool is known chiefly in the United States through the old "Creole" breed, which at present prevails only in the upper provinces, and where it is fast disappearing before the advance of intelligent husbandry. For many years the finest pedigree sheep of the world have been bought in the Republic, and during the past five years 80 per cent of the total value of sheep exported by Great Britain have found a market there. The United States has also contributed Vermont Merinos and New Zealand has supplied Lincolns; therefore buyers may be assured of the finest qualities of wool.

For the establishment of a regular supply of Argentine raw wools for the manufacturers of the United States, the conclusion is drawn that three things are of capital importance: The presence of representatives of the manufacturers in the wool markets of Buenos Ayres, the establishment of direct steam communication between the two countries, and direct banking relations.

#### LACK OF TRANSPORT FACILITIES FOR CEREALS.

According to information recently forwarded to his Government by the French Consul at Córdoba, there are at present in the railroad depots from Córdoba to Rosario 1,400,000 sacks of wheat or corn, while the other roads of the country are similarly crowded, notably: The Central Argentine, 560,000 sacks, at Buenos Ayres and at Rosario, 150,000 sacks, and in the depots of the French and Santa Fé road, 60,000 sacks, all awaiting shipment to Europe. If to this quantity is also added the 8,000 tons placed in private storehouses, and twice as much at the intermediate stations of branch roads, there will be approximately 400,000 tons of cereals, which, for lack of steam and sailing vessels available for their shipment, encumber the ports and stations of arrival, impede the operations of transport and storage, and retard the arrival of new cargoes from the interior. Business operations are thereby paralyzed, or can only be transacted under conditions disastrous to the farmers, since exporters refuse to buy the grain at current prices, fearing lest the scarcity of vessels shall continue and shall delay them indefinitely in shipping their orders.

The Consul adds that the shipowners charge at present on an average 27 shillings a ton for freight, but he fears that by the end of the maize crop the charge will be as high as 30 shillings, which is exorbitant as compared with ruling prices in other countries or with the 15-shilling freight rate prevailing last year in the Argentine Republic. It is calculated that the transport of the 400,000 tons destined for export will require about 150 vessels. Of the 100 ships arriving in the ports of Rio de la Plata during the months of August, September, and October only 60 or 70 can be loaded with grain. As a consequence, the next wheat crop will find the Argentine Republic with 200,000 tons of cereals not yet exported, which will result in maintaining the high

freight rates and in adding to the expenses of the producer, it being stated that the exporter fixes his conditions of sale in accordance with cost of transport. The scarcity of shipping facilities is, in the opinion of M. RENOZ, the effect of two causes—the decrease in importations and the high fiscal dues paid by vessels in ports of the Argentine Republic under the form of anchorage dues, berth dues, quay dues, etc.

The information given by the French Consul may be of use to United States shipowners and may point out a fruitful field for their activity, worthy of exploitation during an average crop and especially when there is an extra production of cereals.

M. RENOZ also informs his Government that a syndicate composed of 20 leading millers of the Province of Buenos Ayres has recently consolidated under the name of "The National Society of Flour Manufacturers," and that the president of the syndicate, in reply to a communication addressed to him by the Argentine Minister to Brazil in regard to the condition and future of the flour trade in his country, had recently written him as follows:

"Although, on first thought, one might fancy that, by reason of the great distance to be traversed by vessels bringing North American flours to Brazil, we should have on our side an advantage in the matter of freights, such is not the case, since our competitors often send their merchandise by sailing vessels, paying very low freight, while here (in Argentina), on account of the great abundance of export products and the scarcity of ships, we are obliged to pay excessive rates."

From this letter it would appear that United States shippers might further extend their operations on freights destined for Brazil, notably flour.

#### UNITED STATES MANUFACTURES IN DEMAND.

Reports from the New York market for the week ending October 28, 1899, indicate that the call for hardware from this market for the present season has been the largest in the history of the trade, the Argentine Republic being one of the principal buyers. This increased trade is attributed to the efforts made by United States firms during the past six months to take the trade away from European competitors, who were dealing largely in American products.

Upward of \$13,000 worth of electrical machinery and \$16,000 worth of electrical material were sent to Buenos Ayres during the time in question; and by the last two vessels leaving for Argentine ports \$53,000 in manufactured iron goods were shipped. A consignment of bicycles, valued at \$10,000, was also forwarded, while agricultural machinery and implements to the value of \$150,000, \$15,200 worth of steel wire, and \$22,000 worth of boiler tubes aggregate a very substantial increase in demand. In the last-named article, the British have heretofore had the monopoly, and plated ware, typewriters, wagon material, valves, refrigerators, and paints, which have hitherto occu-

pied an insignificant place in the trade lists, have made gratifying advances. A large quantity of twine was included in the shipment of agricultural wares.

#### AGRICULTURAL PRODUCTS IN 1898-99.

The report of the "Statistical Department of the Ministry of Agriculture" gives the returns from the various agricultural districts of the Republic for the harvest of 1898-99. From the provinces of Cordoba, Entre Rios, Santa Fé, and Buenos Ayres, 3,250 thrashers made reports, and in the national territories and the provinces of Tucuman, Catamarca, San Juan, Jujuy, Mendoza, Rioja, San Luis, Santiago del Estero, and Salto the aggregate wheat crop is estimated at 80,000 tons.

The following tables show the area planted and the yield of wheat and other leading products in the four principal cereal-producing provinces:

Provinces.	Farms.	Wheat.		Oats.	
		Hectares.	Kilos.	Hectares.	Kilos.
Santa Fé.....	12,483	1,126,273	864,187,668	879	799,144
Buenos Ayres.....	11,469	668,379	801,354,201	11,109	14,577,868
Cordoba.....	3,992	483,321	447,821,455	226	105,426
Entre Rios.....	4,682	216,555	199,443,842	249	307,333
Total.....	32,626	2,494,528	2,316,807,166	12,463	15,789,771

Provinces.	Barley.		Rye.		Linsced.	
	Hectares.	Kilos.	Hectares.	Kilos.	Hectares.	Kilos.
Santa Fé.....	2,531	2,133,047	95	52,387	131,344	92,482,719
Buenos Ayres.....	6,282	7,107,494	808	870,928	47,861	45,956,577
Cordoba.....	449	408,353	45	32,637	52,035	32,897,856
Entre Rios.....	1,072	1,377,683	140	157,125	18,828	11,739,292
Total.....	10,334	11,026,579	1,088	1,113,077	250,068	183,076,124

In addition, there were 3,799 hectares devoted to the cultivation of birdseed, of which 2,122 were situated in the Province of Santa Fe and 1,612 in the Province of Buenos Ayres, the total product being 2,182,092 kilos. In the Province of Buenos Ayres 4,158 hectares were planted in alfalfa, producing 590,956 kilos out of the total production (608,200 kilos) credited to the Republic.

In regard to the wool industry of the Republic, a prominent dealer of Buenos Ayres reports that high class wool has sold in some parts of the country for a greater price than at any time during the past fifteen years. Though the shipments for the past season were not so large by about 20,000 bales as in 1897-98, the bales are at least 20 per cent heavier than formerly by reason of the increased use of hydraulic presses in preparing the wool for shipment. These presses are manufactured in the United States, and though the expenses of shipment are apparently excessive, the advantages derived from their use soon make up for the outlay.

The same authority states that the difference in the value of the wool shipped this season and the consequent advantage derived by the country is something enormous, being greater by nearly \$5,000,000 than the year before. The shipments to the United States have fallen off somewhat, being 4,000 bales less than last year.

#### COMMERCIAL NOTES.

The Argentine delegates to the International Commercial Congress at Philadelphia, Mr. COOLIDGE S. ROBERTS and Mr. JOHN C. ZIMMERMAN, the latter representing the Chamber of Commerce of Buenos Ayres, devoted the time allotted them at the Pan-American session of that Congress (October 27) to a consideration of the commercial aspects of the Republic as affected by trade with the United States. To demonstrate the relative position of the United States in the commercial life of the Argentine Republic, it was stated that during the year 1898 the value of the Republic's exports to the former country was about  $4\frac{1}{2}$  per cent of her total exports, the other  $95\frac{1}{2}$  per cent being credited mostly to Europe. During the same year the value of Argentine imports from the United States were about  $10\frac{1}{2}$  per cent of the entire amount, which, in the opinion of the delegates, was a poor showing for both countries. Imports into the Argentine Republic must of necessity for a long time form the leading feature of her trade, as, owing to the impossibility of at present securing coal and iron in sufficient quantities, manufacturing industries can make but slow progress.

In fact, it is found, from the official reports of the United States Treasury Department, that the imports into the Argentine Republic average about \$35 per capita per year, or two and one-half times as much per head as those of the United States. Such being the case, it is a matter worthy of comment that so little effort is made on the part of the United States to secure a greater share in this import trade. One reason quoted by Mr. COOLIDGE as the cause of the paucity of American imports in the River Plate countries is that the methods of introducing and advertising the goods have not always been of the best. Another reason is the lack of lines of steamships carrying the American flag into the ports of the southern Republic, it being reported that during the year 1898 not a single mercantile steamer entered or cleared from River Plate ports under the United States flag.

In the matter of exports, the Argentine Republic, as is well known, ships large quantities of hides, wool, sheepskins, goatskins, horsehair, wheat, maize, linseed, barley, oats, hay, live cattle, sheep, birdseed, etc., and added to these there has been of late an increasing business in the export of the many and excellent hard woods of the Gran Chaco, chief among which is the quebracho, used in Europe and the United States, with growing acceptance, for chemical and tanning purposes. Wheat and flour exports for the season of 1897-98 were 770,000 tons, and for 1898-99 the shipments are estimated at from 1,700,000 to

1,800,000 tons. A calculation, made on the basis of the returns for the first half year of 1899, indicates that the total trade of the Republic for the year will amount to \$293,000,000, gold. Statistics for 1898 give the trade of the United States with the Argentine Republic as \$17,003,300, out of a total of \$241,258,358.

#### ENCOURAGEMENT OF FRUIT CULTURE.

The Agricultural School at Villa Urquiza, in the Province of Entre Rios, has recently received a consignment of 500 olive trees for experimental cultivation, which were imported from Spain especially for this purpose. With the idea of developing this branch of industry a bill has been introduced in the Legislature of the Province of La Rioja for the promotion of the cultivation of grapes, oranges, walnuts, and olives. It is proposed to exempt vineyards from taxation for a period of five years, orange plantations for seven years, and walnut and olive groves for eight years. A premium has also been offered for each orange and olive tree, the limit being fixed at 100 trees per hectare.

#### NEW MARKETS FOR SPANISH PRODUCTS.

The Spanish Chamber of Commerce of Buenos Ayres, according to "Las Novedades," of New York City, is engaged in an effort to open up new markets in America for Spanish products. To this end it has addressed letters to the Spanish Chambers of Commerce and centers of production stating it to be the purpose of the board of directors of the said Chamber to hold an exposition of Spanish and Argentine products in the said Republic. "Las Novedades" claims that not only in the Argentine Republic, but also in the other South American Republics, there exists the purpose of further binding the commercial bonds with Spain by promoting the sale of Spanish articles therein; that the swiftest and surest method of opening markets to Spanish importations would be the sending of fair-sized shipments on consignment, and that the articles of easiest and surest sale are olive oil, bottled spirits, wire and wire goods, almonds, carpets, rice, refined sugar, playing cards, children's shoes, shirts, brushes, chocolate, nails of all kinds, coverlets, cummin seed, preserves, neckties, corks, curtains and transparencies, assorted glassware, hides, patent leather, drugs, articles for divine worship, corded goods, shotguns, wraps, knit goods in general, guitars, common and perfumed soap, bricks and glazed tiles, crockery and porcelain, cotton goods, shawls, bandanas, cloths and cassimeres, stationery in general, umbrellas, perfumery, pepper, pistols and revolvers, rifles and carbines, sardines, bent-wood chairs, wool and felt hats, towels, sperm and combination candles, and hunting goods.

#### DOMESTIC FIBERS FOR THE MANUFACTURE OF CORDAGE.

The Bureau of Commerce and Industries of the Ministry of Agriculture of the Argentine Republic is preparing a report upon a subject which the "Boletin de la Unión Industrial Argentina," of Buenos

Ayres, terms "one of undoubted national interest for the public man and producers who study the requirements of domestic consumption, the methods of efficiently aiding agriculture at a critical time, and the new outlets that may be given to domestic cultivations by improving the productive qualities of our lands."

The question relates to the application of indigenous or acclimated fibers to the manufacture of cordage, twine for binding wool and wheat and sewing sacks, as well as the making in the country of burlaps of domestic raw material for the manufacture of cheap sacks.

What has brought the subject prominently to the front is the high price of imported twine which has weighed heavily upon the agricultural interests already burdened "by the decline in the price of grain, ruinous freights, and provincial and municipal taxes, which, it seems, are bent on the ruin of the farmer, and a veritable attack on national production and prosperity."

Burlap for bagging is introduced at a low rate of duty in order to favor the bag factories of the country, which only sew them together, and raised their price, "for reasons it is unnecessary to investigate," anywhere from 30 to 40 cents. "The wheat and corn production for this year was nearly 4,000,000 tons, or 4,000,000,000 kilos. This production for domestic consumption, stock, and exportation required and requires, estimating the sack at from 75 to 80 kilos, more than 50,000,000 sacks, which at 30 cents (minimum) represents \$15,000,000 national currency. Estimating the twine for binding wheat and sewing bags at \$5,000,000, we have the sum of \$20,000,000 which agriculture has paid and pays for bags, twine, etc., imported from abroad, and the bags only sewed in the country." These figures demonstrate the real importance of the question.

The "Boletin" asks: "Is it possible to produce these articles with domestic fibers, and with twine factories also domestic?" and answers in the affirmative, saying that new markets would be opened up for agriculture and industry through the manipulation of the textile fibers at home, and a saving of one-half in the price of bags and twine would be secured. More than \$30,000,000 would be saved and remain in the country to be divided between agriculture and industry. During the five years from 1894 to 1898, inclusive, there were imported into the Republic twine, rope, and cordage, aggregating 13,678,120 kilos, or 13,600 tons—or an average of about 2,735,224 kilos per annum. During the years 1897 and 1898 there were imported into the country manufactured textile articles to the extent of upward of 40,000,000 kilos, or 40,000 tons, the custom-house valuation of which was about \$8,000,000, gold; or \$4,000,000 sent abroad annually, which at the average exchange of 250 equals \$10,000,000 in domestic currency.

The Argentine Republic, which possesses all the climates and conditions, has many indigenous fiber plants, some in enormous quantities, which are not utilized, and it is claimed that others can be acclimated and raised in abundance. Cotton is produced in some provinces or

departments of as good a quality as the best in North America, and hemp, jute, feather grass, and other fibers develop admirably in certain portions of the Republic.

The contention of the "Boletin" is that it is unnecessary to import such large quantities of spun fibers, twine, cordage, etc., and that the decline in the price of wheat and corn should spur men having the country's interest at heart to the cultivation of many fibrous plants, to save the great amounts sent abroad for this class of raw material, and furnish domestic manufacture with the necessary elements home grown.

"Agriculture," says the "Boletin," "will derive then a double benefit: It will secure the bags, thread, and textiles it needs at a much lower price than at present, and at the same time will have new products to hand over to the domestic manufacturer."

#### EXPORTS OF INDUSTRIAL PRODUCTS.

The "Boletín de la Unión Industrial Argentina," of Buenos Ayres, for August, 1899, contains an article under the above caption which is in part as follows:

"The national industry (manufacturing), which has progressed so much of late years, and whose plants and productive elements are such that they not only suffice to meet the domestic demand, but also to furnish a surplus for export, has in the South American nations valuable markets which it should conquer and govern.

"The perfected machinery possessed by the different plants permits them to produce quantity and quality, and the abundance of the domestic raw material these consume, as well as the low price of the latter, contribute to their output, enabling them to compete advantageously with similar imported articles.

"The Brazilian, Uruguayan, Paraguayan, Bolivian, and Peruvian, and even the Chilean markets may be secured through treaties and commercial conventions which, inspired in a frank and liberal South American policy, will increase the interchange of products by the establishment of reciprocal privileges.

"We have entered upon this path, and the Presidential trip has this end in view and this intent, among others equally transcendent for the Republic.

"The trade with Brazil, which in the last five years represented twenty-one millions gold in imports and forty-eight millions gold in exports, can and should continue on its ever-increasing advance.

"The products of the torrid zone, the yerba mate, coffee, tobacco, etc., should come into the Argentine market upon liberal conditions, so as to cheapen living, and our products that Brazil may need, such as wheat, corn, flour, meal, cattle on the hoof, jerked beef, forage, etc., should there find equal advantages and privileges to the evident and mutual international convenience.



"Whatever is done in this regard will be profitable to our production and our wealth.

"We only fear that the projected treaties can not be realized in all their scope and plan since the path which has been marked out has inverted the terms of the problem.

"The first step should have been the abrogation of all existing treaties, in order to be at liberty to make the new one according to the expediency and necessities of international trade.

"In this way the 'most favored nation' clause, which through want of foresight appears in all existing treaties, can be reserved exclusively for the South American nations.

"Now, if we treat with Brazil or Uruguay, we encounter the difficulty that Germany, France, England, the United States, etc., will demand privileges for their products equal to those accorded Brazil or Uruguay, because of the existence of that clause. \* \* \*

"But, at any rate, we will have to end by doing what should have marked the commencement, and treaties or conventions with South American nations will strengthen fraternal and necessary bonds and will establish new and valuable currents of trade.

"Our shops and manufactories will have new markets, and in lieu of providing for the requirements of our small population of 5,000,000 they may become purveyors to the 15,000,000 to 20,000,000 inhabitants of the neighboring nations.

"To do this it will suffice to establish in these treaties or conventions a bounty for the products of Argentine industry—that is, that they shall pay, for example, one-half the duties that similar articles of European manufacture pay on importation.

"The Argentine national industry is the most advanced of America, just as the Republic is the greatest provider and producer of raw material for the same. It can, therefore, hold and conquer new markets and increase its production and profits."

#### IMPORTS FROM THE UNITED STATES.

The exports to the Argentine Republic from ports of the United States outside of New York during the months of August and September, 1899, as per statistics compiled at the Argentine Consulate-General at New York, were in value \$300,483. The exports from New York to the Argentine Republic for the same period amounted to \$4,499,319. The imports from the same country during the same months were valued at \$524,561. The tonnage between the two countries named during the same period was as follows: Arrived at New York, 3 steamers, with a tonnage of 5,173 tons; at Philadelphia, 1 sailing vessel of 886 tons; at Boston, 2 sailing vessels of 1,334 tons—making a total of 6 vessels, with a tonnage of 7,393 tons. There were cleared from New York 13 steamers and 4 sailing vessels, with an aggregate tonnage of 29,468 tons; from Boston, 3 sailing vessels, 2,631 tons; from

Portland, 7 sailing vessels, 6,043 tons; from Pensacola, the same number of sailing vessels, 8,867 tons; from Pascagoula, 3 sailing vessels, 2,874 tons; from Mobile, 3 sailing vessels, 2,121 tons; from Savannah, 1 sailing vessel, 680 tons; from Baltimore, 1 sailing vessel, 580 tons—giving a total of 42 vessels, with an aggregate tonnage of 53,264 tons.

#### MISCELLANEOUS NOTES.

On October 30 last an extraordinary general meeting of the River Plate Gas Company (Limited) was held at Winchester House, London, for the purpose of considering an *ad referendum* arrangement entered into by the directors with Señor ANTONIO SANTA MARÍA for the purchase by the company of the gas works and appurtenances in the city of Rosario. It was stated by the chairman of the meeting that the board had obtained an option, expiring on the following day, to purchase the works in question for £180,000 cash. The concession for the Rosario Gas Works is in perpetuity, and the land it occupies is freehold. The city of Rosario has a population of 90,000. On December 31 last there were 2,225 meters in use and 61,887 linear meters of mains laid. The quantity of gas produced in 1897 was 66,000,000 cubic feet, and in 1898 72,000,000 feet, while during the first four months of this year there was a further increase of 10 per cent over the corresponding period of last year. There is one electric-lighting company in Rosario, but it is said to have made but little progress. The average profits of the Rosario Gas Works for the past three years were stated to be £16,032 per annum, the profit for 1898 having been £19,964. It was agreed by the directors that if the shareholders should assent to the proposed purchase the former would raise the necessary capital by issuing at par one new ordinary share for every five shares now held by them, and that the calls on the shares would be made at long intervals.

The Chamber of Deputies at Buenos Ayres on October 29 last passed the Conversion Bill, the main object of which is to arrest the further appreciation of the currency, to sell the Transandine Railway, in the hope of receiving thereby £1,400,000, to issue £1,500,000 national *cedulas* in the London market, and lastly to negotiate over £1,000,000 of Home Debt stock of 1891. The same Chamber two days previously passed the Government Bill, fixing the conversion of paper money at the rate of 44 centavos gold per dollar, so soon as there is enough specie in hand to permit such conversion.

The statistics of the wine culture in the Province of Mendoza show that on June 30, 1899, there were devoted to vineyards 20,146 hectares, and the harvest for 1899 is estimated at 437,200 *bordalesas* (casks containing from 120 to 250 liters), of which up to July 1 there had been exported 167,033.

The press of the Republic reports the recent discovery of a rich deposit of mica in the Department of Molinos, the Government having already been applied to for permission to work the claim, which is reported to be very promising.

The firm of PEACOCK & Co. has applied to the Government of Córdoba for a concession for a narrow-gauge railroad from Juarez Celmán (Department of Marcos Juarez) through the eastern part of the province as far as Rio Seco.

During the months of June and July, 1899, there were 31 patents issued and 117 trade marks registered in the proper office in Buenos Ayres, and during the month of August 31 patents and 72 trade-marks were issued and registered.

A Chicago firm has recently supplied and installed for "La Negra" Ice Company, of Buenos Ayres, a new plant capable of turning out 100 tons daily during the next season, which will supply the city and surrounding country.

The latest statistics give the grain crop for the year as 2,400,000 tons.

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## BOLIVIA.

### FOREST AND MINERAL WEALTH.

The rubber forests of Bolivia and the mines of the Republic, constituting the chief sources of internal prosperity, were the subjects discussed by Mr. ENRIQUE WULFF, Consul-General of Bolivia in the United States, before the International Commercial Congress, to which body he was the Bolivian representative.

Mr. WULFF spoke substantially as follows:

\* \* \* \* \*

"The rubber forests proper cover the vast territory lying between the rivers Beni, Madre de Dios, Pivius, and Aquiri, and between the foothills of the Andes Mountains and the frontier of Brazil.

"Noted explorers agree as to the immense natural wealth this vast forest region contains, and the day has arrived when this entire region is opened up for the varied uses of mankind.

"The influx of people, who on the banks of these great rivers, are gathering the rubber in the more accessible places, has risen in the past eight years from isolated gatherers to thousands of persons now operating there, either independently or in the employ of powerful syndicates.

"All these people require everything essential for their living and their work, and the business of furnishing these supplies is one of the very profitable things men are engaged in.

"Although it is a matter of notoriety and regret that the greed of the rubber gatherer has needlessly spoiled thousands of valuable trees, there remain yet untold thousands in places remote from river banks.

"The difficulty in reaching these sources of supplies is of no mean order, and consists chiefly in making pathways in the impenetrable forests, and in pacifying many of the more hostile Indians inhabiting these regions.

"There is, however, one fact especially worthy of attention, viz, in almost all the valleys of the Andes Mountains crossing the Department of La Paz and at the head waters of the rivers is found what is known under the name of '*Castilloa elastica*,' or Peruvian rubber.

"With careful management in gathering the last-named rubber a higher price can be obtained for the same than at present.

"It seems to me that, as the rubber lands are so susceptible of rapid vegetation by reason of the climatic condition and the composition of the soil, 'rubber plantations' ought to be started, where a rational cultivation of rubber trees could just as well be maintained, as has been the case for many years in planting and cultivating the cinchona or 'cascarilla' tree.

"No surer and more permanent investment can be made than in a rubber plantation. There are also other highly desirable products, such as the vegetables, silk, the yellow cotton, the coco brush, etc., which are known to be of the easiest culture, and guarantee permanent and satisfactory results.

"The dye, drug, and cabinet-wood trees of this region are highly prized and very much sought after.

"Shortly after Dr. EDWIN K. HEALTH, now Consul of Bolivia in Kansas City, had completed his explorations of the Beni River, the Government set about to disseminate the news of his valuable work and discoveries, particularly in regard to the great wealth of the rubber trees known under the name of '*Hevea brasiliensis*' or '*Hevea syphonia*.'

"Since then liberal laws have been enacted for the acquisition of rubber and other forest lands for the purpose of stimulating the cultivation of the rubber tree and other valuable products of this immense forest region.

"The law,\* as it now stands, permits anyone to explore these forests for wild-growing rubber, medicinal, or dye wood trees, and grants to every applicant after discovery of from 1 to 500 *estradas* for a trifling annual payment for fifteen consecutive years, when the Government issues a patent for the land in perpetuity, according to the law promulgated in 1896; or the applicant may pay in advance the fifteen yearly payments, amounting to 15 *bolivianos* for each *estrada* of 150 trees, and the patent will be issued at once."

\* The law regulating concessions and ownership of rubber-tree lands in Bolivia was published in the Monthly Bulletin of the Bureau of the American Republics for July, 1897, pp. 24-28.

Speaking of the mineral wealth of the country, Mr. WULFF stated that—

“Conservative estimates corroborate the belief that in the Department of Oruro alone are enough visible copper deposits to parallel the silver deposits of the Department of Potosí, from which, as it is generally known, Bolivia has become, with very limited exploitation, the third silver-producing country of the world. No less than 3,000 millions pounds sterling of silver have been extracted from these mines since the Spanish conquest of the Inca nation.

“The great tin-ore deposits—vein and stream tin—in the Departments of Oruro, Potosí, and La Paz have assumed in the past eight years a commanding position in the tin-supply sources of the world. The richness and purity of Bolivian tin ores have won serious attention from the commercial nations of Europe, so much so that smelting works have been erected in Todstedt, near Hamburg, Germany, which mostly import Bolivian tin ores; also in Schlagenwald, Bohemia; in Freiberg, Saxony; in France, and in St. Helens, England, where the bulk of the Bolivian tin ores are handled.

“Bismuth and antimony ores are likewise largely exported to Germany and France, and one firm in London, England, is known to be the largest and most successful smelters of Bolivian bismuth ores.

“The large copper vein deposits of manganese and hematite iron in the Department of Tarija have not failed to attract the attention of the mining expert.

“The gold veins and placer deposits are assuming the front rank of activity in Bolivia at present. It is not assuming too much to say that nearly all the river beds of Bolivia contain placer gold. The extent of these placers is simply marvelous; their richness per cubic yard compares decidedly in their favor with any of the more recent finds in the Klondike.

“The condition for working these placers is far superior to any of the best situated placer claims in the aforesaid regions.

“Water and fuel are in abundance, and the living supplies and sanitary conditions are, in most cases, superb. You may very naturally ask why is it, when there are such rich placer deposits and inviting conditions to work these deposits, that they are not being worked.

“Lack of roads prevents the transportation of any kind of modern machinery or contrivance to these places, and is the main drawback for the mines not having been worked at all, except during the time of the Incas and under the Spanish conquest.

“Only in the early part of 1898 the first mining machinery went in from the United States, and since then three companies are working there with great success. Several Belgium, English, and German companies are exploiting the placers with equal successful returns, and but lately a powerful United States smelting concern has taken hold to exploit the copper resources of Bolivia.

"Gold-quartz veins are encountered in all parts of the Andes crossing Bolivia, and as far south as the frontier, where very rich quartz veins and placer fields are known to exist, but have not been worked because of the impossibility of bringing in machinery,

"The industrial condition of Bolivia invites the most careful attention of every thoughtful man, for, with the awakening of the mining industry in its manifold ramifications, changes occur from day to day which demand the introduction of every article prerequisite for the successful exploitation of the mineral deposits. It may even compel the establishment of industries in Bolivia in the near future essential for the permanent progress and maintenance of this all-important subject.

"Immigrants in Bolivia are not considered, as in many other countries, unwelcome guests. Bolivians are very hospitable, and a foreigner is, for the lower classes, an object of curiosity, but his friendship and relationship is highly desired by all classes. He is a very desirable guest, for he does not come to become a rival, but comes to establish industries unknown to the native and which will be of benefit to the country and its inhabitants. No matter how uninstructed, he always will be able to teach something, even if in his own language, and those people far away from the center of the world welcome him, seat him at their table, and are highly honored with his friendship.

"The proof of this is that there is not a foreigner in Bolivia whom you could call pauper. In Bolivia the foreigner who desires to work can do so; the Government, as I have said, gives him the land and the people their friendship.

"The money standard of Bolivia is the boliviano, which weighs 25 grams, 0.900 fine, equivalent to about 41 cents, United States money. Subject as this money is to the continuous fluctuations to which it is exposed by exchange, owing to the rise and fall of silver, the country is completely without a basis on which to rely for foreign trade. This has been a cause of depression to commerce, and, to a certain extent, causes importations to decline, which, of course, is to the disadvantage of the manufacturing countries who persist in maintaining the gold standard."

#### **GEN. DON JOSÉ MANUEL PANDO, PRESIDENT—NEW CABINET.**

Gen. Don JOSÉ MANUEL PANDO was, on Thursday, October 26, 1899, inaugurated as Constitutional President of the Republic of Bolivia, amid the enthusiastic acclamations of Congress and the people. The President's first Cabinet has been constituted as follows:

Minister for Foreign Affairs, Señor FERNANDO GUADIALLA.

Minister of the Interior, Señor CARLOS ROMERO.

Minister of Finance, Señor DEMETRIO CALBIMONTE.

Minister of Justice and Public Instruction, Señor SAMUEL OROPEZA.

Minister of War, Col. ISMAEL MONTES.

## BRAZIL.

## DEVELOPMENT OF TRADE WITH THE UNITED STATES.

Mr. CHARLES PAGE BRYAN, United States Minister to Brazil, was one of the speakers at the eleventh day's session of the International Commercial Congress at Philadelphia, and in the course of his remarks supplied valuable information to merchants in the United States seeking a market in the Brazilian Republic. He urged the representation of United States products by United States citizens, saying that—

“A European branch house may, for instance, take the agency of American coal, which, however, he will offer only when he has exhausted every effort to dispose of the Welsh supply, always plentiful. So a Belgian will sell United States steel rails only when no purchaser of those of his country can be found. \* \* \* Competition with Europeans is keen. In commercial alliance they stand united against all newcomers. \* \* \* Once introduced, no matter by what producer, American coal, for instance, would soon find favor and be known as the best, as has been the case with our flour, the supremacy of which we are striving to maintain. \* \* \*

“No effort should be spared to establish American banks and steamship lines. They would pay handsomely, and the return to our commerce would be incalculable. Several of the State Legislatures are voting subsidies, and the Federal Congress is contemplating like action for a line of steamers to New York. Such an enterprise and a great railroad promise magnificent opportunities for large American investors.”

## BOUNDARY LINE WITH BOLIVIA.

It is reported from Rio Janeiro that the Brazilian Foreign Minister, Gen. DE CASTRO CERQUEIRA, and the Bolivian Minister at Rio, Señor PARAVICINI, have signed a protocol settling the boundary question between their respective countries. A joint commission will rectify the frontier according to the treaty of 1867, setting aside the protocol of 1805. The Bolivian custom-house at Puerto Alonso will continue until the final settlement.

## NEW TARIFF RATES.

The rates of the new Brazilian tariff law are influenced in a great degree by the reciprocal duties of other countries, the minimum rate being for those admitting the products of Brazil at low duties, or free, and the maximum for countries which impose high duties. France, Italy, and Russia are especially affected by the maximum rates, while the United States, which imposes no duty on the two leading exports of Brazil—coffee and rubber—receives the benefit of the minimum rate. Imports of wheat are dutiable, but this is not adverse to the interests

of the United States, as flour constitutes the chief cereal product imported from this source. While this may interfere somewhat with the prosperity of the Brazilian milling interests, it does not imply an advantage over the Argentine Republic, as the latter country can also become a beneficiary of the minimum tariff.

Coal remains on the free list, and steel rails are taxed from \$7.50 to \$10.50 on light sections, and from \$2.25 to \$3 on heavy sections. The duties on textiles are very high, cotton cloths being divided into general classes as unbleached, bleached, colored, and printed, and then graded into several grades in each class. The highest rates on each class are as follows: On unbleached, per kilo of 2.204 pounds, the minimum tariff is \$2.10 and the general tariff \$2.85; on bleached, minimum, \$3, and general, \$4.20; on colored or printed, minimum, \$2.25, general, \$3.15. The duties on lumber will be assessed per cubic meter, approximately 35½ cubic feet. On oak, the minimum and general duties will be, respectively, \$8.25 and \$11.55, and on pine, \$2.32 and \$3.37.

The following table gives the duties on the most important imports from United States sources, the estimated value of the milreis being taken as 15 cents, which, while it does not correspond exactly with the Rio rates of exchange, is approximately correct.

[Per metric ton, 2,204 pounds.]

Article.	Minimum.	General.
Wheat flour.....	\$5.25	\$7.50
Wheat.....	1.50	2.25
Corn.....	4.50	4.50
Lard.....	45.00	45.00
Salt pork.....	30.00	30.00
Kerosene.....	10.50	15.00
Lubricating oil.....	6.00	9.00
Turpentine:		
Pure.....	30.00	42.00
Crude.....	15.00	21.00

#### IMMENSE RESOURCES OF THE REPUBLIC.

The interests of the vast Republic of Brazil were represented at the Pan-American sessions of the International Commercial Congress sitting at Philadelphia from October 14 to October 31, by Captain CORDEIRO DE GRAÇA, delegate from Brazil, and Mr. ALFONSO RATIS, delegate from the State of São Paulo, Brazil. The former gave a graphic description of the immensity of the internal resources of the country, and the latter considered it from a commercial standpoint and its influence on the coffee trade.

Captain CORDEIRO'S paper was, in part, as follows:

\* \* \* \* \*

“In order to give an idea of the natural wealth which this country offers to the activity of its residents it is sufficient to mention the principal products that can be exported without necessitating first a tedious and long cultivation of the soil. The Republic of Guatemala has a population of 1,323,000; the State of Pará has only 700,000. Never-



theless, in 1885 Guatemala exported ten millions less, or half of the exports of Pará. The same year the Republic of Bolivia, with 2,300,000 inhabitants, exported \$12,000,000 less than Pará, and Colombia, with a population of 3,000,000, did not export any more than Pará, viz, \$17,000,000 worth. The exports of Ecuador are only half; those of Peru (with its 3,000,000 population), only two-thirds of those of Pará. Mexico, the great and powerful Mexico, with a population of between 10,000,000 and 12,000,000, has exported \$2,000,000 worth less than Pará alone. Including the exports of last December the total of this State will reach \$20,000,000. The principal products are rubber, cocoa, nuts, hides of different kinds, sarsaparilla, oil of eopaiba, *guarana*, *neuhula*, *kumaru*; then vanilla, vegetable ivory, precious woods, essences, raisins and fruits. The gold yield in the northern part of the country is very great. In this brief description it is impossible for me give a full account of the rubber industry; suffice it to say that in 1897 the production of Pará alone, not including the Amazon district, amounted to 9,000 tons. The cocoa crop amounted to from 3,000 to 5,000 tons; the export of tobacco was over 750 tons. The vanilla of Pará is known in France under the name of 'vanillin,' and brings from \$2 to \$4 per kilo. The tonka beans are exported in large quantities to this country and to Europe. If I should wish to speak at length of the wood, I should have to quote some five hundred varieties.

"The public instruction is divided into primary, secondary, and technical education. There are 49 primary schools in the capital and 585 in the interior. Besides, there are training schools, and the 'Lyceum' (high school), which prepares the students for the university. I must also mention the Academy of Music, the Society for the Advancement of Fine Arts, the Lyceum of Art and Industry, and the Normal School.

"The Government of the State is modeled after your State governments. I must mention here that some of the States—Pará, for instance—have two houses, corresponding to your Senate and House of Representatives, while other States of our Union have only one house. The municipal government is independent of the State government and is administered as in the most advanced countries.

"The budget for the year 1898-99 amounted to about \$10,000,000. The receipts of the Federal customs were \$11,000,000.

"The highest temperature in December was 32.2° C. in the sun, corresponding to about 90° F.

"*Commerce and navigation.*—The export trade of Pará is well developed and is in constant touch with the United States by means of two lines of steamers—the Red Cross and the Booth lines. It is connected with Europe—that is to say, with Liverpool, Antwerp, Hamburg, Havre, Lisbon, and Genoa—by means of French, English, Italian, Portuguese, and German steamers. There is not one American boat engaged in this traffic, though there were others some time ago.

*Banks.*—Pará has three English banks, the British, the London, and the River Plate, and the London and Brazilian Bank. It has also five Brazilian banks, the Bank of Pará, the Commercial Bank of Pará, and Bank of Northern Brazil. I have only spoken a few words about this single State of Brazil. A full description of this State alone would take up a whole volume.

*The State of Amazonas.*—This State is the largest in the Union. It has not as yet been cultivated to any extent, but its natural wealth is so great that in five years its capital, Manãos, has been transformed from a small village into one of the most comfortable and beautiful cities of America, its development having been largely furthered by the patriotic spirit of the Governors of the State. It has fine avenues and streets, all lighted by electricity; trolley cars, fine buildings, fine schools, and in spite of the large expenditures the treasury has always about \$3,000,000 on hand. The budget for this year has been estimated at \$7,500,000, which amount has been reached by the receipts during the first four months.

“This is the true Eldorado of the world. The population of this State, which is in a period of formation, is only 200,000. The State of Amazonas, under the government of Colonel RAMALHO, in conjunction with the Chamber of Deputies presided over by the former Governor, RITEIRO, has made enormous strides forward. In order to give you an idea of the vastness of this State, I might say that in order to go from Manãos to Venezuela, on the Rio Negro, in a steamer or sailboat it takes from twenty to thirty days. It takes the same time for a trip to Iquitos, in Peru, going up the river Solimois.

*Maranhão.*—This is a very rich State and as yet undeveloped. It produces a large amount of cereals, exports natural products in considerable quantity to Europe, and has an extensive trade with Pará and the Amazons. This State could furnish rubber in abundance, but the industry has not yet been developed. Always in a peaceful state and undisturbed by political agitations, the State has brought its educational system to a very high standing. Arts and sciences are more developed here than in any other State of Brazil. This State has neither interior nor foreign debts.

“La Parahyba do Norte and Rio Grande do Norte produce large quantities of sugar, cotton, and hides.

“La Ceará is one of the richest States, although the terrible droughts make agriculture difficult. It exports hides and natural products in large quantities.

*Pernambuco.*—This is one of the largest producers of raisins, sugar, cotton, and hides. It has a splendid net of railways extending a way into the interior and penetrating the primeval forests, where the climate is superb. Business is quite active in this State.

“Magoes produces the same articles as Pernambuco.

“Bahia.—This is one of the finest States of the Union. It possesses

rich gold mines. Other products are sugar cane, coffee, precious woods, cotton, and, above all, tobacco, which in quality stands second only to that of Havana and finds a considerable outlet in Europe—Belgium, France, Italy, Holland, and Germany.

“L’Espírito Santo and Rio de Janeiro are the largest producers of coffee and other natural products. Espírito Santo is not yet developed and everything has still to be created; Rio de Janeiro, however, is already traversed by a good network of railroads. The capital of the Union, Rio de Janeiro, is situated in one of the most beautiful bays of the world. Its commerce is enormous and the largest in all South America. It is provisionally the capital of the federation of Brazil.

“Although yellow fever exists there during the four hottest months, the mortality, compared with that of the healthiest cities of the world, is very small. With a population of 700,000 or 800,000, the daily death rate during the winter months—or spring, I should rather say, for there is no winter in that climate in the northern sense—is from 25 to 35 a day. The United States Consul-General can corroborate my statement. The suburbs of Rio are superb and counted among the finest of the globe. Tijuca and Corcovado, both of which are reached by railroad, have a height of 700 meters and 2,200 feet, respectively. There is an electric road 500 meters long on Tijuca, penetrating into the primeval forest.

“Petropolis, one and three quarter hours’ ride from the capital, is 3,000 feet above sea-level. There is no fever in these regions, where the foreigners have their residences. If I wished to speak of Rio alone, with its university, its schools, its commercial interests, and its traffic, I should have more to say than time permits at present.

“I must also mention a master work of engineering, the Central Railroad of Brazil, which was constructed under the direction of a Brazilian, with the assistance of several American engineers brought to our country by your lamented engineer, Mr. MORSING, who served his apprenticeship at the time when the Cincinnati (Ohio) Railroad was built. These were the good old times when the United States still sent her girders, iron beams, bridge material, etc., to Brazil. This trade, however, has succumbed to the competition of CREUSOT (France), FIVES LILLE (Belgium), and KRUPP (Germany).

“When the sanitary works of Rio de Janeiro shall have been completed, for which purpose the municipality will be authorized to spend as much as \$30,000,000, it will certainly, owing to its geographical position, be the metropolis of South America.

“*Minas Geraes*.—If I have spoken so enthusiastically about Pará, what shall I say of Minas? A superb climate produces, besides coffee, bananas, and oranges, all the fruits of Europe. I can say, without fear of contradiction, that Minas is the California of Brazil. The soil is fertile, and beneath it are hidden incalculable treasures of gold, diamonds, and large quantities of other minerals. Iron and manganese

are found in very pure condition and exported in large quantities to England, France, Belgium, and the United States. Railroads and navigable rivers will soon facilitate the development of this great State.

“São Paulo, with its enormous network of railways, produces almost as much coffee as all the other States together. Unfortunately, it has developed its coffee industry too much, to the detriment of other branches of agriculture. The residents as a rule send their children to the United States to be educated, so that the English language is not a foreign one in that State. About this part of Brazil you can get better information than I am able to give you from Mr. RUTIS, the delegate of São Paulo to this congress, and Rev. G. W. CHAMBERLAIN, an American missionary in Brazil, both of whom are very popular in Brazil. The great outlet of this State is the port of Santos. It has been much improved lately by splendid wharves, which can be approached directly by the great trans-Atlantic steamers.

“Paraná is the State reserved for pasturage. The climate is very mild, the country being situated in the temperate zone. Here grain, as well as coffee, can be raised; pines grow in large numbers in this State, as well as in the States of Santa Catharina and Rio Grande do Sul. Other kinds of wood also grow in abundance.

“The principal product of Paraná is mate tea—a beverage with all the good qualities of coffee and tea without having any of their defects. This article is exported in large quantities to Chile and the River Plate Republics. It is a very strong aid to digestion and has no bad effect upon the nervous system, upon which it acts very soothingly. Mate alone will tend to lengthen the life of all those who use it. I recommend this good article to Americans and especially to those who wish to have a cheap and wholesome beverage especially adapted for children and wet nurses.

“Santa Catharina is in about the same condition as the State of Paraná, but with the advantages derived from German colonization, which has brought great prosperity to this State.

“*Rio Grande do Sul.*—Let us now pass to this important cattle State, with its immense pasturage, traversed by large navigable rivers, where the wealth of the soil and the subsoil is enormous. The German and Italian colonies praise it more justly than I, for they are happy there. Our friend, Mr. SEEGER, the United States Consul to Brazil, can also speak of this.

“*Matto Grosso.*—In this State, with its great future, hardly anything has been developed yet. Gold, diamonds, fibers, ipecaea, and, above all, rubber similar to that of the Amazonas are found here in great quantity. Large herds of cattle run wild. Here a strong and healthy man can get rich, without having any money to start on, in about five years. The ipecaea, which sells at 18 shillings per pound in England, which has just made its appearance in American markets, and the rubber of this State, have attracted the attention of the whole world.

"There still remain the States of Sergipe, Pianhy, and Goyaz. These States are as yet entirely undeveloped; their immense natural wealth has never been touched.

"*Intellectual education.*—Not only the Union but all of the States appropriate good sums for this purpose.

"*Exports.*—Brazil exports principally coffee. Some one has said that our coffee shipped to the United States consists half of coffee and half of stone with which streets have been paved. Permit me to state that this is not true. The coffee shipped here is bought by American firms, among which may be mentioned ARBUCKLE BROS., HARD, RAND & Co., etc. The agents who buy it send the samples in accordance with the various qualities required. Thus they sell Mocha, Java, Liberia, and other brands which are known here as Brazilian coffee under other denominations. I do not doubt that one could sell the refuse; that is, the coffee which falls to the ground from the tree, and of this not everything is refuse. I call upon the representatives of the New York firms to testify on this point; and as a representative of a country which receives them in the most cordial manner I will ask that they only loyally speak the truth, and I also hope that the press of this country will do us justice in this respect.

"*Rubber.*—The following figures will show you the size of the product: 1897, 25,500,000 pounds; 1898, 22,600,000 pounds; 1899, until September 30, 18,500,000 pounds.

"No other country in the world can offer the United States of North America such a good outlet for her manufactured products, railroad, navigation, and banking enterprises as can the sister nation of Brazil. In order to give a slight idea of its commerce I might state that Brazil ranks fourth amongst the nations which export to this country, being outranked only by Great Britain, Germany and France.

"Exports from Brazil to the United States for about ten years showed the following increase: From \$45,000,000 it increased in 1892 (during BLAINE'S reciprocity treaty) to \$118,500,000. After the abrogation of this treaty and in consequence of the low price for coffee our exports to this country decreased to \$70,000,000, at which figure they retain fourth place, as stated above. If the coffee price had remained the same in 1892 to 1893, the exports, considerably increased in quantity, would have reached the enormous amount of \$200,000,000. It is worthy of note that our exports of coffee amounted in 1897 to 569,626,828 pounds, or almost 300,000 tons, and in 1898 to 604,629,040 pounds, more than 300,000 tons; that our exports of rubber in 1897 amounted to 25,036,628 pounds; in 1898, 22,200,332 pounds, and have reached up to September, 1899, the total of 18,227,500 pounds. To all this must be added hides, fur skins, sugar, wood, manganese, cocoa, crude leaves, shells, raisins, oils, and other articles. If we consider that these hundreds of thousands of tons or millions of pounds are shipped in vessels not one of which hoists the glorious 'star-spangled banner'; if we

consider that these enormous transactions are settled in London, where the people of the United States must pay heavy commissions in addition to the large amounts paid for freight, insurance, etc., to foreign shipping companies, it is evident that there is a vast opportunity for American enterprise, and that American ships, either sailboats or steamers, bringing goods to Brazil are certain to find cargoes for the return trips to the United States. How long, my friends, will you be blind to these facts? Is it possible to compete with European nations in the Brazilian trade if you have no transportation facilities? No; you can never do it. We offer you all the advantages, subsidies on the part of our Governments, and easy acquisition of lines already in operation. Can you ask more? All you need is the earnest will, for you neither lack the money nor the energy. Very well, then, go ahead. Full steam ahead!

*Importation from the United States.*—Let us now glance for a moment at your exports into our country. In ten years they increased from \$6,500,000 to \$13,000,000. The principal articles are wheat, wheat flour, other breadstuffs, mineral oils, and, to a smaller extent, iron and steel, wool and cotton cloths. As to dry goods, you will have to fight the formidable competition of Manchester. Make the necessary preparations and the territory will soon be yours. Owing to lack of time, I will not quote any statistics of our exports to France, England, and Germany; the total, including the shipments to all these countries, reaching the sum of \$60,000,000, so you can see that ours is a country which does not deserve to be neglected in your trade. To further illustrate this point, I might state that in 1893 we imported from England alone cotton goods to the amount of \$17,000,000, and that the smallest amount we ever imported (1895) was \$10,000,000, being about as much as the total we import from the United States."

Speaking of Brazilian coffee interests, Mr. RAVIS said:

\* \* \* \* \*

"São Paulo has in Santos the largest coffee shipping port in the world. With an area of 106,939 square miles, and a population of 2,500,000, it may be considered the model agricultural State of Brazil, especially as no other State has offered such inducements to immigrants or has made such sacrifices for the development of agriculture. Of the 14,700,000 sacks of coffee which represent the estimated crops of the world for 1897-98, Brazil produced about 11,000,000, of which four-fifths came from the State of São Paulo.

\* \* \* \* \*

"The practical revenue is derived from the export duty on coffee, which is payable when the coffee is loaded into ships for transoceanic points of destination.

\* \* \* \* \*

"The United States, the largest buyer of coffee, admits it free of duty, considering it to be a national beverage and a necessary alimentary article for the working classes.

"But even in the United States the prices quoted are greatly in favor of the dealer, for the name of Brazil coffee is used seldom or never, Mocha and names of other countries being substituted in its place.

"The United States import from Brazil coffee, rubber, and other products to the value of \$54,000,000 annually, while it exports to that country each year about \$14,000,000 only.

"But two things are absolutely necessary to a successful establishment of trade relations between Brazil and the United States—a regular steamship connection, representing only American interests, and the establishment in Brazil of an American bank, through which all your business would naturally be transacted.

"There never has been a more opportune moment for hoisting the American flag on a line of steamers.

"Another article of which Brazil, and especially the State of São Paulo, could consume enormous quantities is coal, which is found, especially in the State of Pennsylvania, in almost inexhaustible beds. Cardiff has so far had entire control of the sale of this article to our consumers, while, according to analyses, the Pennsylvania product is in every way equal to the British one, and besides cheaper in price.

"This beautiful and rich field for American export trade is therefore open to enterprise, and every vessel could easily take in as return freight rich manganese ore and other minerals to be found in Brazil, which would be sure to make any steamship line a profitable one. \* \* \*

"São Paulo has a very important industry in cotton products, the cultivation of cotton being carried throughout the State with great facility, and it can easily compete in the so-called 'resgados' with either England or Germany, having made itself entirely independent.

"The manufacture of felt hats has also assumed very large proportions and not only covers the home consumption, but also that of the other States. A jute-spinning mill furnishes the material for the sacks in which coffee is exported.

"Immense waterfalls, with a horsepower of several thousands, lie still in unharnessed condition, and from them could be easily utilized motive power for many industrial establishments. This should especially appeal to the enterprising American as a first-class opportunity for a profitable investment.

"São Paulo, possessing breweries which represent a capital of millions of dollars, is also entirely independent of imported beer. Not far from the capital is situated the largest and only factory of Portland cement existing in South America, which produces cement of a quality that is equal to the best foreign brands." Mr. RATIS stated that this establishment will soon pass into American hands, and this will stop entirely the importation of European cement, for the establishment, after having been properly enlarged, will not only produce enough to cover the home consumption, but will also be in a position to supply a number of other places in Brazil.

**COFFEE SHIPMENTS TO HAMBURG.**

Hamburg, Germany, has become the greatest coffee market in Europe, having taken precedence over Havre, France, for a number of years. In 1898 this market received from Brazil 1,565,000 bags of coffee, while the shipments from Guatemala, Colombia, Nicaragua, Venezuela, Java, the East Indies, and Africa made up a grand aggregate of 2,000,000 bags. As a consequence, the coffee merchants and brokers form a very important part of the commercial community of the city. The brokers have their special exchange on the Santhorquai, and also meet on the general exchange. An appreciable percentage of the coffee received at Hamburg is reshipped to the United States, of which not a small proportion is American grown. The roasting of coffee is also an important occupation in Hamburg, but the machinery in the several establishments is of rather antiquated style. The consumption of coffee in Germany was estimated, in 1898, at 78 ounces per annum for each individual. Its use, however, is rapidly increasing, and Hamburg is consequently destined to become a still more important coffee market.

Señor VELEZ, Mexican Consul in Hamburg, reports a rapidly increasing importation of Mexican coffees at that port, the quantities for 1896, 1897, and 1898, being, respectively, 828,000 kilos, 1,199,560 kilos, and 2,814,500 kilos. For the first eight months of 1899, however, there was a falling off in the receipts, the quantity being 702,950 kilos. The Consul says further that Mexican coffee is not known as such to the German consumer, as it is classed with the Brazilian product.

**MONAZITE DEPOSITS.**

Very rich deposits of monazite have lately been discovered in the State of Bahia on the property of Mr. PASSOS, jr., Deputy of the State. It is believed that this find is richer than the famous sands of Prado, in the same State. Several analyses of samples have been made, with the following result: One kilo of the mineral contains 140 grams of oxalate of cerium, 305 grams of sulphate of thorium, 120 grams of oxalate of zinc, 95 grams of carbonate of cerium, 20 grams of orin, and 420 grams of mica, lime, and clay.

**IMPORTS OF VEGETABLES.**

The Belgian Legation in Brazil has reported to the home Government that the appearance of the plague at Oporto has stopped the Brazilian importation of potatoes, onions, fruits, alimentary conserves, etc., which Portugal formerly supplied on a large scale. As the price of potatoes in Rio de Janeiro has recently advanced 50 per cent (15 milreis instead of 10), it appears a favorable moment for United States exporters of this article to seek a market in Brazil. Belgian shipments of potatoes in 1898 amounted to 156,823,404 kilos, of which 345,650 kilos were sent to Brazil. From a French consular report from



Bahia it appears that the same situation exists in that city, and the prospects are that it will continue indefinitely.

A list of the principal houses in Bahia importing potatoes, garlic, onions, fruits, alimentary conserves, oils, and wines is appended for the benefit of intending exporters: CONDE, FILHO & Co., BERNARDO LOPES & Co., MOTTA SILVA & Co., SILVA & Co., FORTUNATO PINHO AVELAR & Co., CASTILLO BRANCO FERREIRA, MATHENS DOS SANTOS & Co.

#### STEAMSHIP SERVICE.

Steamship service between the United States and Brazilian ports is, according to a communication from Consul KENNEDAY, at Pará, to be greatly augmented, as both the Booth Steamship Company, Limited, and the Red Cross Line of steamers have decided to establish a ten-days' service between Manaus and New York, which will be run in addition to their present schedule between Pará and New York. The dates of the latter sailings have been changed to the 6th, 16th, and 26th of each month. The same companies also commenced on November 1 a ten-days' service between Pará and Galveston, Tex., and the Spanish Steamship Company, at present operating between Havana, Cuba, and Europe, is completing arrangements for the extension of said line to Pará on the return voyage to Europe.

#### MISCELLANEOUS NOTES.

The custom-house in Porto Alegre is to be reopened.

The establishment of the Belginn Bank in Rio de Janeiro is now a settled fact. It will have a capital of 25,000,000 francs.

It is stated that the São Paulo Sorocabano Railway is to be sold to an English syndicate for two and a half million pounds sterling.

During the past six months the exports of rubber from Pará to the United States amounted to 6,338,536 kilos, to Europe, 3,108,452; a total of 9,441,988 kilos.

During the period between July 1, 1897, and July 1, 1898, the gold mines of Passagem in Minas Geraes, in the possession of English capitalists, produced gold to the value of \$2,384,759. The expenses amounted to \$2,306,573, of which sum 1,490 contos was paid for Brazilian labor.

At the General Division of Works and means of communications of the Department of Industry at Rio de Janeiro, bids will be received on the 6th of December, 1899, for the works of improvements of the port of Manaus (State of Amazonas), embracing the following works: First, improvement of the bed and shores of the river, building of approaches, piers, docks, and all that is required for the service of docking, loading,

and unloading of vessels and storage; second, work of dredging. The provisional bond is 10 contos de reis.

The budget for 1900 estimates the total receipts at \$310,199,677, of which \$28,347,667 is in gold and the balance in paper. The bill to be presented calls for the following: (1) In the next year an issue of 25,000 contos in Government notes, to be redeemed within the year. This is a yearly provision of the budget. (2) The undertaking of such credit operations excepting the issue of some paper money, as may appear to be necessary. (3) The selling or leasing of the railway. (4) The establishment of differential duties upon one or more articles of foreign origin, if a reciprocal advantage is obtained for Brazilian products.

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## CHILE.

### INTERNAL DEVELOPMENT.

At the session of the International Commercial Congress, held on the 28th ultimo, Señor DON ELIODORO INFANTE, chargé d'affaires of Chile in the United States and delegate of his country to that body, delivered the following address:

"It would have been my desire to give to the International Commercial Congress a clear idea of the importance of the long and narrow strip of territory which extends between the range of the Andes and the Pacific Ocean, and the part it plays in the commerce of nations. The inclusion of my name among the speakers was so surprising to me that, I am sorry to say, it will be possible for me only to give you an approximate idea of our present situation and of the prospect Chile offers for trade.

"Chile, narrow and small as it appears in the geographical charts, has an area of 750,000 square kilometers, or an extension much larger than any of the European countries, with the exception of Russia. The length of this territory, which can be considered a disadvantage from a strategic point of view, is by all means an advantage which nature bestowed upon Chile, not only because the extent of its coast imposes the development of its mercantile marine and its foreign commerce, but also because such long extension from north to south endows the country with distinct regions gifted with a great diversity of natural riches. The country comprises four zones.

"First, the mineral zone, which extends from the extreme north as far as the twenty-seventh parallel. There vegetation is either lacking or extremely poor, running waters are scarce, and rain still more so. It contains, however, rich mines of silver, gold, and copper, etc., and, most important of all, nitrate of soda, which alone constitutes a great source of wealth.

“Second, the mineral and agricultural zone, which reaches as far as the southern boundary of the province of Aconcagua, so called because it embodies both agricultural and mineral conditions. It has sufficient water and valleys suitable for cultivation, and the whole region is full of mines of copper, silver, iron, manganese, lead, etc.

“Third, the agricultural zone, which extends as far as the forty-third parallel, where the island of Chiloe is situated. This region contains a great central valley with a well-irrigated soil and benign climate, receiving more rainfall the more it advances southward; a rich and productive soil, abundant forests, and luxuriant vegetation. Abundant and excellent cereals are produced there, also leguminous plants, vegetables, fruits, and first-quality wines, which offer a wide field for foreign trade. There are also found large deposits of mineral coal.

“Fourth, the lumber and fisheries belt. The central valley disappears and the mountain chain of the coast transforms itself in an archipelago, beginning with the island of Chiloe and ending in the Tierra del Fuego. In this region valleys are found adaptable to cultivation and cattle raising; rain is frequent; the sylvan vegetation is exuberant; fish, shellfish, seal, etc., are abundant.

“The climate of the whole territory of the Republic is exceedingly benign and healthy; there is no excess of heat nor of cold, nor malignant endemic diseases, with the exception of smallpox, which is rapidly disappearing through the use of vaccine.

“The bulk of the population is of Spanish descent. The African race is not known in Chile and the Asiatic is only very faintly represented. The number of foreign residents in Chile does not reach 100,000; of which only about 1,000 belong to this great Republic of the North, to whose hospitality and initiative we owe the happy gathering of this Congress.

“The political organization of the country is based on the constitution adopted in 1833. We owe that stability of our institutions which has given us strength for progress and the energy for the development of our elements of moral and material vitality to its maintenance and to the holy respect which it inspires in every Chilean citizen.

“Within the pale of this fundamental chart the administration has developed and maintained itself in perfect order; the political and social institutions have gone through their progressive evolutions in conditions of complete tranquillity and with the aid of all; the education of the people and instruction in general have reached a degree of progress which is a high honor for us; public sanitary conditions, which were neglected at the beginning, now make rapid progress.

“In short, all and every one of the political, social, administrative or material elements whose systematic concurrence is indispensable for the development of nations have worked, and will in the future work, with perfect regularity on the solid foundation erected by the fathers of our

country when they gave us independence and guided the first steps of our life as a nation.

"I should have liked to give to this assembly some data on the organization of public instruction, on hygiene, on public charity, and on each and all of our departments, but regret that I do not have them at hand. I can only say regarding public instruction that it is within the reach of all, that it is based on the most modern and scientific systems, and that numerous foreign students attend our universities, our pedagogic institutions, and our naval and military schools.

"Gentlemen, the riches of the soil do not alone constitute the only foundation for the prosperity of nations. The solidity and stability of institutions and internal and external peace are also needed. Without solid institutions, all problems which might affect the interests of the country can find no effective solutions. Without peace, all is destroyed and annihilated.

"Without the solidity of its institutions, Chile could never have resolved the grave economic and financial problem which threatened the nation, occasioned by the circulation of the fiduciary money. The public powers, supported by the entire country, undertook the metallic conversion, an operation which, although it carried with it the perturbations which are natural to occur when such transcendental measures are taken, brought back to us the metallic régime, made the crisis disappear, and gave us a basis for tranquillity which will redound for the great benefit of the country.

"War was threatened by our boundary difficulty with the Argentine Republic. Both countries invested large sums for the organization of armies and powerful navies, and thus consumed many of their resources. Happily the wisdom of both countries prevailed, as always was the case, and all difficulties have disappeared from the horizon, owing to the arbitration of Her Majesty the Queen of England and of the distinguished ex-Minister of the United States in Buenos Ayres, Mr. BUCHANAN. The Argentine Republic and Chile enjoy to-day the most sincere friendship, and their cordial relations are assured forever.

"Our international problems having been solved and our principal economic questions having been disposed of, Chile began to think more than before of the development of its natural resources and its industries, extending its action to foreign countries.

"Chile protects all industries that might logically do all within their power to facilitate the fostering of commercial relations with other countries. Its ships will very soon reach Rio de Janeiro by the Atlantic, and within the past few months they reached the doors of Mexico, placing us thus in closer contact with our sister republics on the Pacific—even with the farthest ones—the Central American republics, and Mexico, for all of which Chile has always had the most cordial wishes. Before a month has passed these ships will have reached San Francisco, and in this way Chile, with its own steamships, will have

added a new link to the friendship which happily unites it with this great Republic of the North, and a commercial link, gentlemen, is the most powerful of the ties which can exist between the peoples who wish to develop their interests and increase their friendship.

"Gentlemen, all that might contribute to the tightening of the commercial relations of nations deserves to be applauded, and for this reason I congratulate sincerely the organizers of this Congress, hoping that it may prove very successful."

#### THE NITRATE INDUSTRY.

The paper of Mr. JOHN A. MYERS, Chilean delegate from Iquique, before the International Commercial Congress at Philadelphia related to the production of nitrate of soda in Chile. Mr. MYERS treated the subject exhaustively from both scientific and practical points of view, and presented its commercial aspects in part as follows:

\* \* \* "Nitrate of soda is a natural product existing in enormous quantities in the arid regions of Chile, where it is mined in the crude state in the form of *caliche*. The *caliche* is broken into lumps, dissolved in water, and by the application of well-known chemical principles the nitrate of soda is separated from the impurities by crystallization.

"The center of the nitrate of soda industry is Iquique, a city of about 30,000 inhabitants, existing under the most artificial conditions. They have neither food, water, nor fuel except as it is transported to meet the demands of the people engaged, in one form or another, in the nitrate industry.

"The nitrate fields are estimated to cover 220,356 acres and to contain 227,939,893 long tons of sodium nitrate. The total production is said to have been:

"In 1884, 550,000 tons; 1885, 420,000; 1886, 443,000; 1887, 702,000; 1888, 779,000; 1889, 903,000; 1890, 1,009,000; 1891, 877,000; 1892, 804,000; 1893, 938,871; 1894, 1,082,285; 1895, 1,220,000; 1896, 1,092,000.

"The importation into the Atlantic coast ports of the United States were: For 1897, approximately, 98,750 tons; for 1898, approximately, 130,580 tons.

"The consumption for 1899 to date is approximately the same as for 1898.

"These figures do not include the importations on the Pacific coast of the United States, which are steadily increasing.

"In 1899, up to September 1, the exports to the United States had been 115,125 tons.

"The distribution of nitrate in the world is indicated approximately as follows:

"Thirty-nine per cent of the total product goes to Germany, 17 per cent to France, 15 per cent to the United States, 12 per cent to Great Britain, 10 per cent to Belgium, and the remainder is distributed among other countries.

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"A year or two ago the distinguished president of the British Association for the Advancement of Science, Sir WILLIAM CROOKS, called the attention of the world to the possibility of a wheat famine, due to the exhaustion of the nitrogen of the soil. More recently a distinguished scientist, Prof. BELA KOVASCY, has warned Hungary that that country can not continue indefinitely to impoverish its soil by the cultivation of wheat without suffering in the near future from inadequate production. Both Professor CROOKS and Professor KOVASCY have pointed out that it is necessary for the farmer to consider the restoration of the nitrogen supply to the soil. Both have mentioned nitrate of soda as at present forming the cheapest and most important natural source from which to derive the supplies of nitrogen."

Mr. MYERS also quoted at length the opinion of Prof. E. F. LADD, of the North Dakota Experiment Station, as to the results of his chemical analysis of the soil of the Red River Valley, showing the nitrogen supply of that section to have fallen from a total of 8,000 to 10,000 pounds per acre, to one of from 3,000 to 6,000 pounds, with a corresponding decrease per year in the yield of wheat, the conclusion being drawn from the foregoing that—

"We may confidently expect that the time is not far distant when the intelligent farmers of that section will realize that it is cheaper to increase the yield of their wheat fields from 5 to 10 bushels per acre, by the judicious use of 150 pounds of nitrate of soda, than it is to continue to farm them at constantly increasing cost and at constantly decreasing yield.

"In the crowded countries of Europe, where extensive farming is more generally pursued than in this country, the value of this powerful stimulating fertilizer has long since been recognized, but it is not so generally known in the United States. I said that our chemical fertilizers were composed of the waste products of the present and of the past, but in compounding these chemical fertilizers our manufacturers too often attempt to produce a fertilizer of medium or low nitrogen content, without properly considering the availability of the nitrogen which they are using, and the farmers of the country have not acquainted themselves sufficiently with the value of the different combinations of plant food to appreciate the necessity of having the nitrogen supply in commercial fertilizers in a form which will readily become available for plant food. The most serious criticism, perhaps, which can be made upon the commercial fertilizers manufactured in the United States is, that for general purposes their nitrogen content is too low, and there is hardly a fertilizer prepared in this country which may not be much improved, either by the addition of nitrate of soda or by having nitrate of soda applied as a supplemental fertilizer during the early period of plant growth."

### THE PORT OF PUNTA ARENAS.

The "Moniteur Officiel du Commerce" for September 28, 1899, publishes a very interesting report on the present and future conditions of Punta Arenas, which may be ranked among the cities of South America whose development has been almost phenomenal. A few years since it was merely a small village of a few shabby houses; now, with its fine buildings, broad streets, lighted by electricity, and generally flourishing aspect, it bids fair to become a large city. Besides large clubhouses and new public buildings, a theater, equalling in size and elegance those of Santiago and Valparaiso, has been recently erected.

The Territory of the Magallenes, which is nearly 200 kilometers square, abounds in all kinds of agricultural wealth and live stock, the latter showing remarkable annual increase. Punta Arenas offers a fine market for dealers in wool, skins, beef (salted and dried), lard, and tallow. It is estimated that the territory contains from 60,000 to 100,000 head of cattle, worth from 30 shillings to £2 a head, which might be shipped to Europe or utilized in canned-beef factories in the district. At Punta Delgada, Messrs. WALDRON & WOOD have already erected an establishment of this sort which gives good results. A tannery would also be a profitable investment. It is estimated that during last year ox hides and calfskins to the value of \$200,000 were shipped from Punta Arenas, besides a considerable quantity of sheepskins. If this district continues to develop at the same rate as in recent years, Chile will very soon rank among the great wool-producing countries of the world.

Numerous steamers belonging to European lines have a monthly schedule with Punta Arenas, and the Chilean Government, recognizing the necessities of the port, will shortly inaugurate a passenger and freight service between Valparaiso and Punta Arenas with the two transports *Casena* and *Angamos*. Germany at present holds first commercial rank at this port, but it is well worth the attention of other nationalities.

### INDUCEMENTS TO IMMIGRANTS.

One of the drawbacks against which Chile has ever to contend is the lack of laborers to develop the rich natural resources of the country. The several Governments at different times have made strenuous efforts to attract immigration, but unfortunately their labors have been almost fruitless. Past failures, however, have not discouraged this energetic Republic, and President ERRAZURIS recently sent a message to the National Congress inclosing the draft of a law looking to the enlargement of the population in those regions where the dearth of inhabitants is most keenly felt. The more prominent features of the bill are the following:

The President is authorized to expend within one year the sum of £25,000 in the transportation of native and alien workmen to such

places as the industrial needs and the public works may demand. He is also authorized to grant in the Provinces of Cautin, Malleco, Valdivia, Llanquihné, and Chiloe parcels of public land of 50 or 100 hectares, to every father of a family, and 20 hectares additional for each of his sons over the age of 12 years. This is to apply equally as well to aliens residing in the country as to native Chileans. To take advantage of this offer each head of a family must never have been convicted of a crime or misdemeanor; each Chilean must prove that he possesses a capital of \$500 and each alien a capital of \$1,000, made through his own efforts in the country. The President is further authorized to expend a sum not exceeding \$200,000 in properly preparing the lands he may have set apart for colonization, and for other expenses incurred in carrying out the provisions of the law.

#### MISCELLANEOUS NOTES.

The following table shows the percentage that each Chilean industry contributed to the total exports during the year 1898, which, as published in the October BULLETIN, amounted in the aggregate to \$168,069,431:

	Per cent.
Mining .....	75.41
Agriculture.....	7.86
Manufactures.....	2.71
Wines, liquors, and spirits.....	.11
Animals and their products.....	3.73
Coined money.....	8.36
Re-exportations.....	1.10
Other articles.....	.72
Total .....	100.00

The Minister of Spain in Santiago, Chile, has recently signed a contract with the Chilean Government in behalf of the "Compañía Española Trasatlántica," which stipulates the payment to said company of £25,000 in consideration of the establishment of a regular steamship service to place Chile and Spain in direct communication. The duration of the contract is four years. The steamers of the company will call at Valparaiso every fifteen days, touching at certain ports of Brazil, Uruguay, and the Argentine Republic, as well as Punta Arenas. The company reserves the right to later call at the ports of northern Chile, and is to enjoy all the privileges granted to other navigation companies having contracts with the Chilean Government.

Reports from Iquique are to the effect that the shipments of nitrate during the month of July, 1899, amounted to 1,858,500 quintals, as against 901,993 in 1898, and 1,894,856 in 1897.

The nitrates were shipped to the following countries:

	Quintals.		Quintals.
England .....	306,129	Belgium .....	174,324
Germany.....	706,324	Holland.....	152,864
France.....	302,477	United States.....	406,864



The total export for the first six months of 1899 was 14,427,841 quintals; in 1898, 11,422,411, and in 1897, 10,283,976.

Bids for the waterworks and sewerage system of the city of Concepción will be received on January 3, 1899, at the Department of the Interior, Santiago. The provisional bonds are fixed at 10,000 pesos and the final bonds at 50,000 pesos. The works must be done within thirty months.

Reports from Valparaiso to the Nitrate Association in that city show that up to October 15, 1899, the consumption of nitrate by European countries has amounted to 1,037,840 tons, an increase of 105,830 tons over the amount taken in 1898.

The extensive coal fields discovered in the southern provinces of Arauco, Malleco, and Cantin are a matter of great interest to the Chilean Government, and a new commission of engineers will shortly proceed thither to make a comprehensive report.

On November 11 the Finance Committee of the Chamber of Deputies of Chile unanimously declared that the scarcity of currency should be relieved. A motion favoring the issue of \$30,000,000 in paper money was lost, and a recommendation to issue 30,000,000 silver pesos was adopted. The project will be submitted to Congress.

The Chilean Chamber of Deputies, on November 11, passed the bill to revive the United States and Chilean Claims Commission, which sat in Washington in 1892-93. The Convention providing for this revival, which was ratified in Chile with two unimportant amendments, will be submitted to the United States Senate at its next session for ratification.

According to the "Boletín Sociedad de Fomento Fabril," published in Santiago during the first half year of 1899, there were issued by the Government 63 patents.

The French Consul at Valparaiso has informed his Government that the recent tempests have partly destroyed the quays of the harbor of that city, which necessitates the construction of a dry dock.

The firm of FRANCISCO, MUÑOZ, SILVA Y CIA has laid before the authorities of Valparaiso a proposition to furnish the city with electric lights.

Large deposits of petroleum are reported to have been discovered in the Magellan territory, near Sandy Point (Punta Arenas).

The Germans in Valparaiso are considering a project of establishing a fire insurance company with a capital of \$2,000,000.

## COLOMBIA.

## GUARANTY FOR FOREIGN LOAN.

Under date of August 25, 1899, Hon. CHARLES BURDETT HART, United States Minister at Bogotá, transmitted the following report to the Department of State at Washington, with reference to the contracting of a foreign loan by the Colombian Government:

"By Executive decree of the 18th instant, just published, the Colombian Government announces that, in order to change the paper money of the country into silver money, it will seek a foreign loan of £3,000,000 (\$14,599,500). As a guaranty for this loan, the Government offers to pledge the rental of the emerald mines of Muzo and Cosenez, the product of the match monopoly, the annual sums due from the Panama Railroad Company to the Republic, and the interest of the Republic in the Panama Canal. By another decree of the same date, the reestablishment of a national bank is authorized, the shares of the bank to be offered to the public. The Government has other resources which, it is believed, it would put in pledge, if necessary, to secure this loan, namely, the customs receipts, the valuable salt mines (the production and sale of salt being a Government monopoly), and the Sabana Railroad, 40 kilometers (24 miles) of well equipped railroad between Facativá and Bogotá."

The guaranty offered for the loan is regarded as of considerable value. The Muzo emerald mines are the most famous in the world. They were discovered in 1555, and are situated about 75 miles from Bogotá. Mining began in 1568, and so great was the output of fine stones that they ceased to be rare. They have been worked almost continuously since then, and although there is no record of the quantity and the value of the stones produced the mines have made the fortunes for many generations of lessees. They are now operated by a French company, which insists that for the last few years the find of emeralds has been almost nothing. Nevertheless, crude emeralds reach Bogotá in considerable quantities.

The salt mines have an average yield of about 22,000 tons yearly. This is worth about \$900,000, and it is claimed that the profit to the Government is over 70 per cent. The value of the match monopoly is fixed by the Government at not less than 640,000 francs (\$123,520) per year. (See MONTHLY BULLETIN for June, 1899, pp. 2165-2166.) The Panama Canal concession consists of the right of way across the Isthmus, and its value is not determinable.

## MISCELLANEOUS NOTES.

A stock company, with a capital of \$4,300,000, is being formed for the establishment of a large cotton factory at Medellín.

On the 30th of December, 1899, bids will be received at Panama for the construction of an aqueduct for the water service of that city. The conditions of the invitations for bids for this work is contained in Advance Sheets of the United States Consular Reports issued November 15, 1899.

According to a report recently made by the Board of National Statistics to the Minister of the Interior, the exports from Colombian ports during the year 1898 amounted to \$19,735,733.84, gold, and the imports to \$11,346,028.12, gold. The balance of trade, therefore, for the time in question, is in favor of Colombia in the sum of \$8,389,705.72, gold.

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## COSTA RICA.

### COMMERCIAL INTERCOURSE WITH THE UNITED STATES.

On October 28, 1899, in addressing the International Commercial Congress, at Philadelphia, Señor Don JOAQUIN BERNARDO CALVO, Envoy Extraordinary and Minister Plenipotentiary of Costa Rica, dwelt upon the rapidly increasing commercial intercourse between the two Republics, as follows:

"The honorable delegates have heard the remarks of the distinguished gentlemen from Costa Rica on the people, resources, climate, and opportunities offered by that country to capital and industry from abroad, and, consequently, to the prospects for a large development of trade relations with all nations to which we offer our products in exchange for theirs, and to whose children Costa Rica offers, with the treasures of its unexploited soil and the welcome of an industrious, orderly, and law-abiding population, the benefits of a stable government.

"Indeed, nothing could be more satisfactory than to refer in this connection to the remarkable fact that Costa Rica has not to-day, nor ever had at any time, claims presented to her for damages or injuries caused by arbitrary acts on the part of her civil or military authorities against the citizens of other nations.

"As for the character of that country allow me to quote, among other authorities, what the Central and South American Commissioners, sent in 1884 from the United States, said in their report: 'The name of Costa Rica stands high as a Republic, alive to the demands of a progressive, freedom-loving people, her institutions and her wealth, her industry and improvements, bespeak a nation whose face is to the future and whose enterprise will carry her to the high position her natural endowments and resources and advanced ideas demand.'

"It seems to me unnecessary to say anything more about the guaranties that persons and property enjoy in that rich country, and therefore about the opportunities to invest capital or to enlarge by other means the sphere of our activities.

"In regard to the United States the report of the above-mentioned

Commissioners said: 'It is a source of congratulation to know that not only are American wares and merchandise increasingly consumed in Costa Rica, but there is a growing desire on the part of its people to establish more cordial relations, commercial and international, with the United States. \* \* \* Beyond a doubt the increasing attention of this country to the economy, industry, and commerce of Latin America has already met a cordial response in Costa Rica.'

"This was in 1884, and about the exactitude of this assertion the volume of commerce of to-day answers with gratifying evidences.

"In 1889 the only country which led the United States in commerce with Costa Rica was Great Britain, and in 1890 the United States took the lead even over Great Britain.

"To our gratification the attention of a considerable number of wealthy business men of this country, who have realized that there is a large field in Costa Rica, has been directed to that country, and, in the last three years especially, several millions of dollars have been invested there in mining and agricultural enterprises, electric-light and electric-traction plants, and other improvements, with bright prospects for an enlargement of the business of the same.

"These conditions at present, and the hopes we entertain in the success of the work of this Congress, insure for the future a greater extension of our commerce, and therefore of the commercial relations of Costa Rica with other nations."

The development of trade intercourse between Costa Rica and the United States formed the subject-matter of the paper of Mr. BENJAMIN E. PIZA, a delegate from the former country, before the International Commercial Congress at its session of October 28, 1899, and many practical suggestions regarding the minutiae of commercial progress were made which, if adopted, would be of substantial benefit to United States merchants. Mr. PIZA spoke, in part, as follows:

\* \* \* \* \*

"It must be taken into consideration that much of the increase of our Costa Rica trade with the United States is due to the smaller distance that separates us from this market. This great advantage, which means time and consequently money, makes us in some instances overlook greater advantages offered by the European countries, which, owing to constant study of our markets, know well and meet fully all our requirements. Not one summer goes by without crowds of European traveling agents visiting Costa Rica (the greater part of them Germans, of course), and I can assure you that every information they can gather with regard to the improvement of any of their particular lines is carefully noted and invariably put into practice. Placing aside the technical way of doing business, in which they fully meet our wants, there are innumerable small details which constitute together an important item, and in which the Europeans, and most particularly the Germans, excel. They have, for instance, constituted their office work in such a manner that they are able to state on their invoices not only the

first cost, but also the gross and net weight, measurement, and invoice expenses of every package; sometimes even of every article. And in countries like ours, where the goods reach us often after the invoice, such detailed statements enable the receiver to calculate in advance the local expenses and final cost of the goods and to sell these on sample.

"With regard to the packing of goods in boxes, Americans, to use one of their favorite expressions, 'are not in it.' The same thick, heavy boards used for boxes sent to countries where custom-house duties are paid *ad valorem* are employed for goods sent to Costa Rica, where the duties are charged per gross weight, and many have been the instances in which American boxes, heavier and larger than their contents, have paid, naturally, more duty than the goods which they contained.

"It is, besides, a well-known fact that delicate articles packed in the United States reach our countries with immense breakage and damage, and that, as a rule, whatever may be the conditions of the insurance effected against breakage, it is little less than impossible to obtain redress. The minute and difficult formalities which such claims have to undergo are so numerous that in the generality of cases the claims are abandoned.

"These and many other small obstacles, which sum up to important drawbacks, would, in my opinion, be easily obliterated, or at least very materially corrected, if American commercial agents were to visit our markets often and become acquainted with their various peculiarities.

"Now, regarding this point, I must hasten to explain that though I approve the system of sending out traveling agents as a means of obtaining reliable information, I decidedly condemn it when it is imprudently employed with the view of forcing trade. Such system can not fail to produce most disastrous results. In their eagerness to sell, to beat the record, to show off, the generality of traveling salesmen in our countries granted credits indiscriminately to people who did not deserve it and who did not understand the import business. The consequence of this was that the sound part of our commerce was greatly prejudiced by an unreasonable cutthroat competition, which ended naturally in the wreck of the small buyers and heavy losses to the sellers. This is to a great extent the cause of the kind of fear with which the greater part of the Spanish-American countries are regarded just now.

"If trade is soberly conducted, if credit is judiciously granted, there are nine probabilities against one that both interests in connection will honestly ally in order to avert a crisis, or at least very materially subdue the effects of it. Therefore, when I suggest that our countries be more frequently visited by American agents, by this I mean competent business men thoroughly conversant with the nature and details of American trade, capable of appreciating the importance of the several little obstacles which we find in the American system, and of justly

analyzing our commercial and financial condition as well as our immense agricultural resources. Let this be done, and I repeat that I feel certain the first great step is taken toward the peaceful, voluntary, and mutually profitable union of all the American countries in their commercial intercourse."

\* \* \* \* \*

Following Mr. PIZA, the Congress was addressed by Mr. JOHN M. KEITH, also a delegate from Costa Rica, who, in speaking of the opportunities for investment of capital in the Republic, called attention to the growing exports of agricultural products, as follows:

"From an experimental shipment of a few hundred bunches of bananas in 1880, the exportation has increased to over 3,000,000 bunches per annum.

"In connection with this trade, it may be well to mention incidentally that the fundamental obstacle to the establishment of transportation facilities with Spanish America has been the absence of bulk in its products compared with their value. As an instance, the total tonnage to and from the Atlantic seaboard of Costa Rica, exclusive of bananas, amounts to only 30,000 tons per annum; whereas, its total value is nearly \$10,000,000, American gold. Thanks, however, to the banana traffic, we have at present four steamers weekly to and from the United States. With these exceptional shipping facilities, you will readily appreciate one of the main factors of our increasing commerce with the United States. The banana business has not only been advantageous to American commerce with Costa Rica, but also to the entire coast washed by the Caribbean Sea to which eighty-odd steamers, mostly owned or controlled by Americans, ply in a trade in which the exchange of American produce for bananas and other fruits is its characteristic feature.

\* \* \* \* \*

"There are a number of new districts recently opened up to agricultural enterprise where coffee can be profitably cultivated, notwithstanding the fall in the price of inferior grades. A Philadelphia syndicate is one of the most prominent pioneers in planting coffee in the Turrialba district, which, in common with other new regions, produces a quality of coffee which recent sales have demonstrated to be equal to the best produced by the country and guarantee a good profit.

\* \* \* \* \*

"Notwithstanding that over 80 per cent of the coffee exported is shipped to Europe, nearly 50 per cent of the imports come from the United States, and it consumes American goods to the amount of \$7.50 per capita, against an average consumption of \$1.40 for all Latin America.

\* \* \* \* \*

"The cattle business is one of the most profitable enterprises in the country. Those familiar with the industry state that no country in Central America can compete with its natural advantages of climate,

soil, and abundance of pure water, which makes the Atlantic slope an ideal place for planting cultivated grasses for the purpose of raising and fattening stock. Not only does the domestic market demand more cattle than the country supplies, but we have open to us the demand of Cuba for fat cattle at a price yielding a large profit."

#### EFFICIENCY OF THE PARCELS POST SERVICE.

One of the most interesting papers read before the International Commercial Congress, now in session in Philadelphia, was one contributed by Mr. J. M. KEITH, of Costa Rica, treating of the parcels post service between his country and the United States. Mr. KEITH testified to the advantages accruing from such service in the following terms:

"I take great pleasure in giving my testimony to the efficiency of 'parcels post' between the United States and the country I represent, Costa Rica. We have had a parcels post arrangement with the United States since April, 1890. Before that time we were forced to send out packages by means of the International Express Company, which would charge us anywhere from \$2 to \$5 for the most insignificant package. At the present time we can send a package weighing 5 kilograms (12 pounds) into the United States from Costa Rica, and vice versa. This is of great advantage to our merchants, who avail themselves of the parcels post in bringing novelties in, and a thousand and one other things which they do not care to send at the regular steamship rates. We also have the advantage of foreigners being able to receive their remembrances on Christmas and on their birthdays, which is a connecting link between themselves and those at home. It is difficult for them to secure in any other way the advantage of the parcels post. This is really of great use to the foreign colony abroad. When the United States Government proposed to make parcels post treaties throughout South America, by which the United States is really helping the American colony as much as by any other provisions of treaty, it was found to be a connecting link between Americans abroad and our friends at home.

"We have also in Costa Rica great facilities for clearing goods through the custom-house when they come by parcels post. Such packages reach us from New York and Philadelphia in about eight days, and on their arrival are sent immediately to the interior, being cleared at the custom-house by a special officer detailed for that purpose. Therefore, in nine days, at the utmost, we are able to receive our packages, which, if they came to us by any other means, would not reach us for a fortnight or three weeks."

#### DOMESTIC CONDITIONS.

No paper read before the International Commercial Congress at Philadelphia, during the course of its "Pan-American" days, was

heard with greater interest than that of Dr. J. J. ULLOA, Consul-General of Costa Rica in the United States. While deprecating the prevailing false impressions as to the domestic conditions attending residence in that country, he took occasion to state that:

"One of the first things a Costa Rican does when he has a little money to spare, and in many instances he goes as far as to borrow it to satisfy his desire, is to travel abroad, where, although always ready for a good time, he knows also how to derive ample profit from his vacation in his own behalf and also in that of the small portion of land of which he is so proud. All foreign observers express their admiration when they find in Costa Rica many of the achievements of civilization which are wanted in several larger and much older countries.

"The best class of people are very highly educated; they speak one or two languages besides their mother tongue, and among them are found a vast number of privileged sons of the different arts.

"Besides the fact of the Costa Rican race being of an unmixed and purely white origin, there is the one of all the people being, in a greater or smaller scale, property owners, the union of which two facts constitute the principal reason for their hard-working and extraordinary peaceful disposition."

Dr. ULLOA added:

"Our houses have all the modern conveniences, and we live with all the requirements of civilization and comfort in relation to our mild climate and social exigencies.

"Our public buildings are numerous, spacious, and ornamental. We have theaters, churches, libraries, hospitals, and asylums, railroads, tramways, and fine cart roads, waterworks, electric light, good public and sanitary service, and in fact in a small scale all the conveniences you enjoy in Philadelphia.

"Our population is a little more than 300,000; that is to say, about the sixth part of this great city, which more than a hundred years ago was the birthplace of the most wonderful and far-reaching experiment that liberty ever undertook."

#### NEW MERCANTILE AGENCY.

Mr. JUAN RAFEL MATA writes to the Bureau of the American Republics that for the purpose of extending the commercial relations of Costa Rica with the United States an office has been opened at San Jose which will be known as "Agencia Mercantil de Costa Rica" (Costa Rican Mercantile Agency), to which will be added a permanent exhibition of the manufactures and products of the United States. Mr. MATA is director and MANUEL ARAGÓN manager of this agency, the former having also been unanimously elected by the merchants, bankers, and other business men of Costa Rica as a delegate to the International Commercial Congress at Philadelphia.



## FINANCIAL AND COMMERCIAL NOTES.

The Government of Costa Rica continues the preparatory steps necessary to carrying into effect the reform in the monetary system of that Republic upon a gold basis. The law in the premises and a full statement of the plan were published in the November, 1896, and March, 1898, numbers of the MONTHLY BULLETIN.

The term established for the conversion will expire on December 31, 1900; in the meanwhile the Government has been accumulating a reserve fund which already amounts to \$3,000,000 in gold coins of the new issue.

"The financial condition of the country," says the President of the Republic in his last message, "is at present little flattering, for it being impossible for us to escape from the causes which have brought about a depreciation in the public wealth throughout the Continent, it was natural that here also there should be felt the uneasiness resulting from this situation. This circumstance, which is aggravated by the decline in coffee, would perforce bring about a reduction in the public revenues, and in order to avoid exposing ourselves to a disproportion between the receipts and expenditures, which must compromise interests which did not yet exist as elements of the economic life, my Government thought it prudent to introduce without delay all manner of economy in the several executive branches, preserving only such services as are essential to the proper conduct of the State and the accomplishment of its natural purposes."

"The receipts of the Treasury," says the message, "including \$1,136,822.50, the amount of the dividend of the ordinary shares of the Atlantic Railway held by the Government in 1898, were \$8,413,198.80, in Costa Rican money, and the expenditures amount to \$8,060,655.05, a surplus of \$352,543.75 remaining. The aggregate of the revenues of 1898-99 is less than that of the year 1897-98 by \$10,905.50, and exceeds the sum estimated by \$343,450.72."

The amounts of the foreign commerce during the last five years have been as follows:

[In United States gold.]

	Imports.	Exports.
1894.....	\$4, 113, 223. 66	\$5, 033, 113. 14
1895.....	3, 851, 460. 34	5, 188, 401. 78
1896.....	4, 748, 812. 62	5, 597, 727. 01
1897.....	5, 460, 944. 51	5, 474, 773. 50
1898.....	4, 258, 896. 04	5, 659, 218. 56

—there remaining, as may be seen, in this short, time a surplus of \$4,519,896.82 United States gold in favor of the country.

The trade with the United States, which in 1894 represented 33.64 per cent of the imports, in 1898 rose to 44.80 per cent. Not so, however, with the exports, in which England represented 56 per cent, due

to the high price which the coffee of Costa Rica, owing to its excellent quality, maintains in that market.

The total amount of the fine grades of this bean exported in 1898 was 18,329,263 kilos, of which 10,821,076 were shipped to England, bringing, according to the reviews of the "Crédit Lyonnais," of London, which publishes the price at which each lot is sold, an average of 66s. per quintal of 112 pounds, which is equivalent to \$11.12, gold, net, in Costa Rica per quintal of 46 kilos. The lower grades, amounting to 1,156,862 kilos, the Bureau of Statistics estimates as sold at 5 cents a pound, wherein it might well be demonstrated there is a commendable pessimism. In the exports for 1898, thus estimated, the value of coffee was \$4,209,569.15.

Of late years the production of other articles of export has been increasing. During the year 1898 there were exported 2,331,036 bunches of bananas, and about 3,000 new *manzanas* of this fruit have been planted. The exports of woods and precious metals also grow in satisfactory proportions.

Owing to this condition of business in general, the rates of foreign exchange have been maintained in Costa Rica on a very favorable basis, the country being free from the serious difficulties which are to-day experienced in other countries. To this end there have contributed the timely measures of the Government, bearing in mind the disproportion which the falling off in the price of coffee might incur, and undoubtedly the reserve in gold coin, and other combinations tending to the reform in the monetary system.

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## ECUADOR.

### GUAYAQUIL AND QUITO RAILWAY.

In a recent communication from Quito it is stated that on July 16, 1899, work was commenced on the construction of the railroad connecting that city with Guayaquil. The contract for the building of this road was let to Mr. ARCHER HARMAN, of New York, on June 14, 1897, but the award was not approved by the Congress of Ecuador until November, 1898. (See MONTHLY BULLETIN, January, 1899.) The officers of the company are citizens of the United States, while the board of directors is composed of fifteen citizens of the United States, four Englishmen, and three citizens of Ecuador. When completed the road will be 350 miles in length.

## GUATEMALA.

## COMMERCIAL RELATIONS WITH THE UNITED STATES.

The following notes on the commercial relations of Guatemala with the United States of America were prepared by Señor DON ANTONIO LAZO ARRIAGA, Envoy Extraordinary and Minister Plenipotentiary of Guatemala in Washington and Official Delegate to the International Commercial Congress of Philadelphia:

"It is to-day a universally recognized fact that nothing brings two peoples together like the community of interest which is born of the interchange of their products, of the ease and cheapness of their communications, and, in a word, of the expansion or development of their commercial relations.

"From this point as well as from other points of view it may be asserted that the bonds existing between Central America and the United States of America—already strong by reasons of proximity, of analogy in their political institutions, and of a never-interrupted good understanding—tend to become daily closer, as is evidenced by the increasing figures of their import and export trade.

"In this growing exchange of the fruits of the activity and labor of the nations of the Isthmus with the elder sister of the continent that of Guatemala occupies no mean place.

"It is not so many years since the United States occupied the fifth place among the countries from which nearly all our importations proceeded. Since then, slowly at first, with greater rapidity later, but with steadiness ever, the North American manufacturer and farmer have been conquering, inch by inch, the field which powerful and previously established rivals disputed in our markets.

"In 1894 the United States had already reached the first place among the countries that send us their manufactures and products, securing 26 per cent of the total imports. Great Britain had 24 per cent and Germany 13 per cent.

"In 1895 the proportions were: The United States, 36 per cent; Great Britain, 21 per cent, and Germany, 23 per cent. It may be noticed that in a single year the German and North American imports increased 10 per cent, while those from England fell off 3 per cent.

"In 1896 the German and North American imports maintained almost the same proportion—the former 22 per cent, and the latter 34 per cent. Those from Great Britain were 23 per cent.

"In 1897 the relative position of these countries in our imports was: The United States, 33 per cent; Great Britain, 21 per cent, and Germany, 21 per cent. I should note that in this year the German importations reached, for the first time in our commercial history, the same volume as the English. This demonstrates that not only the North

American competitor, but also the German, is little by little dislodging the English manufacturer from our market.

"The figures for last year, 1898, confirm this statement still better. Great Britain only figured with 18 per cent in our imports, while Germany went up to 24 per cent and the United States to 39 per cent, the latter thus leaving their rivals far behind.

"The commercial position of the United States in Guatemala is already, as is evident, very enviable, and nevertheless it could easily be better if the North American manufacturer or exporter were to give more importance to the following considerations, which, though already well known, will bear repetition:

"1. The commodity should be made, not according to the preconceived ideas of the manufacturer, but befitting the taste and necessities of the consumer. Manufacturers would increase their business and obtain greater profits were they to send experts to study, on the ground, the desires, tastes, needs, and even the demands of the consumer, who is, when everything has been said, the sovereign judge in the selection of the article he intends buying.

"2. *Packing.*—The North American exporter gives little or no importance to this point, which is of great transcendence to the Central American merchant. Very often the latter has to pay customs duties on the gross weight of an article, and from that moment the weight of the packing, etc., becomes a vital question. On the other hand, everyone knows that while European merchandise reaches our markets in a perfect condition, owing to the careful way in which it was packed and shipped, North American commodities are frequently received there, by reason of their poor packing, in such a condition that they cause losses to those ordering them. The efforts the Philadelphia Commercial Museum is making at this time to teach the best method of preparing and shipping articles destined abroad are very laudable and are a step in the right direction.

"3. *Credits.*—The usual practice in this country of selling on short time is entirely inapplicable among us, where the merchant has to dispossess of the article by opening credit to his patrons. It is almost impossible, then, for him to be able to collect within the proper time the necessary funds to meet his obligations, and hence he either finds himself compelled to fail in them, or is forced to give the preference to European merchandise, which is sold on longer time and on conditions which make the payment easy.

"4. *Cheapness of transportation.*—One of the great obstacles to its expansion which North American commerce has met is the high—almost prohibitive—freight rates which for many years were maintained by certain transportation companies who enjoyed the privilege of a veritable monopoly in this service. To illustrate this point I shall cite a case which, although it seems improbable, is not therefore less true. A serious and prominent merchant in New York said to me some time

ago that the freight rates from that port to Colón (Aspinwall) are so high that he, to reduce the expenses of his patron, shipped some articles for San José de Guatemala by way of Liverpool! In my opinion, therefore, the establishment of new lines of steamers which, through judicious competition, would reduce the rates to rational standards, ought to be favored.

“5. *Banking facilities.*—This is a point which has greater influence than is ordinarily believed on the volume of international commercial transactions, and, treating of the mercantile business of Guatemala with the United States, the question is graver still if we bear in mind that the greater part of our coffee—our principal article of export—we sell in Germany and England, and that consequently we find ourselves compelled to pay for the North American articles by drafts on Hamburg or London, thus giving the bankers of those places a profit that ought to go to the North Americans if the United States would furnish us the same banking facilities.

“Many other useful suggestions might be made in the premises, but I will omit them to-day in behalf of brevity, so as not to give this paper too much length. I will only say that they have been recorded in detail in numerous publications of an official or private character and repeated in the periodical which serves as the organ to the Association of Manufacturers of this country.

“Four or five years ago the price of coffee was so high that it brought about a state of general prosperity in Central America as well as in the other countries producing this bean. Our peoples enjoyed welfare and comforts rarely obtained. Work abounded; the soil yielded rich harvests; the farmer added to his lands; the merchant imported from abroad commodities in unusual quantities; the yearly amount of imports and exports was doubled and even trebled, and, in a word, commerce, invigorated by a flourishing agriculture, was developed with a rapidity not seen before.

“But this same high price of coffee powerfully stimulated production, making it greater than the consumption of the precious bean, and since then the former has been falling off, and consequently affecting the volume of the mercantile transactions of all those countries with coffee as their principal article of export.

“Guatemala could not be an exception, and her commerce in the last three years has had to suffer the effects of the phenomenon noted; but they are, fortunately, of a transient character and will leave us the permanent benefit of having been made to feel the necessity of possessing a varied production, which is already impelling our people along salutary paths. In our fields new and promising cultivations are being initiated, such as that of the rubber or caoutchouc tree, vanilla, etc., and more care is given to others formerly disregarded, such as tobacco, cacao, bananas, and other tropical fruits.

“The equilibrium of our production and consumption, momentarily

disturbed, will thus be reestablished; commercial operations will soon recover—as I hope—their habitual activity, and our markets will continue offering to the North American manufacturer the vast field presented by new countries, virgin still, which only await for their development the energy of the European immigrant, whom we welcome with affection on our shores, and the fruitful action of foreign capital, which will surely realize flattering profits in advantageous enterprises.

“Our soil is rich, and adapted to productions numerous and varied; our climate is mild and perfectly suited to the white races; our laws are clear, liberal, and advanced; our people are peaceful, laborious, and progressive; our political and social institutions are similar to those of other cultured countries; our system of popular education, which rests on the broad basis of the lay school, obligatory and gratuitous, extends its beneficent influence to the cities and important towns as well as to the most remote hamlets and settlements; our colleges and universities employ the best methods, and are organized with an eye to the most commendable models; our means of communication are increased from year to year by new highways, railroads, and steamship lines; our towns, several of them illuminated with the electric light and enjoying the advantages of an ample and cheap telephonic service, are all connected by an extensive telegraphic web which places them in immediate contact with the entire world. The desire to improve, in a word, is innate in my fellow-citizens, and, with such good elements, we trust in the future and entertain well-founded hopes of permanent well-being and prosperity, which will permit us to realize our destiny in peace and offer ample horizons to the capital and labor of the peoples with whom we live in intimate contact and on friendly terms.”

#### TAX FOR THE RESHIPMENT OF FOREIGN GOODS.

A decree of the President of the Republic, dated September 6, 1899, orders that from the date of promulgation there shall be paid in the custom-houses of the country a reshipment tax of 2 pesos on every kilo (gross weight) of foreign merchandise. This duty was formerly 1 peso for every 50 kilos of merchandise, gross.

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## HAITI.

#### AGRICULTURAL AND COMMERCIAL PROSPECTS.

The future of Haitian development, as deduced from the existing conditions, formed the subject-matter of the address of the Consul-General of Haiti in New York, Mr. J. NICOLAS, before the International Commercial Congress at Philadelphia. He gave many interesting particulars of the intellectual and political progress of the country, which indicate the energetic character of this Republic and expressed

the prevailing desire of the inhabitants to maintain closer friendly relations with the people of the United States.

Speaking of the commercial and agricultural outlook, he said:

\* \* \* \* \*

"The principal articles of export from Haiti are coffee, cocoa, log-wood, mahogany, yellowwood, cotton, wax, honey, skins and hides. lignum-vitæ, gum guaiacum, seashells, turtle-shells, orange peel, ginger, rum, etc.

"The depreciation in the ruling price of coffee has affected Haiti, as it has all other coffee-producing countries. It is for this reason, due to overproduction, that Haiti has begun to give a new direction to its agriculture in starting up the sugar industry, the cultivation of tobacco, of the castor-oil plant, and of cotton, all on quite a large scale.

"Notwithstanding the large home consumption, Haiti exports annually from 70,000,000 to 86,000,000 pounds of coffee, and in order to sustain advantageously the struggle against other producing markets, and especially to maintain for its coffee the place that it has always held in European markets, where it is preferred on account of its flavor and exquisite taste, the Government has encouraged the establishment of machinery for cleaning it and properly preparing it for export. The machinery has been bought, for the most part, in the United States. There still remains an open field for new demands in this line, demands which will become more and more important as competition becomes more and more active.

\* \* \* \* \*

"Taking the year 1893 as an average, the total value of the foreign commerce of Haiti amounted to \$19,770,867.91, the exportations figuring for \$12,163,059 and the importations for \$7,607,817, not counting the specific importation of \$1,131,235 in American gold.

"In the interest of showing the importance of the development which the commerce of Haiti with the United States has attained, it is noteworthy that the importation of American products is larger than all the importations from France, England, and Germany together.

\* \* \* \* \*

"In 1872 imports from the United States amounted to \$2,487,210. In 1893 these importations amounted to \$5,389,169.05. It is thus seen that imports from the United States nearly tripled in twenty-one years. Here, then, is the proof that commerce with the United States has developed considerably. This development will grow in proportion as Haiti shall construct railways which will permit her to open up to develop-ment her most secluded localities.

"It is in the United States that the rails and locomotives were purchased for the railway of Cape Haitien; it is there that all the material for the tramways of Port au Prince and Aux Cayes was purchased; it is to the United States also that Mr. B. PROPHETE, the concessionaire of a new railway, proposes to address himself for his materials, and it

is there that the Government of Haiti purchased its bridges and the material for its foundries and its dry dock at Port au Prince.

\* \* \* \* \*

“During the past three years the production of cocoa and of cotton has been doubled.

\* \* \* \* \*

“Besides the cultivation of tobacco and the sugar industry, which, as has already been mentioned, have just been resumed on a large scale in Haiti, there are to-day in the country manufactories of soap, of candles, of matches, of ice, of beer, of vermicelli, of macaroni, of crockery, of brick, and of cigars. The manufactories of alcohol and rum are more particularly the specialties of the cities of Port au Prince and Aux Cayes.

“Mines of coal, of iron, of porphyry, of plaster of paris, of sulphur, and of other minerals have been discovered and are known to exist in different parts of the country. The development of one of the mines of iron and plaster of paris is about to be entered upon. A company with a capital of \$5,000,000 at its command for this purpose has recently been formed in New York, and its engineers are already at work on the spot. It is confidently anticipated that both of these articles will find a market in the United States, the demand for iron becoming more and more important. And as to plaster of paris, Haiti has this advantage over Nova Scotia, which furnishes the United States with this article, that she will be able to deliver it at all seasons of the year.

“Haiti is connected by two submarine cables with all the civilized world, namely, that of the French trans-Atlantic cable service and that of the United States and Haiti Cable Company.

\* \* \* \* \*

“The question of credit is an obstacle to the development of the commerce between Haiti and the United States. It is to be desired that manufacturers should give longer credits to purchasing firms, in order that these latter may extend the same privileges to Haitian merchants. He who has traveled in South and Central America and the West Indies will answer you that the credit of three months, which is generally accorded by American commission houses, is too limited for these countries. No one can count on finding in these countries the hustling of business which is so notable in Chicago and New York.

“Therefore it is to be desired that, as in Europe, the commission houses should accord at least a credit of nine months to the merchants of these countries.

\* \* \* \* \*

“There is still another deficiency—it is the paucity or lack of the means of direct exchange between Haiti and the United States.”



## MEXICO.

## TRADE DEVELOPMENT AND OUTLOOK.

Among the delegates from Mexico to the International Commercial Congress at Philadelphia was Mr. SALVADOR ECHEGARAY, whose paper on the various conditions affecting Mexican trade was listened to with great attention. His remarks, containing, as they do, much valuable information for merchants and exporters of the United States, were substantially as follows:

"During the last twenty-five years the Republic of Mexico, under President Diaz's Government, has enjoyed peace; the construction of 10,000 miles of railroads, the improvement of some of the ports, the general development of the country, and increase of public wealth have been made possible.

"Our imports in the fiscal year of 1874-75 did not reach 19,000,000 Mexican dollars, while in the last fiscal year they amounted to 106,285,307 dollars, an increase of nearly 600 per cent. Our exports in 1875 were 27,318,788 Mexican dollars, and in the last year 138,478,137 Mexican dollars, an increase of 500 per cent.

"Following in order of importance the principal articles imported into Mexico are as follows:

Machinery .....	\$16,775,562	Wood textiles.....	\$3,877,971
Cotton textiles .....	12,292,190	Paper and manufactures....	3,841,244
Iron and steel .....	11,920,291	Textile fibers.....	2,541,878
Wines and liquors.....	5,590,984		

"The most important products we export were in the last fiscal year:

Silver .....	\$66,431,541	Lead.....	\$3,786,144
Henequen .....	18,711,325	Copper.....	4,135,613
Gold .....	8,843,081	Hides .....	3,646,915
Coffee .....	7,936,908	Precious wood.....	1,896,908
Cattle .....	4,918,572	Broom root.....	1,055,669

"The foreign commerce of Mexico in the last seven fiscal years has been as follows:

Years.	Importation (declared value in gold).			Exportation (declared value in silver).		
	From United States.	From other countries.	Total.	To United States.	To other countries.	Total.
1892-93.....	\$26,235,963	\$17,177,168	\$43,413,131	\$63,791,741	\$23,717,466	\$87,509,207
1893-94.....	14,351,785	15,935,794	30,287,489	60,660,243	18,683,044	79,343,287
1894-95.....	15,139,367	18,870,071	34,009,440	67,322,986	23,531,967	90,854,953
1895-96.....	20,145,763	22,108,175	42,253,938	79,651,695	25,365,207	105,016,902
1896-97.....	22,593,869	19,610,235	42,204,095	86,742,951	24,603,543	111,346,494
1897-98.....	21,490,604	22,112,888	43,603,492	94,974,616	33,998,133	128,972,749
1898-99.....	21,164,687	26,794,507	50,869,194	103,553,486	34,924,651	138,478,137
Total.	144,113,029	142,518,750	286,631,779	556,697,718	184,824,011	741,521,729

"The greater demand for cotton goods in Mexico at this time, due to the increase of public welfare and population, produces scarcely any effect in the increase of imports of foreign cottons, because the new demand has been supplied by the native factories, of which there are a large number equipped with every modern improvement. Mexico has to-day 155 cotton mills in operation and many others under construction.

"Foreign beer has practically disappeared from Mexican markets, its place being filled by excellent domestic beer. The importation of white paper is also likely to disappear within a short time, and we have also many smelting plants of great importance.

"The lowering of the price of silver has produced an entirely different effect on the silver production in Mexico than it did in the United States. When the price of this metal reached a certain point in this country several mines had to be closed, while in Mexico veins were daily opened, the cost of production remaining almost the same, its extradition, labor, and transportation being paid as formerly. In the price of some imported goods, such as iron, steel, dynamite, coal, and engines, we must pay a larger amount than formerly, but, while this reduces the miner's earnings a little, it constitutes an incentive for the increase of production, because, as is well known, a small profit from an increased number of units is a mighty incentive to the increase of production.

"Mexico, which in years past occupied the second place as a silver producer, ranking next to the United States, took the first place in the year 1897-98, and if she is again in the second place it is only by a very small margin, a little over \$1,000,000.

"The exports of other metals and agricultural products is strongly protected by the high rate of exchange, which makes mining and husbandry productive in places where the great distance from the ports would otherwise prevent their being worked with profit.

"As gold producers we keep the fourth place, the fifth as lead producers, and the sixth as producers of copper. Within four years we shall double our exports of the last metal, of which we have extensive mines.

"Our industrial awakening can not be credited solely to the depreciation of silver. The building up of railroad lines, like the meshes of a vast net, now cover my country, and the introduction of foreign capital, attracted by the favors of a Government which knows how to inspire life into those works and confidence to the outside world, are factors which also have contributed to the flourishing conditions we enjoy to-day.

"Of course the profitable exportation of some products raises their prices for us, but those of a general use, as corn and beans, have suffered no alteration.

"It is evident that there is a tendency in Mexico to advance the cost of living, but as this is accompanied by an increase in wages, and both

evolutions work slowly, there is not the slightest danger of economic troubles; instead, a steady march toward the betterment of the country will take place.

"The previous table, embracing a period of seven years, shows that we are growing very rapidly as an exporting country, and very slowly as an importing one, which confirms the correctness of what I said about the elimination of articles practiced by our industry in competing with the foreign.

"Our foreign commerce is at present divided by countries in the following manner:

## FISCAL YEAR 1893-99.

Countries.	Importation (declared value in American gold).	Exportation (declared value in Mexican dollars).
Germany .....	\$5,677,925	\$4,020,307
Spain .....	2,969,936	1,172,948
France .....	5,929,292	6,252,293
England .....	9,592,797	14,100,928
Italy .....	380,889	34,952
Belgium .....	707,408	2,577,688
United States .....	24,164,687	103,553,486
Cuba .....	24,205	5,257,884
Other countries .....	1,431,055	1,507,651
Total .....	50,869,194	138,478,137

"The importation of American merchandise during the fiscal year of 1893-99 has been as follows:

[Goods classified according to Mexican custom-house tariff, declared value in American dollars.]

Animal industry .....	\$1,619,706
Agricultural products .....	5,054,116
Metals and their manufactures .....	7,335,447
Fabrics .....	1,131,230
Chemical products, drugs, oils, and paints .....	846,653
Wines, liquors, fermented and unfermented drinks .....	272,246
Paper and its manufactures .....	521,689
Machinery and apparatus .....	4,826,291
Carriages .....	934,590
Arms and explosives .....	961,295
Sundries .....	661,424
Total .....	24,164,687

"The exports of merchandise from the United States to Mexico, which in 1888 were about \$10,000,000, were in the last fiscal year of about \$24,000,000, an increase of 140 per cent.

"Mexico buys from the Americans more than Italy, Russia, or Spain, more than China or Japan, and more than every other country in America, with the exception of Canada. As a consumer of American goods Mexico comes next only to six other countries.

"After the United States, England, Germany, and France hold important places in our commerce. The first with its cotton goods and

its iron; the second with its hardware and iron goods, and the third with its clothes, silks, carpets, and manufactures of hosiery. In our country there is a great number of Germans in the hardware trade, Frenchmen in clothing, and Spaniards in groceries. Americans have hardly begun to establish retail commercial houses, and they prefer to establish agencies, buying their goods from the United States. I think that the branches of iron work, furniture, hats, agricultural, stationery, vehicles, saddlery, sanitary plumbing, shoes, and some other articles would give excellent results for retail selling.

"American trade in Mexico is inferior to the European in that the American merchants want to do business exclusively on a cash basis, while the Europeans are willing to grant five or more months for payment. The custom, already firmly established by long practice among the large Mexican merchants, is to buy at long terms abroad and to sell in the same manner to the tradesman. Banking accommodations, which we now begin to enjoy, perhaps will make easy the adoption of the American system; but such a change is by no means certain, as a long habit of many years is opposed to it.

"I have noted recently that one of the United States Consuls in Russia has recommended the adoption by that Empire of the same policy which I advise as convenient for the North Americans.

"To the present American system is undoubtedly due the fact that the trade in American goods has not had, in Mexico, the rapid development which might have been expected on account of the proximity of the countries.

"The report of the American Consul-General for the year 1899 says: 'As the terms of our American merchants are often very rigid, it is hard to reach an agreement, and much trade which by the exercise of a little tact and judgment could be handled by American merchants goes elsewhere.'

"Mexican merchants are noted for their integrity. The quoted report, about commerce and industries in Mexico, says: 'There are very few concerns here doing business that have not ample capital to carry out all contracts into which they may enter. Failures are very rare, indeed, and when they do occur are carefully investigated by the authorities in the interest of creditors, and any attempts to defraud are severely punished. Book entries are regarded as sacred. All books kept by business houses are known and small stamp taxes paid on them, and thus a sort of surveillance is kept over them by the Government authorities.'

"Transport between Mexico and the United States is very easy. A Philadelphia business man of trade can travel to Mexico City and back again in ten days, on first-rate lines, at a cost of \$200. Between Europe and Mexico, besides the New York route, people can travel direct, via the steamer lines, from France, England, and Spain to Vera Cruz and Tampico.

"The interior communications are also very important in Mexico. We have completed four railways that bind us with the United States, through which 35,000 loaded cars come yearly into Mexico; four lines unite the Atlantic Coast to the great cities of the central plateau; several lines penetrate to the southern regions, and another traverses the Tehuantepec Isthmus, together with some others in the Yucatan peninsula.

"Excepting the want of a direct communication from the center of the country to the Pacific Ocean, the binding of that with the Yucatan system, and some other lines of general interest, we are already in a condition to continue vigorously the development of a railroad system subordinate to the great lines.

"The Government during the last years is putting great stress on the formation of good ports and havens on both oceans and the suitable lighting of our shores. We have 68,250 kilometers of telegraph and 2,457 postal stations, both perfectly served. We have also established the system of domestic postal and telegraphic money order, and this institution will soon be extended and made international with this country.

"The American business man can find at the very doors of his country an extensive territory for the employment of his capital. Enterprises for the building of irrigation works, the execution of municipal works that the Mexican cities are desirous of carrying into effect (chiefly in matters of water supply and the establishment of sewerage systems), demand capital. For the establishment of small industries, such as manufactories of soap of all kinds, oils, furniture, doors, etc., there are also opportunities all over Mexico. The cities of Mexico and Guadalajara will have very soon electrical power for sale. For establishments on a large scale it will be easy to utilize the waterfalls, chiefly in the regions forming the descent of the central plateau to the Atlantic and the Pacific.

"Coke is very scarce in the central region of the country, and this has been one of the causes that have prevented the rapid development of industry. But now, thanks to the possibility of transmitting power at a distance, the waterfalls are available everywhere; almost every day a new installation is inaugurated. I believe that the industrial and agricultural future of Mexico depends on the utilization of its waterfalls.

"With extensive zones being properly irrigated and railroads better developed we should be in a position to provide the United States with every kind of tropical fruits that they may need.

"All capital invested in the first of these concerns would be extremely productive, I do not fear to assert, even more than those invested for the same purpose in the Western States of this country. \* \* \*

"The progress of mining industry is clearly proved by the great increase in the mineral production. The development of credit insti-

tutions during the last years, as a consequence of the new banking legislation, more liberal than formerly, is now more pronounced. In 1884 we had only two emission banking houses, whereas now we have eighteen, with a paid-up capital of \$42,008,785.

"The standing rate of discount still continues at 8 per cent and upon mortgages at 6 per cent. Everything indicates a tendency to lowering those standards, owing to the greater confidence of the capitalists, and to the increase of capital.

"The growing prosperity of foreign commerce gives the measure of the progress of the country, but what confirms even more the optimistic opinions about the future of Mexico is the examinations of the constant increase in the public revenue, due only to a greater return from the productive sources and not to new or higher taxes. The administration of Mexican finances in the hands of Messrs. ROMERO and LIMANTOUR has been noteworthy for its unspotted integrity, thorough knowledge of the country's economic situation, and by its well understood savings.

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"As in the last years the revenues have been larger than the effective expenses, we have had surpluses which are deposited in our treasury. The surplus last year was over five million dollars.

"A bright testimony of the trust the world bestows upon us to-day has been the conversion of our 5 per cent debt, lately realized in Europe and this country.

"Mexico throws its doors wide open to the men of enterprise, and tenders to them its natural richness under the protection of an unalterable peace, and of a liberal legislation. The foreigner who brings us his capital, talents, and labor is highly welcome to our country."

#### MINERAL AND AGRICULTURAL WEALTH OF TAMAULIPAS

The mineral and agricultural conditions existing in the State of Tamaulipas were described as follows before the International Commercial Congress at Philadelphia, by Dr. ABRAHAM DIAZ, representing that section of Mexico at the Congress:

"'La Zona del Cobre,' or 'The Copper Zone,' is the name that can be given to that section of the San Carlos Mountains, district of San Carlos, where metal can be found in more or less abundance all over the territory. At San José, 3 kilometres from San Carlos, a company is working, with all the desired success, mines of copper whose products are of such riches that the business improves daily, so that at present it ranges among the most important mining enterprises in Mexico.

"'La Zona del Plomo,' or 'Lead Zone,' is situated on the same mountains at Real de San Nicolas, the same district of San Carlos. Its fabulous riches in this mineral are traditional. There the fact is stated that in colonial times at a christening the whole party walked from the residence of the parents to the church over a path of silver bars, and

the motives which encouraged me to undertake in difficult times the working of this mine were the following: In 1 mark (8 ounces) of silver from a Buseon real, which was converted into nitrate, 1 ounce of gold was found. The vein from which this metal was taken is one of many which traverse the mine of San Nicolas, property of the mining company of Tamaulipas. To-day, as the government of that federal entity is a deserving imitator and cooperator of that of General PORFIRIO DIAZ; to-day, as under the most liberal and capable administration, the doors are wide open to all enterprises, men of capital, of business, and of labor obtain great advantages from the exploration of this mining branch. It is convenient to consider the ore, which usually produces from 60 to 70 per cent, and even 80 per cent, of lead and from 60 to 80 ounces of silver per ton. The ores contain also sufficient iron to make them desirable for smelting purposes, and ores are also found which render up to 1,200 ounces of silver per ton.

"If what has been said of the mining interests of the State deserves the attention of enterprisers, no less important is what could be said of the greatest riches in the world—agriculture. On this subject be it sufficient to state that there is a most fertile valley of more than 4,500 square miles which extends toward the Gulf of Mexico, going to the Rio Grande, which forms the boundary line with this country, and where the harbor of Tampico stands." It is adaptable in the north for the cultivation of cotton, corn, sugar cane, oranges, grapes, potatoes, etc., and in the central and southern sections for rice, coffee, vanilla, pineapples, bananas, rubber trees, coconuts, and all the agriculturist wishes to cultivate grows there to a profit." \* \* \*

#### RESOURCES OF THE STATE OF JALISCO.

The Chamber of Commerce at Guadalajara was represented at the Philadelphia International Commercial Congress by Mr. CARLOS BASAVE DEL CASTILLO NEGRETE, who, in a paper read before that body on October 28, 1899, described the resources of the State of Jalisco as follows:

"The State of Jalisco has always been the principal grain-growing State in the country; then, its production is the largest. It increases annually, but it has happened lately that it could not supply the orders received. It produces, also, all kinds of articles for exportation and in great variety, as it lies in the zones of all climates, and with the railroad communications with the Pacific coast it will be exploited in all its extension, and its development will be more perceptible. One of its greatest advantages is the abundance of water and the regularity of the crops. The water, which serves for irrigation and which forms waterfalls through all our uneven ground, is a source of riches as a motive power for large factories which will be erected and around which will form important centers of the working population. We can count upon several thousand horsepower which can be obtained at a low

cost, and I am in possession of data for the purpose of making a formal invitation to business men who might be especially interested."

#### NEW MOTIVE POWER COMPANY.

The "Two Republics" (Mexico) states that on August 25, 1899, the organization of one of the most important companies ever placed on a business footing in the Republic was completed. This company is known as "La Compañía Mexicana de Fuerza Motriz," the capital stock being fully paid up, in conformity with Article 170 of the National Commercial Code. This stock (\$10,000,000 Mexican) was subscribed in London, New York, Philadelphia, and Mexico. One of the most encouraging features of the new organization is the large amount of Mexican capital interested, as it is a well-known fact that Mexican capital is extremely cautious.

Some idea of the magnitude of the undertakings of the company may be formed from the fact that it has acquired rights for using the waterfalls throughout eight of the richest States of the Republic. The most important of these are the falls of the Rio Blanco, in the State of Vera Cruz, which are crossed by the Agricola Railway and are accessible to the outside world from many different points. These falls will be developed first, and work will be commenced at once. Over 7,500 horsepower have already been contracted for by manufacturers from the United States and Canada, who will establish plants near the falls. In all, the company has at its disposal something like 150,000 horsepower, all of which will be developed, as the money for this tremendous undertaking can be readily secured.

As will probably be understood, the object of the new company is to establish foreign, principally United States, factories throughout the Republic and furnish power at a minimum cost to local industries. The company enjoys liberal concessions from the Government, and, in view of the importance of the undertaking, is favorably regarded.

#### COMMERCE WITH THE UNITED STATES.

The Mexican Consulate-General at New York reports the imports from Mexico during the month of September last as follows: Henequén, 7,127 bales; coffee, 4,975 bags; hides, 1,048 bundles; hides, loose, 6,802; itxle fiber, 1,383 packages; goatskins, 327 bundles; deerskins, 87 bundles; rubber, 76 bales; tobacco, leaf, 430 bales; cigars, 132 boxes; broom root, 1,562 bales; chicle gum, 1,224 bales; lead, 33,870 bars; metals, 415 boxes; ore, 22,267 packages; sarsaparilla, 126 bales; vanilla, 224 boxes; alligator skins, 151; heron plumes, 2 boxes; bones, 440 packages; honey, 160 barrels; cedar, 6,805 logs; mahogany, 992 logs; jalap, 5 sacks; copper, 1,301 bars.

During the same month 33 steamships, carrying 145,395 packages, were cleared, and 24 steamships, bringing 92,282 packages, were entered at the Consulate-General.



The Mexican Consul at San Francisco reports the imports from Mexico during the month of September last through that port to be as follows: Silver ore, \$21,873; coined gold, \$1,120; gold bullion, \$27,522; silver bullion, \$204,432; Mexican pesos, \$31,915, making a total of \$286,862. The amount of the other imports was \$16,589. The exports were: American goods, \$108,111; foreign goods, \$6,082; Mexican pesos (dollars), 169,388.

The Mexican Consulate at New Orleans reports that during the month of September three steamers and three schooners were dispatched by it for Mexican ports, with a tonnage of 3,073 tons, and carrying 76,188 packages, valued at \$49,214.

From the Mexican Consul at Nogales, Arizona, it is learned that the exports to the State of Sonora through his Consulate during the month of September last amounted in value to \$123,651, upon which duties were paid to the amount of \$86,562.47. The imports into the United States of Mexican products through the same Consulate amounted to \$224,582.

The Consul of Mexico at San Diego, California, reports that during the month of September, 1899, there were exported through his Consulate to Mexico 5,698 packages, valued at \$10,803.25. The imports into the District of San Diego from Mexico, as reported by the Collector of the port, amounted in value to \$3,976.

As reported by the Vice-Consul of Mexico at Pascagoula, Mississippi, the exports to Mexico during the month of October last were as follows: To Progreso, 489,299 superficial feet of pitch-pine lumber, valued at \$4,892.99; to Vera Cruz, 210,043 same, \$1,913.44; to Frontera, 102,120 same, \$1,021.52; to Campeche, 106,312 same, \$1,063.12, making a total of 907,874 superficial feet, valued at \$8,891.07.

#### MISCELLANEOUS NOTES.

The new museum of Mexican products, recently established in the City of Mexico, occupies the former temple of the Bethlehemites, on San Andres street, also formerly known as the "Ex-Biblioteca del 5 de Mayo." The shelving and fixtures used in the building were those utilized in the Mexican pavilion at the Universal Exposition of Paris in 1889. They are of varnished cedar, with moldings in the ancient Mexican style. In the center of the former temple will be placed great show cases which were used to display the Mexican objects at the World's Fair in Chicago in 1893. The purpose of the museum is to keep constantly on exhibition articles of Mexican manufacture and such as have been manufactured abroad of domestic raw material. The idea is, in essence, educative—that is, the raw material of which the articles are made will be exhibited, and the various transformations these may suffer while in the process of conversion into a finished article. In this way the exhibition will have both an agricultural and industrial feature which may be augmented into a commercial, should those

interested therein or the government deem it expedient. "La Semana Mercantil," of the city of Mexico, states that some distinguished people have taken a lively interest in the creation of the new museum, and especially mentions the Ministers of Japan and Belgium.

A mutual exchange of money-order business between the United States and Mexico will go into effect on January 1 next, when money orders may be drawn in Mexico on all important points in the United States, and vice versa. This matter has been under consideration by the postal departments of the two Governments interested for several years, the point in controversy being the rate of conversion into the Mexican money of orders issued in the United States, which point was recently adjusted. There is no doubt that a very large sum of money will be transmitted between the respective countries.

Work on the railroad from San Marcos to Tecolutla is being pressed with great vigor. This line, which will be one of the principal of the country and the only one constructed entirely with Mexican capital, joins the Mexican and Interoceanic railways at the San Marcos station, State of Puebla, communicating thereby with the City of Mexico and Vera Cruz, from which latter port it continues to Tecolutla, an important point on the Gulf of Mexico, lying between Vera Cruz and Tampico. The region traversed by the new line may be said to be still virgin and rich in tropical products. The total extent of the line is 250 kilometers.

Since the appearance of the September number of the MONTHLY BULLETIN, in which the subject was mentioned, the city of Tampico has advertised for bids for the construction of an aqueduct that shall supply 8,000 liters of water per minute for public and domestic uses, and also for a complete system of sewerage for the purifying and cleansing of the city, in which latter shall be included the work of paving the streets. The water is to be taken from the River Tamesi, about 20 kilometers from the city, and will require about 10,000 meters of distributing pipe.

Messrs. LIONS BROS. & ADRIEN REYNAUD have recently established near Atlixco, in the State of Puebla, an immense cotton factory. This factory is situated about 3 miles from the little town of Atlixco, with which it is connected by a line of tramways which was opened on the same day that the plant was inaugurated. The buildings are all new, large, and finely ventilated, are lighted by electricity, and equipped with the latest models of machinery, principally French. About 500 persons will be employed there throughout the year.

Señor F. ARMENDAIZ, a capitalist of Monterey, is about to construct a railroad to unite Matamoros, Monterey, and Laredo. It is stated that the plan is a very important one, which will result in opening to commerce several ports on the Gulf of Mexico. One of the most important

features connected with the railroad project is the construction of a sea wall 3 miles in length. Señor ARMENDAIZ is ready to contract for all the machinery and materials the undertaking needs.

As indicative of the prosperity reigning in Mexico, "El Tráfico," a daily newspaper of Guaymas, Sonora, in its issue of November 3 last says that it has received numerous offers of new advertisements from reliable houses in the United States, and adds, "but as we have a plethora of advertisements we have not wished to make contracts for their immediate publication," preferring to await the new year, when important improvements will be made in the journal.

The City Council of León, Guanajuato, has resolved to celebrate the three hundred and twenty-fourth anniversary of the city's foundation with an exposition, having for its principal object the exhibition of the products of the manufacturing industries of its inhabitants; but it will not be confined to these alone, as similar products from other portions of the Republic will also be admitted. Articles for exhibition will be received up to January 17, 1900.

The steamer *Seneea*, of the Ward Line, recently left Vera Cruz for Havana and other Cuban ports, carrying a very important cargo, composed principally of coffee, from Oaxaca and Coatepec; tobacco from the State of Tlascala, and a large quantity of eggs. Shipments of cattle from the Republic to Cuba continue on a vast scale, transport being effected by immense boats specially equipped for the purpose.

A number of United States citizens residing in Pasadena, California, have formed a company with a capital of \$100,000, divided into shares of \$100 each, to build a railroad from the Los Pintos mine, in the District of Altar, Sonora, to a point on the Bay of San Jorte. The articles of incorporation were filed in the office of the Secretary of State in the Territory of Arizona. The railroad will be 13 miles in length.

On October 31, 1899, the United States Patent Office issued letters patent to the following citizens of Mexico: ANTOINE CHAUMEIL, of Caborca, for an apparatus for concentrating dry placer material; GEORGE DIAZ, of Mexico City, for a grinding machine; MANUEL A. TORRE, of Mérida, for a machine for cleaning vegetable fibers; ROBERT H. JEFFREY, of Pinos Altos, for an ore feeder.

The amount of pulque consumed in the capital of Mexico may be estimated from the fact that on November 1, 1899, the receipts of this article were as follows: By the Hidalgo Railroad, 820 half barrels; by the Mexican, 589 half barrels, and by the Interoceanic, 275 half barrels, making a total of 883 barrels, containing 441,500 liters, or 100,220 gallons in one day.

Several foreign capitalists, the majority being British subjects, have recently visited the southern part of the State of Vera Cruz, where very

fertile lands abound, for the purpose of purchasing ground and laying out sugar-cane plantations. In some instances machinery has been ordered from abroad for the new plantations.

The first section of the railroad from Chihuahua to the Pacific, running from the former city to San Andres, has been opened to public service. It is expected that by the end of the year the road will be running as far as Ciudad de Guerrero, a distance of 200 kilometers.

Several of the more important mines of the District of Parral, State of Chihuahua, are to be provided with electric light and power. The machinery necessary to carry out these improvements has been ordered from the United States.

The opening of the Mexican Medical Congress, the sessions of which are to be held in the city of Chihuahua, is postponed to the second fortnight of October, 1900.

The Kansas City Commercial Club proposes to hold a big industrial exposition next fall, inviting delegates from every large Mexican city to be present.

Quite a number of sugar plantations in the tropical States of Mexico are installing plants of machinery with electric motive power.

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## NICARAGUA.

### RESOURCES AND PROGRESS OF THE COUNTRY—THE FUTURE ROUTE OF THE INTEROCEANIC CANAL.

The address made by Señor Don LUIS F. COREA, Envoy Extraordinary and Minister Plenipotentiary of Nicaragua in the United States, before the International Commercial Congress of Philadelphia during the Pan-American session, which was held on October 28, was confined principally to the resources and progress of his country, which is destined to become the center of universal trade when the interoceanic canal shall be opened to its territory.

The Minister said, in part:

“The building of the maritime canal will create a commercial revolution, and Central America will become a great, prosperous center of trade. Through her channel will come the ships of Europe and of the United States en route to the western coast of North and South America and the Orient; and the ships of western North and South America laden with freight for the United States and Europe. Immigration will be fostered; fertile fields and rich mines will be developed; new manufactories will spring up; public improvement will find inspiration with the growth of trade, and like magic Central America will assume

a commercial importance rivaling that of the other countries of the Old and New Worlds.

\* \* \* \* \*

“Nicaragua likewise is showing great progress in her system of transportation and telegraphic and telephonic communications. The interior has a good outlet to either seaboard, and the coffee planter or stock raiser has little difficulty in sending his products to all of the ports of the Atlantic and Pacific. Rates of transportation and freights are very cheap. One can travel from Greytown to Corinto (that is, from ocean to ocean) quickly by steam, and for less than \$15 gold, and through the principal cities of the interior for a small amount. Electric wires form a network over the entire State, and telegraph rates are about one-half, gold, of what they are in the United States, while the operation of the long-distance telephone is general and entirely satisfactory. The rivers and lakes are all navigable and the steamboat service is efficient. Nicaragua belongs to the great International Postal Union and facilities for transmitting mail are exceedingly good, and free delivery is reaching out to the rural districts.

\* \* \* \* \*

“Nicaragua is rich in mineral as well as agricultural resources. The gold mines are numerous and the precious metal is mined with large profits. Copper and opal are also plentiful, though Honduras, the neighborhood on the north, is especially noted for her fine opals. The agricultural products include coffee, corn, beans, wheat, rice, sugar, cotton, tobacco, and garden vegetables, while tropical fruits are everywhere abundant. The quality of tobacco is fine and in some zones rivals that of Havana. The forests are dense with fine hard wood, which is quite an item of export, and they supply the United States with a very great per cent of her mahogany.

“The fertile plains are also suitable for stock raising and cattle are marketed extensively in Central America, and at this time are being shipped by thousands to Cuba.

“Agricultural development calls for modern machinery and the newest inventions. The people are appreciative of their necessities and are ready purchasers of that which they have not the facilities to produce, and in this connection it should be said there is in the country a sugar manufactory which has not a superior on the Isthmus. Manufactories are not so numerous as is desired, but there is a standing invitation to foreign capital to come and supply the lack.

“According to statistical reports, Nicaragua takes imports from England to the amount of \$1,500,000, from Germany \$1,000,000, while from the United States but \$500,000 annually. At the same time her exports to the United States are valued at \$1,000,000, to England perhaps \$750,000, and to Germany nearly \$2,250,000.

\* \* \* \* \*

The maximum temperature in Nicaragua is in September, and is about 89.5 degrees; the minimum in January and November being 70

or 71. The average for the year is from 75 to 79 degrees. These figures are from meteorological reports of observations at San Juan del Sur. In more elevated regions on the Pacific the thermometer may fall as low as 65 degrees, and it never goes higher than 90 degrees. Even on the hottest days in all of the elevated regions no sense of oppression or exhaustion is felt. Hail, snow, and frost are unknown, while hurricanes and tornadoes are perfect strangers. \* \* \*

"The salubrity of the climate is unrivaled. By simply giving ordinary attention to hygienic laws a person may enjoy as perfect health as in any other part of the world. A naval officer who once commanded a ship of war, stationed for five months on the coast of Nicaragua, reported that in all of his large crew he lost not a single man and had no more than four men sick at any one time.

"Admiral WALKER, the president of the Isthmian Canal Commission, reports that of a force of some 500 men engaged for many months in surveying the swamps to select a site for the canal, not one died, and there was not as much sickness from malarial or other fevers as might have been experienced in the lowlands of Virginia. Nicaragua never is troubled with yellow fever; and other fevers of a low order, peculiar to the country, yield readily to treatment."

#### NEW WARSHIP.

The "Nouveau Monde" of October 7, 1899, announces that the Government of the Republic of Nicaragua has purchased a new ship of war, which has been baptized *Osorno*.

The same authority says also that recently President ZELAYA had an interview with the President of Honduras, Mr. SIERRA, and that there is reason to consider it as a further proof of the friendly relations which already unite the two contiguous States.

## PARAGUAY.

### AGRICULTURE AND COMMERCE.

Mr. CARLOS R. SANTOS, representing the Republic of Paraguay at the International Commercial Congress at Philadelphia, spoke with enthusiasm before that body of the great natural advantages enjoyed by his native land in the matter of agricultural products, fertility of the soil, salubrity of the climate, and admirable topographical position, saying, in part:

\* \* \* \* \*

"Paraguay has, in reality, very little cause for envying countries better endowed with the gifts of nature. The admirable fertility of its soil makes it possible to raise all the products of temperate and tropical zones, and the country has a rich variety of natural vegetable products, such as medicinal and textile plants, dyestuffs, oleaginous, and tanning

materials. Among the minerals found are copper, iron, manganese, sulphate of lime, rock crystal, lime, marble, feldspar, etc.

"The immense forests of the country contain precious woods, ranging from the lightest and most delicate to the heaviest kinds, which wear like iron and are utilized for innumerable purposes. On its extensive, cheap, and rich plains cattle raising will yield a profit of 25 to 30 per cent annually.

\* \* \* \* \*

"Our principal products and articles suitable for commerce are corn—two crops per annum yield 5,000 pounds per 10,000 square yards. Mandioca (*Manihot utilisima*), a plant belonging to the family of *Euphorbiaceæ*, produces tubers from which starch, pure and of excellent quality, is extracted.

"Tobacco produces leaves which when properly cured are equal to the best produced in other countries. Paraguayan tobacco obtained prizes at various European expositions, among others the exposition of 1855 in Paris, of 1889 in Antwerp, and in Barcelona, at which it received a gold medal.

"The Banco Agrícola del Paragnay, founded to aid the agricultural industry, has recently erected several driers where the tobacco is cured after the Cuban system, and part of the first crop has been exported, principally to Germany.

"Yerba maté, Paraguayan tea (*ilex paraguensis*), made from the leaves of a shrub which are pulverized or simply cured as other tea, affords a drink known by the name of 'Yerba maté' all through South America, where the people drinking it number over 20,000,000.

"Until a few years ago it was totally unknown in Europe, but to-day it is prescribed by physicians in Germany in certain cases of illness; it is not, however, as a remedy that it has acquired its importance, but as a beverage to replace coffee, tea, and liquors. The low price and not only hygienic but also nutritious and invigorating properties recommend it especially to laborers. It has always been recommended for these properties by scientific journals and notabilities, and that its general use in Europe and the United States depend solely on its becoming more widely known is a fact beyond doubt.

"The forests in which yerba maté grows wild are called 'yerbales,' and comprise immense areas in the northern and eastern parts of the Republic, where on an average 9,000,000 kilograms per annum are produced; of these one-half is exported and the other half consumed in the Republic.

"The production can, however, easily be tripled when the projected railway shall be built in order to furnish suitable and necessary transportation facilities to those parts of the country.

The soil and climate of Paraguay are splendidly adapted to the cultivation of coffee, as well as to the establishment of vineyards, which yield 30 hectoliters of wine per hectare.

"Sugar cane yields 30 tons per hectare.

"White and yellowish cotton yields on an average 7 pounds per plant.

"Rice is grown in excellent places for its cultivation, and is also found in some parts growing wild on the banks of creeks and rivers, and usually on the sides of gulches. Rice can be made to yield 65,000 pounds per *cuadra*, a *cuadra* being equal to 10,000 square yards.

"Ramie grows with extraordinary vigor, and if the difficulty of cleaning it could be overcome by having suitable machinery it would become an important article of export.

"Alfalfa yields six crops per annum.

"Oleaginous products, such as castor beans, peanuts, and coconuts, are beginning to be exported to Europe.

"All kinds of vegetables mature two months earlier than in the neighboring countries, to which they are exported. Fruits, such as bananas, melons, peaches, pineapples, tomatoes, lemons, and oranges, are also shipped to the Argentine Republic and Uruguay in considerable quantities.

"Of oranges alone the exports for the present year have amounted to \$100,000 in round figures.

"We are exporting at present—

"To the Argentine Republic and Uruguay, hard wood in logs, planks, and sleepers, salted and raw hides, yerba maté, tobacco, tobacco extract, essence of orange leaves, sweets, liquors, fruits, garden produce, and ornamental plants.

"To the Brazilian State of Matto Grosso, with which communication is had by the Paraguay River: Beer, cocoa and peanut oil, starch, candles, soap, matches, sweets, biscuits, vermicelli, sirups, and shoes.

"The exports to Europe, especially to Germany and England, are tobacco and hides, which are much in demand owing to their good qualities, hardwoods, quebracho extract for tanning, coconuts, orange essence, hair and other animal products.

"As one salting establishment has been built recently and others projected, the Paraguayan salteries will soon be able to occupy a prominent place and compete advantageously with the Argentine salteries in the exportation of dried meats to the markets of Cuba and Brazil owing to low freight rates and the cheapness of the cattle, which are ready to slaughter two months earlier in our country on account of the advanced season.

"Our imports consist of the following manufactured articles, received mainly from Germany and England: Silk, woolen, linen, and cotton goods, burlap, china, earthenware, general hardware, canned goods, wine, oil, spirituous liquors, beer, agricultural machinery and implements.

"The banks which facilitate business transactions are Banco Mercantil del Paraguay, Banco de los Rios y Compania."



## NATIVE TEXTILE PLANTS.

Writing from Asunción to the Department of State at Washington, under date of August 15, 1899, Mr. JOHN N. RUFFIN, United States Consul, describes three species of textile plants grown in Paraguay, namely, cotton, *sauce verde*, and *caraguatá*, the last two being fibrous plants whose use and designation is purely local.

Cotton grows throughout the entire year, though after the first crop is gathered the plant is cut off at the base so that new shoots may spring from the roots and in turn come into bearing. After the second year the fiber becomes coarser, so that in order to retain a fine grade it is necessary to plow up the ground and start a new crop from the seed. The Government is giving every encouragement to this industry, and according to the agricultural authorities of the Republic there are three kinds of cotton produced, generically known as *Gossypium herbaceum*, *G. vitifolium*, and *G. arboreum*, also a red cotton (*Guarani mandyppya*), from which coarse goods, such as brown ponchos, etc., are manufactured.

"Sauceverde" is grown to a considerable extent in damp soils, and when gathered is nearly black, but, after passing through certain processes, the fiber becomes white and glossy and is very strong. Mr. RUFFIN is of the opinion that this plant might be employed in the manufacture of imitation silk goods. From the description furnished it would appear that the plant is a species of ramie, known by the local name quoted.

"Caraguatá" is another fibrous plant, having a more prolific growth than the sauceverde, and belonging to the family of *Bromiliceæ*, a kindred species to the pineapple. It grows better in a wild than in a cultivated state, and as its leaves have many thorns it is very difficult to gather. Without special machinery it is almost impossible to free the fiber from impurities, but it well repays the trouble taken, being used by the natives for rope making, and for this purpose is considered superior to jute. During the war between Brazil and Paraguay its effectiveness for the manufacture of paper was discovered, and its fruit, with the addition of sugar, produces a brandy having a very agreeable flavor. In order that the plant may reproduce itself, it is cut off just above the roots, thus promoting the growth of new stalks.

## OPPORTUNITIES FOR CAPITALISTS.

The United States Consul at Asunción has recently sent to the Department of State at Washington a report on the possibilities of outside investments in Paraguay. A new city hall and a new market are about to be erected, which will give openings for dealers in construction materials. He also states that a large pawnshop is needed in Asunción, and that an American bank which should build houses, export hides and skins, and handle the native oranges could do a good

business. The Paraguayan orange is greatly in demand in countries to the south of Paraguay, and could, in the opinion of the Consul, be made popular in the North. They should, however, be packed as carefully as the Florida product. Considering the large demand for cotton goods in the Republic, the establishment of a cotton factory would also prove remunerative.

#### A FIELD FOR EMIGRATION.

"Freir's Colonial and Foreign Register," of London, for October last, contains an article on "Paraguay as a field for emigration," by a correspondent of the "Field," signing himself "J. D. L." The writer states that there are few countries which offer so many advantages of a certain kind to the emigrant of small capital, some of which advantages are set forth as follows:

"The Paraguayan Government has established certain settlements or colonies in which land is granted to settlers on extremely favorable terms. For the sake of illustration I will take the Colonia Nacional, formerly known as the Gonzalez Colony, with which I am personally acquainted, having lived on it for two years. This settlement is of considerable extent, is composed of very fertile land, and is situated on a line of railway, there being a station within the limits of the colony. The land is partly virgin forest, full of valuable timber, and partly open pasture or camp land, alternating in such a way as to be especially convenient to the colonist, who is thus able to secure forest land (the best for cultivation) at the same time that he has a free run of pasture land for his cattle.

"The Government gives a free passage from Asunción (in some cases even from Buenos Ayres or Montevideo) for the colonist and his family, also for his luggage. Arrived at the colony, his luggage is conveyed free to the lot which may be given to him, or which he may buy from an old settler. Strictly speaking, the land is not bought, as the Government had not granted titles at the time spoken of, the necessary period of five years not having elapsed since the foundation of the colony; but the settler can transfer his rights to a new comer, and as he has generally effected considerable improvements on his lot, clearing the heavy timber, building a shanty, etc., many new arrivals prefer to buy out an old settler rather than take up a lot of virgin land, although this can be had practically for nothing.

"Let us suppose that the newcomer has decided to select a lot of virgin land. The management of the colony supply him with tools and appliances, also with rations for six months, all of which he undertakes to repay as soon as his means will permit. His first occupation after running up a rude shelter (no substantial erections are required in this climate) is the clearing of the primeval forest, a hereculean task, which not everyone can accomplish. Many of the trees are 6 feet or more in diameter; these must all be felled with the ax. After the

trees have been felled they are allowed to lie for some weeks for, the leaves and twigs to dry so far as to allow a preliminary burning to be made. Fire is then applied to the fallen débris and a considerable portion is thus consumed, some of the fallen trunks burning spontaneously without any further attention. But the greater part of the work remains to be done. Most of the trunks, especially the giant ones, will not burn, even though fire be applied to them, unless they are first cut into small pieces. The cutting up and logging together of these fallen trunks is a greater labor than the felling of the forest. After this task has been accomplished the ground is ready for sowing corn or planting mandioca, which will form the staff of life for the settler during the first year. The stumps still remain in the ground. On this account the plow can not be used; all work must be done with the hoe."

The correspondent next gives an account of his own experiences in the Colonia Nacional, where he bought a small holding for a trifle:

"It consisted of some 90 acres, of which about 6 acres were under cultivation and several acres more had been felled and were ready for the hoe. There were about 3 acres in sugar cane, one-half an acre in mandioca, and 1½ acres in maize. There were also a large number of fruit trees—oranges (not yet in bearing), bananas, peaches, and others. The holding was partly fenced and there was adjoining it a large expanse of open camp or pasturage stretching for many miles, which was a free run for cattle. It was about 3 miles from a railway station by a fairly good road. The price paid for the holding was about £15 in English money, and this included a cow and a calf, a mare and a foal, and a few utensils. It must be remembered that the holder had no title, but simply transferred his rights, the buyer being able to obtain a title after a certain length of time and on fulfilling certain conditions as to cultivation, etc.

" \* \* \* For a hard-working man, who has a family who can assist him and so render him independent of outside labor, the prospects are decidedly encouraging. In fact, I know of no country where such a family can make themselves a comfortable home in so short a time and on so small a capital as in Paraguay, but they must be prepared to find certain features widely different from what they have been accustomed to in England. As a rule, they will find little of the society of their own countrymen, and they will have to a certain extent to adapt their mode of life to that prevailing in the country. \* \* \* Living is extremely cheap. The best wheat can be obtained for 1 to 1½ pence per pound. Paraguay tea (yerba maté) costs about 3 pence per pound, and if bought by the *arroba*, of 25 pounds, is much cheaper. Bread is dearer than in England, but mandioca, which is an excellent substitute and preferred to bread by many settlers (myself included), can be bought during the season for 3 to 6 pence per arroba of 25 pounds. Tobacco (not of the best quality) costs from 3 pence per

pound upward. Oranges in the country districts are a mere drug in the market. During the season forty can be bought for 1 penny. They are of excellent quality. Indeed I have never seen a country where the orange flourishes as it does in Paraguay. The orange trees grow wild in the woods in great abundance. It is indeed the commonest forest tree; but the wild oranges are not edible, being too bitter. Bananas cost from 3 to 6 pence per large bunch. Eggs generally sell from 3 to 5 pence per dozen. Milch cows can be bought for from 30 shillings to £2. A good saddle horse costs from £2 to £3; mares are cheaper. Labor is also very cheap; 15 shillings per month is reckoned good pay for a farm laborer, and his board costs very little. These prices refer to the country districts. In Asunción living is somewhat dearer.

"The climate of Paraguay is good; very pleasant in winter and not too warm in summer to permit white men to perform hard labor in the open air. In the winter time there are sometimes slight frosts in the early morning, but seldom sufficient to kill the most delicate plants. I consider Paraguay better suited to the small than to the large capitalists, although the latter may find lucrative employment in cattle farming. \* \* \* The Government does not encourage the immigration of single men, it being found that they are not so settled in their habits as their married brethren. They are seldom contented when settled on the land, but soon get tired of the monotony of the life, and are apt to leave without paying the advances the Government may have made to them."

#### MISCELLANEOUS NOTES.

The projected new tariff has been presented to the Chamber. The import duties have been generally increased: instead of the present duty of 25 per cent, to which there is added a further duty of 5 and 1 per cent gold and 4 and 3 per cent paper, the standard of 25 per cent will be adopted. A number of home industries are to receive increased protection. The practice of accepting notes of from two to four months from responsible parties in payment of duties will be abandoned.

A new line of packets has recently been established to run between Montevideo, Buenos Ayres, the Upper Paraná, and the Upper Paraguay as far as Corumbá, in opposition to the old line. The name of the company is "Navegación Fluvial á Vapor, Empresas Unidas," and possesses fine and swift vessels, both steam and sailing.

The Budget for 1900 shows the estimates of revenues to be \$1,152,254.51 gold, and expenditures \$8,065,781.88 paper. The premium on gold is 700.

## PERU.

## THE MINING INDUSTRY IN ITS RELATION TO TRADE.

The mines of Peru have, since the days of the Spanish conquest, been an object of great interest to the civilized world, therefore the Peruvian delegate to the International Commercial Congress at Philadelphia, Mr. JUAN ANTONIO LOREDO, was assured of earnest attention in addressing the session on that topic. In treating of the relations existing between the mining industry and the development of commercial relations, Mr. LOREDO said:

\* \* \* \* \*

"The mining industry is one of those which most easily lend themselves to increase our commercial relations. Indeed, our exportation is mainly constituted of silver, copper, lead ores and metallurgical products, whose value is about 10,000,000 soles, of which only a very small portion comes to this country and almost the whole goes to European countries.

"As metallurgy here is very well advanced, and as there are in this country great houses which deal in minerals, it would be an easy thing and accomplished at very little expense to establish agencies at the principal centers of the trade in Peru for the purchase of exportable ores. These purchases being made according to assays, under well-regulated tariffs and on cash payment, it is certain that the agencies could acquire at very convenient prices almost the total amount of exportable ores, as the miners would prefer to sell at once instead of receiving some advance, as it is done at present. These agencies for buying ores and other products could at the same time introduce to the knowledge of the miners and the general people many American goods.

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"Peru is undoubtedly a country gifted with large and varied mineral wealth, and therefore it offers a vast field for the establishment and development of great mining enterprises, which would give lucrative employment to large capitals. Besides the exploitation on a large scale of gold, silver, and copper mines, borates and petroleum deposits, etc., works can be established with assured good success for the extraction of metals from the ores.

"The exportation of the ores causes very high expenses, principally for land and sea freight, so that, taking the amount annually exported at 50,000 tons, at an average cost of exportation amounting to 40 soles per ton, the result is that there is expended annually 2,000,000 soles, a sum which would be a great increase over the profits which those smelters (which might be established to handle the ore instead of exporting it) would pay, the products being always shipped to these markets.

"In addition to the ores which could be exported, there is on hand at all the mines large quantities of ore, whose percentage of metal would not pay the heavy charges of exportation, and consequently they remain abandoned, and can be acquired for the cost of registration merely, or at very low figures. From the above statements one sees the suitability of establishing concentrating plants, either mechanical or on the fusion system, to recover the metals. This could be done in many mineral districts of Peru, for instance, Yauli, Cerro de Pasco, etc. This last place, famous for the quantity of silver which it has produced, and will produce in the future, likewise contains rich copper mines, which have only begun to be worked within the past year. There was exported, between July 1, 1898, and June 30, 1899, from Cerro de Pasco and Yanli, 17,000 tons of copper ore and mattes, which contain at least 5,100 tons of copper, since no ores below 30 per cent in copper can be exported with profit. Taking this at an average price of £60 gives £306,000 (or 306,000 soles), not taking into account the value of gold and silver contained in the mattes and ores. It is estimated that the deposit of Cerro de Pasco contains 15,000,000 tons of ore, which, taken at an average of 20 per cent, represents 3,000,000 tons of metallic copper, so it can be seen that a great many enterprises will be initiated for working and smelting copper. It is to be noted that only rich ores are now exported (30 per cent copper, or more), those called poor, i. e., containing less than 30 per cent, remaining to be treated on the spot in some future time.

"In respect to gold mines, there is no locality in Peru which does not offer some rich deposits of gold; it is found in all the three regions of the country, the Costa, Sierra, and especially in what we call the Montaña, where great quantities of gold have been taken out in former times.

"It may seem strange that a country so rich in mines of gold, silver, and copper does not, however, figure to-day among the main producers of those metals; but this is easily explained by the lack of capital to push the mineral industries, and the absence of a cooperative spirit and practical capacity to overcome the natural obstacles which are everywhere to be encountered. As a result, these grand resources of wealth yet remain idle, but when the day comes that capital is invested with determined efforts, and on a great scale, to mine and treat the ores as has been done in this country, then enormous returns will be obtained.

"If to the above conditions is added the facility with which mines can be obtained in Peru, the ample liberty which one enjoys in working them, the healthy climate, the vast resources which all the mineral regions afford, as there is motive power (numerous waterfalls), fuel, laborers, etc., the obliging disposition of the Peruvians, and the consideration shown to foreigners, surely none should fear to establish themselves in our mining districts, for they can rest assured that with

capital and practical experience they will obtain magnificent profits, and, moreover, enjoy the security afforded by all civilized countries.

\* \* \* \* \*

“What has been said about ores can also be applied to many other export products, such as sugar, cotton, wool, coffee, hides, etc., which also constitute one of the simplest means to foster trade between both countries; but that is not enough, something else is necessary, and that is, in the first place, rapidity and economy in transportation, which can be obtained by establishing regular steamship lines, for which end the prompt realization of the inter-oceanic canal is of the utmost importance; and also the introduction of capital, which would give impulse to the industries. All those elements would bring about the sending of our products to these markets, receiving in exchange American manufactures. This has been the system followed by English and German merchants, with whom we trade at present.”

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#### COMMERCE AND AGRICULTURE.

Mr. JORGE BASADRE, in his address to the International Commercial Congress at Philadelphia on October 28, 1899 (Pan-American Day), presented some interesting data concerning the agricultural possibilities of Peru, from which country he was a delegate to the Congress. This Republic has always been regarded as a mining country, to the detriment of other industries, but according to the information furnished by Mr. BASADRE—

“The coast produces sugar, cotton, rice, and some other articles, which constitute more than 50 per cent of our general exportation.

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“Cotton is a native plant on the coast, and some varieties—as, for instance, ‘rough Peruvian’—obtain extra prices in the market. Cotton yields two crops a year, and the plant may last for thirty years, each acre producing about 320 pounds of clean cotton and 520 pounds of seed.

“Besides white cotton there are also the gray, yellow, red, and violet varieties, which are highly appreciated.

“Cane-sugar growing is the principal industry on the coast. Twenty millions of dollars are invested in this industry, obtaining an interest of 8 per cent per year.

“In all the country, and especially on the coast, there is a great lack of population, and to it must be attributed the very slow progress of our agriculture.

“From 1849 to 1874 something like 87,000 Chinese coolies were introduced, and one-third of them still remain in the country. Several attempts have been made to introduce immigrants of other nations, but as yet the Government has not succeeded in creating a constant and important current. Immigrants are always welcomed to the coun-

try, and even those belonging to the pauper class may expect a cordial reception, provided they dedicate themselves to energetic work.

"The coast is not adapted to agriculture only; great deposits of petroleum, covering an area of 16,000 square miles, exist there. Only 50,000 acres of oil land have been appropriated, and only a few of the claims are being worked. The oil is found at a depth of from 200 to 400 feet, and the wells produce from 30 to 400 barrels of petroleum per day.

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"Less than 1 per cent of the useful surface of the coast region is to-day cultivated, and in the old times, before the Spaniards' visit to the country, great tracts of land were irrigated by means of skillfully built canals.

"As at the coast rains are very scarce, agriculture has to depend exclusively on irrigation. In fact, in the southern part of the coast it never rains, and in the north a good rainfall occurs only every seven or ten years, which, falling on a wonderfully fertile soil, gives rise during the first years to magnificent crops, which gradually decline until a new rainfall appears.

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"In the northern part of the country, in the Department of Pinar, there are two and one-half millions of acres of land which can be irrigated at a cost of \$2 per acre, increasing immediately one-hundred fold their value.

"Great facilities are given to enterprising people connected with irrigation schemes, provided they mean business and represent real and effective capital.

\* \* \* \* \*

"Commerce with the United States, which, although very small at present, is rapidly increasing, is mainly derived from the coast, and represents one-tenth of the general commerce of the country.

"In 1898, 103,718 metric tons of sugar, 6,712 tons of cotton, and 4,295 tons of rice were exported, and this country received only 14 per cent of the sugar, 9 per cent of the cotton, nothing of our rice, and small quantities of other commodities."

#### DEMAND FOR CATALOGUES OF ELECTRIC APPARATUS.

The French Minister at Lima recently informed his Government that several French electrical engineers and mechanics resident in Peru had solicited the aid of the legation for the purpose of obtaining catalogues relative to the articles in their special line of business. These requests refer principally to lighting materials, wires, flexible cords, sockets, lamps, generators for the transmission of electric power, telegraphic and telephonic apparatus, etc.

The same official writes that there exists in Lima a demand for catalogues of wood-working machinery.



### EXPLOITATION OF PETROLEUM.

The petroleum wells of Peru are reported to be, so far as is yet known, the most promising of the recently exploited sources of supply in the western half of the globe. Development has, however, been retarded by lack of capital, and the production is not yet sufficient to supply home requirements.

A prospector from the United States, now engaged in drilling petroleum wells in that Republic, writes to a correspondent in West Virginia that they are very productive, but exceedingly deep, but with the employment of suitable machinery they can be made important factors in the petroleum business of the world. Expert operators from the United States receive very high salaries, but native labor is proportionately cheap.

### THE CERRO DE PASCO MINES AND RAILWAY.

The interest centering in the construction of the Oroya and Cerro de Pasco Railway, for which bids have been asked by the Peruvian Government, renders the history of the celebrated Cerro de Pasco silver mines a matter of importance, for the road in question is to be opened up principally with the object of placing the products of the mines on the seacoast and ultimately upon the world's markets in even greater abundance than heretofore.

These mines are located 14,300 feet above sea-level, in the vicinity of a city of the same name, about 80 miles from Oroya, the present terminus of the railroad. The population of the district is wholly devoted to mining, and varies in numbers between 10,000 and 12,000, rarely exceeding the latter figure. This, however, is remarkable, considering the isolated character of the place. The climate at this elevation is somewhat cold, but comparatively healthy; the rainy season, from November to April, being the least agreeable. The mineral formation is somewhat of an anomaly and is scarcely susceptible of geological description. Silver and copper exist in great abundance; gold and coal are plentiful, and iron, plumbago, cobalt, and other minerals are found, but have not as yet been properly exploited. Not until 1898 has copper been considered of sufficient value for shipment from the mines, but the experiments made have been very successful and a continuous output is assured, as it has recently been a better paying product than silver. It is silver, however, that is the main object of exploitation, though the methods employed are of a very primitive character by reason of the great difficulties in the way of rapid and easy communication with the coast.

In the year 1630, an Indian shepherd, upon removing the stones from around a fire, discovered that, owing to the heat, they had become covered by threads of some bright substance which appeared to form part of their composition. A miner in the neighboring village, upon being

told the circumstance, recognized the existence of silver, and at once began the search for more. The results were so satisfactory that before the end of a year there were not only a number of mines producing the precious metal, but the village of Cerro de Pasco, populated by the miners and their families, had sprung into existence. These famous mines, during the two hundred and sixty-nine intervening years, have been worked regularly, the annual output averaging 1,600,000 ounces pure silver. The quantity of ores containing silver taken from these mines is estimated by the present proprietors at 30,000,000 tons. Throughout this period the only means of transporting the ores to the smelting works (a distance of from 3 to 6 miles) has been by pack animals, and the process of mining and reducing the ores is substantially that adopted in 1630.

In 1814 a number of high-pressure engines for pumping and hoisting purposes were brought from Cornwall, England, to Cerro de Pasco, at great expense, by Capt. RICHARD TREVERICK, accompanied by a number of mechanics and engineers, who were to set up and run the machinery. Although the operations of these engines were highly satisfactory, the difficulties which arose in keeping them in repair gradually compelled the proprietors to return to the original processes. In 1870 a contract was made with Messrs. WYMAN & HARRISON to erect an extensive plant of modern machinery for the use of the Cerro de Pasco miners. This machinery was shipped from Cornwall in November of that year, but before it could be put into use the contractors failed and nothing could be accomplished with it. Finally, in 1877, a contract was entered into with HENRY MEIGGS, the celebrated United States engineer, by which he bound himself to build a railway to Cerro de Pasco, and in addition a drainage tunnel below the mines. This tunnel was commenced, but after completing about 100 feet Mr. MEIGGS died, before any practical work was accomplished on the railway. Since then the project has been revived many times, but not until the present year have any tangible steps been taken. On May 5, 1899, the Peruvian Government invited bids for the railway between Oroya and Cerro de Pasco, and that of Mr. B. THORNDIKE, an English engineer, was accepted. (See August BULLETIN.) Under date of August 1, 1899, Mr. THORNDIKE informs the public that he has been perfecting the plans, profiles, etc., of the railway, and in obtaining other necessary documents which will enable him to enlist the cooperation of capitalists.

#### INTERNAL CONDITIONS.

The Belgian Consular Reports for 1899 contain an exhaustive account of the internal affairs of the Peruvian Republic, furnished by Mr. C. RENOZ, Consul of Belgium at Lima, under date of October 27, 1898. This official writes, concerning the stamp laws of Peru, that there are two kinds of stamps employed, stamped paper (*papel sellado*) and adhesive stamps. These are issued every two years, and may be used

only during the two years for which they are printed. Stamped paper is used solely for official or judicial acts and adhesive stamps are for commercial transactions. Of the latter there are five denominations, 5 sols, 1 sol, 25 centavos, 10 centavos, and 2 centavos. The stamp-tax law decrees that each copy of a shipping manifest, whether of steam or sailing vessel coming from abroad and without fixed itinerary, shall bear a 5-sol stamp. For vessels having a fixed itinerary and making schedules with several Peruvian ports, this tax is reduced to 2 sols, and for ships in ballast it is further reduced to 1 sol. Letters of exchange, drawn on foreign banks, must bear the necessary stamps, which may be affixed either on acceptance, first indorsement in the country, or when paid. Letters of credit are exempted from the stamp tax. Bank checks bear only a 2-cent stamp, no matter what sum is represented. Every infraction of the law is punished by a fine four times the value of the omission, and is applicable both to the giver and receiver of the document in question, the State thus receiving the ordinary tax eight-fold.

The Consul gives a very graphic description of the efforts of the Government toward the establishment of a fixed monetary system, and quotes the laws of December 11 and 29, 1897, by which the customs duties are made payable in pounds sterling, the rate of exchange being fixed at 10 sols to the pound.

Telegraphic communication in the Republic is gradually being extended, there being at present 3,000 kilometers in operation, and reports for the years 1896 and 1897 show an increase in receipts and a decrease in expenses for the lines. Consul RENOZ considers that the cause of lack of greater development in this branch of internal improvement may be assigned to the high tariff, every dispatch of ten words costing 40 centavos, including address and signature, and each word over this number costing 4 centavos additional. This is without regard to the destination of the message. Frequent interruptions in the service also have a bad influence on the receipts. The posts, which are of wood, rot and fall, and the galvanized iron wires, especially on the coasts, become oxidized rapidly and break, thus causing an intermission in receipts and continual expense. In order to maintain a stable service it would be necessary to have iron posts and wires of phosphor bronze.

The Peruvian postal tariff has been increased since January 1, 1898, for letters having foreign destinations. According to statistics, the general postal movement in 1896 was 7,174,857 pieces, and in 1897 12,760,771 pieces, or an increase of nearly 78 per cent for the latter year.

Among the means of communication whose development is going forward, the central or Pichis road should be mentioned. The imperative necessity of establishing a roadway between the capital and the lower region of the Montaña led the Peruvian Government a few years since to open up a route to a navigable point on one of the principal

branches of the Amazon. There was at that time a road leaving Oroya which, passing Tarma and traversing the entire valley of the Chanchamayo, led to San Luis de Shuaro. It was evidently proper to profit by what already existed, but the principal difficulty was in choosing a river, navigable throughout all seasons, which would lead to the mouth of the Amazon. Information on this point was varied. The Government engineers recommended the Pichis; others, who had also made explorations in this labyrinth of water courses, contended that there were other rivers, among them the Mayro, much better suited for the realization of the project.

Finally, after a practical demonstration of the navigability of the Pichis by a small steamer which ascended the current from Iquitos as far as the above-mentioned river, the Pichis route was selected and the work commenced. Already 145 kilometers in the direction of the stream have been finished, and it is calculated that only about 30 more remain to be finished before reaching the terminus of the road at Puerto Bermudez, whence later small steamers will make the service between that port and Iquitos. The Pichis empties into the Pachitea, and the last named into the Ucayuli, which is called the Amazon after its junction with the Marañon. With the completion of the Pichis road the journey between the two oceans will be made in the following manner: From Callao to Oroya, by rail, 220 kilometers; from Oroya to Puerto Bermudez, on horseback, about 300 kilometers; from Puerto Bermudez to Iquitos, by steamer, approximately 1,500 kilometers, and from Iquitos to the mouth of the Amazon, 3,500 kilometers; a total of 5,520 kilometers.

It is estimated that the trip from Lima to Iquitos can then be made in about ten days and even less, which would be an immense gain over the two or three months required at present for the same journey. Activity in the matter is considerable. During the year 1897 the sum of 356,353 sols was expended on it, and, considering the condition of the finances of the country, it is a demonstration of the importance attached to its completion.

A very favorable report is made of the agricultural conditions of the country, coffee and cacao being especially noted as advancing in quantity and value. Cotton, while grown in an increasing ratio, does not figure as largely as heretofore among exports, owing, no doubt, to the establishment of manufactories within the Republic for its consumption. Lard shows a falling off both in imports and exports, from which it is concluded that the native production of this article has increased. Alpaca wool, whose annual shipments reach a value of 2,000,000 sols, is the principal commercial industry of southern Peru. Sheep, llamas, and alpacas are raised in the Andean regions of the departments of Arequipa, Puno, Cuzco, and Apurimac, the plains of which are situated about 4,000 meters above the level of the sea. It is, however, the alpaca which is the most esteemed and is worth double the other two species. Shearing is done every two years, generally during the rainy

season, each animal yielding from 1 to 2 kilos of wool 20 centimeters in length.

It has been remarked that the wool is less beautiful when the rains have been less abundant. At present the only market for this wool is Liverpool, although Peruvian exporters have frequently sought other outlets for their goods, notably New York, but always without success. Sometimes it has even been necessary to reship at Liverpool wools which could not have been sold primarily in New York without great loss, Americans seemingly preferring to deal with Liverpool. This system only proves the force of habit. As European purchasers follow the same practice, the supremacy of the Liverpool market, which also supplies the Bradford factories, is the chief factor in alpaca wools. The production of this wool has not varied in the last twenty years, preserving always an annual average of 45,000 quintals, or 2,000 tons. It is exported in bales containing from 130 to 150 pounds. Peru has the monopoly of this product, as all efforts to raise the animals in Australia and elsewhere have proven fruitless, and at present the export of live alpacas is forbidden by law.

Mining is, as always, one of the chief industries of Peru, and the establishment of plants for treating the ores is continually on the increase. The most notable change in this branch is the importance attached to copper mining, which in the Cerro de Pasco district is only hindered by the scarcity of transportation facilities.

Mr. RENOZ, in dealing with the rubber question, follows the opinion of other writers in advising the establishment of plantations which shall supplement the product of the forests, whose destruction he considers inevitable, by reason of the methods at present employed of extracting the sap from the trees. He regards this, however, as a remote contingency, as the forest wealth of Peru in rubber trees is very great, and cites as reasons in favor of that Republic as a field for operations: low export duties and the salubrity of the climate.

England and Germany rank the United States in commercial importance with Peru, the first named supplying cotton textiles, sackings, quicksilver, colza and palm oil, portable railroads, ironware, machinery, silks, common woollens, paper, dynamite, and caustic soda; while Germany sends hats, agricultural and mining machinery, woollens, and beer.

#### PROPOSED STEAMSHIP LINE FROM SPAIN.

The Secretary of the United States Legation at Lima, under date of September 9, 1899, sends to the Department of State at Washington, an article from "El Comercio," the leading newspaper of that city, treating of a proposed steamship line from Spanish ports to those of Peru. At that time a representative of the Transatlantic Steamship Company of Barcelona was in Lima in the interest of the service proposed. It would appear that Spain is putting forth extra efforts to secure a proportionate interest in the trade of those countries where the Spanish language is spoken. It is noted that this company is also

reported to have made a contract with the Chilean Government to give a monthly service to Valparaiso in return for a moderate subvention. Low freight rates will be charged on merchandise destined for Chilean ports, and the journal cited above expresses the opinion that were the service extended from Valparaiso to Callao, not only would Peruvian-Chilean trade be greatly benefited, but the commerce between Spain and Pern would receive an impetus.

## SALVADOR.

### NEW PRESIDENTIAL CABINET.

On October 11, 1899, the President of Salvador formed his new Cabinet, as follows:

Minister of the Interior and Foreign Relations, Señor Dr. Don DON REUBEN RIVERA.

Minister of Finance and Public Credit, Señor Dr. Don FIDEL A. NOVOA.

Minister of Justice and Public Instruction, Señor Dr. Don JOSÉ PRESENTACIÓN TRIGUEROS.

### MINT PROPERTY TRANSFERRED TO THE GOVERNMENT.

On October 6 last the Under Secretary of the Interior and Public Works, DON CARLOS D'AUBUISSON, in representation of the Government of Salvador, and the general attorney in fact of the Central American Mint Company, Limited, for the company, entered into a contract under the terms of which the mint, the buildings, machinery, and other appurtenances thereunto belonging, formerly in the possession of the company, were transferred and conveyed to the Government, and all claims the company has or may have against the Government were definitely canceled.

In consideration of the foregoing, and in payment of the property transferred, the Government, by the terms of the contract, authorizes the issuance by the General Treasury of bonds in the sum of £17,500 at the official exchange of 150 per cent, to be redeemed through the finding of 5 per cent of the custom-house duties. These bonds are to be delivered for collection to the London Bank of Central America, Limited, which is bound to remit on the 15th of each month the sum collected to London for payment to the company. Should the total amount of the remittances received by the company, after the sale of all of the said bonds, exceed the sum of £17,500, the company will immediately return to the Government the amount of the excess, and should the total remittances be less than the said sum the Government shall at once pay to the company the amount of the difference in bonds of a like kind, or in cash, at the option of the Government.

## UNITED STATES.

## TRADE WITH LATIN AMERICA.

## STATEMENT OF IMPORTS AND EXPORTS.

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

## IMPORTS OF MERCHANDISE.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>Chemicals:</b>				
Logwood ( <i>Falo campeche; Pau campeche; Campeche</i> )—				
Mexico .....	\$7,840		\$9,641	\$11,995
Coal, bituminous ( <i>Carbón bituminoso; Carvão bituminoso; Charbon de terre</i> ):				
Mexico .....	18,319		159,358	152,392
Cocoa ( <i>Cacao; Caco on Cacao cri; Cacao</i> ):				
Central America .....	90		6,902	809
Brazil .....	30,800	\$8,274	137,867	261,814
Other South America .....	34,496	72,353	925,100	1,274,233
Coffee ( <i>Café; Cafè; Café</i> ):				
Central America .....	145,009	58,887	3,997,829	5,000,692
Mexico .....	113,939	82,929	2,723,255	2,531,335
Brazil .....	3,472,271	2,621,115	26,202,620	27,678,349
Other South America .....	483,559	201,238	5,884,671	5,315,028
Cotton, unmanufactured ( <i>Algodón en rama; Algodão em rama; Coton, non manufacturé</i> ):				
South America .....	1,933		131,158	116,924
<b>Fibers:—</b>				
Sisal grass ( <i>Henequen; Hennequen; Hennequen</i> )—				
Mexico .....	196,749	877,762	5,623,075	6,282,806
Philippine Islands .....	127,460	155,891	2,133,437	3,341,319
<b>Fruits:</b>				
Bananas ( <i>Plátanos; Bananas, Bananas</i> )—				
Central America .....	151,715	171,541	1,343,474	1,576,483
South America .....	39,229	68,401	408,809	809,176
Oranges ( <i>Naranjas, Laraujas; Oranges</i> )—				
Mexico .....	340	5,269	4,070	16,192
Fur skins ( <i>Pieles suavs; Pelles, Fourrures</i> ):				
South America .....		16,218	73,137	142,727
Hides and skins ( <i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i> ):				
Central America .....	27,221	34,778	159,493	263,350
Mexico .....	83,258	119,926	1,306,751	1,547,002
South America .....	578,655	504,838	7,307,567	7,929,925

## IMPORTS OF MERCHANDISE—Continued.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>India rubber, crude (<i>Goma elástica; Borracha crua; Caoutchouc brut</i>):</b>				
Central America .....	\$53,713	\$33,094	\$376,616	\$653,546
Mexico .....	2,538	7,161	40,663	136,930
Brazil .....	634,115	787,206	9,739,200	13,392,701
Other South America.....	87,002	108,024	566,255	769,596
<b>Lead, in pigs, bars, etc. (<i>Plomo en galápagos, barras, etc.; Chumbo em lingaños, barras, etc.; Plombs en saumons, en barres, etc.</i>):</b>				
Mexico .....	106,120	194,489	1,237,086	1,630,287
<b>Sugar, not above No. 16 Dutch standard (<i>Azúcar, no superior de la escala holandesa; Açúcar não superior ao No. 16 de padrão holandês; Sucre, pas au-dessus du type hollandais No. 16</i>):</b>				
Central America .....	3,807	6,723	206,319	168,585
Mexico .....	351	811	43,919	65,704
Cuba .....	1,124,029	962,922	11,021,781	17,460,873
Brazil .....	24,321	.....	2,386,886	681,865
Other South America.....	475,838	190,398	3,692,996	3,675,325
Hawaiian Islands .....	1,280	3,097,673	14,328,404	19,146,374
Philippine Islands .....	90,033	150,359	823,233	1,110,563
<b>Tobacco, leaf (<i>Tabaco en rama; Tabaco em folha; Tabac en feuilles</i>):</b>				
Mexico .....	64,227	5,144	291,278	27,492
Cuba .....	205,084	350,631	1,882,066	4,725,770
<b>Wood, mahogany (<i>Caoba; Mogno; Acajou</i>):</b>				
Central America.....	35,058	35,661	146,378	252,509
Mexico .....	68,209	35,612	214,887	323,193
Cuba .....	.....	8,915	933	49,496
South America .....	.....	.....	35,241	10,921
<b>Wool (<i>Lana; Lã; Laine</i>):</b>				
South America—				
Class 1 (clothing) .....	22	9,308	534,370	479,474
Class 2 (combing) .....	.....	.....	19,029	101
Class 3 (carpet) .....	657	77,887	759,641	439,155

## EXPORTS OF DOMESTIC MERCHANDISE.

<b>Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machines agricoles</i>):</b>				
Central America.....	\$3,326	\$146	\$5,290	\$5,707
Mexico .....	17,390	28,335	116,131	234,669
Santo Domingo .....	50	.....	354	744
Cuba .....	129	15,559	2,550	79,226
Porto Rico.....	.....	497	426	4,382
Argentina .....	435,505	397,850	805,511	1,665,214
Brazil .....	983	627	18,838	25,245
Colombia .....	.....	100	3,895	577
Other South America.....	36,171	75,243	224,027	242,486
<b>Animals:</b>				
<b>Cattle (<i>Ganado vacuno; Gado; Bétail</i>)—</b>				
Central America.....	.....	400	2,165	565
Mexico .....	6,945	13,490	66,127	97,086
South America .....	1,766	.....	6,903	2,380
<b>Hogs (<i>Cerdos; Porcos; Cochons</i>)—</b>				
Mexico .....	135	2,530	4,733	67,755
<b>Horses (<i>Caballos; Cavallos; Chevaux</i>)—</b>				
Central America.....	2,020	.....	10,915	1,758
Mexico .....	11,801	6,025	69,166	58,260
South America .....	173	250	2,023	2,730
<b>Sheep (<i>Carneros; Carneiros; Moutons</i>)—</b>				
Mexico .....	2,837	.....	8,892	3,210
South America .....	875	982	6,253	6,787



## EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>Books, maps, engravings, etc. (<i>Libros, mapas, grabados, etc.; Livros, mapas, gravuras, etc.; Livres, cartes de géographie, gravures, etc.</i>):</b>				
Central America.....	\$1,044	\$957	\$23,148	\$40,617
Mexico.....	5,980	9,022	61,237	57,769
Santo Domingo.....	4	16	858	7,314
Cuba.....	2,729	4,250	5,534	51,005
Porto Rico.....	957	501	1,922	14,442
Argentina.....	1,803	1,958	18,033	19,258
Brazil.....	4,197	11,068	36,651	35,291
Colombia.....	507	4,127	7,564	37,440
Other South America.....	4,516	2,484	37,255	48,891
<b>Breadstuffs:</b>				
<b>Corn (<i>Maíz; Milho; Maïs</i>)—</b>				
Central America.....	2,060	2,140	45,820	28,724
Mexico.....	724	5,675	6,984	105,478
Santo Domingo.....			63	315
Cuba.....	9,861	18,469	237,152	337,958
Porto Rico.....				251
South America.....	1,579	22,435	14,339	42,478
<b>Wheat flour (<i>Harina de trigo; Farina de trigo; Farine de blé</i>)—</b>				
Central America.....	86,365	42,705	942,690	655,204
Mexico.....	7,501	15,865	71,630	119,497
Santo Domingo.....	898	7,531	147,810	103,504
Cuba.....	121,425	134,396	946,001	1,520,071
Porto Rico.....	59,267	36,512	256,843	407,573
Brazil.....	258,792	118,138	2,239,779	1,959,627
Colombia.....	20,744	19,298	290,066	342,705
Other South America.....	125,404	89,987	1,147,640	1,214,833
<b>Wheat (<i>Trigo; Trigo; Blé</i>)—</b>				
Central America.....	6,923		32,855	13,944
South America.....	44	719	385,777	69,318
<b>Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carriages, carros e partes de carros; Voitures, wagons et leurs parties</i>):</b>				
Central America.....	1,904	1,301	36,638	14,812
Mexico.....	45,409	63,539	206,959	657,248
Santo Domingo.....		341	10,671	11,755
Cuba.....	384	16,129	19,561	112,739
Porto Rico.....	16	425	1,445	8,671
Argentina.....	28,280	33,402	454,505	198,174
Brazil.....	19,096	44,347	518,400	186,328
Colombia.....	1,184	2,152	39,249	13,443
Other South America.....	1,768	11,179	66,965	40,376
<b>Cycles and parts of (<i>Biciclos y sus accesorios; Bicycles e accesorios; Bicyclettes et leurs parties</i>):</b>				
Central America.....	585	324	5,554	4,143
Mexico.....	5,735	2,830	50,951	35,557
Santo Domingo.....			598	288
Cuba.....	61	14,662	3,406	64,504
Porto Rico.....	124	77	1,354	2,311
Argentina.....	8,579	31,756	79,031	292,518
Brazil.....	5,879	2,996	82,040	29,393
Colombia.....	503	682	6,893	6,790
Other South America.....	2,142	8,045	34,518	49,938
<b>Clocks and watches (<i>Relojes de pared y de bolsillo; Rélogios de parede e de bolso; Pendules et montres</i>):</b>				
Central America.....	66	195	4,148	2,682
Mexico.....	1,419	2,934	15,183	23,449
Argentina.....		364	22,966	21,160
Brazil.....	6,103	5,100	33,174	41,659
Other South America.....	6,436	5,294	65,177	53,844
<b>Coal (<i>Carbón; Carrão; Charbon</i>):</b>				
Central America.....	1,094	1,441	7,754	13,394
Mexico.....	70,453	108,852	828,127	1,096,995
Santo Domingo.....	1,198	378	7,821	6,874
Cuba.....	52,268	56,990	325,251	521,161
Porto Rico.....		8,117	15,098	41,101
Brazil.....	55,618	3,936	125,605	98,585
Colombia.....	184		17,331	49,608
Other South America.....	28,982	7,429	100,619	53,229

## EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>Copper (Cobre; Cobre; Cuivre):</b>				
Mexico.....	\$6,799	\$27,802	\$259,358	\$210,307
<b>Cotton, unmanufactured (Algodón no manufacturado; Algodão não manufacturado; Coton non manufacturé):</b>				
Mexico.....	54,543	12,378	623,539	428,116
<b>Cotton cloths (Tejidos de algodón; Fazendas de algodão; Coton manufacture):</b>				
Central America.....	64,504	50,025	349,469	464,744
Mexico.....	39,541	51,028	333,763	410,198
Santo Domingo.....	5,224	5,384	111,523	138,276
Cuba.....	241	57,165	6,192	617,837
Porto Rico.....	143	12,087	1,166	227,000
Argentina.....	12,725	9,377	121,536	96,424
Brazil.....	37,657	21,523	423,855	315,512
Colombia.....	19,773	23,787	205,328	305,970
Other South America.....	71,576	59,976	918,296	853,662
<b>Wearing apparel (Ropa de algodón; Roupas de algodão; Vêtements en coton):</b>				
Central America.....	12,845	16,816	164,477	209,880
Mexico.....	26,570	38,636	278,585	330,200
Santo Domingo.....	1,299	985	15,849	13,879
Cuba.....	1,169	16,322	12,024	146,181
Porto Rico.....	85	7,898	831	39,403
Argentina.....	4,056	1,950	32,671	36,257
Brazil.....	2,889	1,504	32,269	23,422
Colombia.....	2,134	3,165	29,066	32,223
Other South America.....	5,017	4,394	31,316	55,647
<b>Fruits and nuts (Frutas y nueces; Frutas e nozes; Fruits et noixettes):</b>				
Central America.....	2,385	1,720	20,350	19,599
Mexico.....	6,065	4,964	43,883	50,811
Santo Domingo.....	23	56	475	382
Cuba.....	4,942	6,893	17,447	44,699
Porto Rico.....	244	511	531	4,458
Argentina.....	155	289	6,584	14,566
Brazil.....	1,384	407	6,416	7,049
Colombia.....	356	325	5,397	6,744
Other South America.....	1,672	891	12,194	13,594
<b>Hides and skins (Cueros y pieles; Couros e pelles; Cuirs et peaux):</b>				
Central America.....				
Mexico.....	210		2,209	2,084
<b>Instruments:</b>				
<b>Electric and scientific apparatus (Aparatos eléctricos y científicos; Appareils électriques e científicos; Appareils électriques e scientifiques):</b>				
Central America.....	10,705	5,028	54,538	49,104
Mexico.....	7,323	31,328	224,409	369,063
Argentina.....	32,140	27,708	129,186	218,213
Brazil.....	13,121	48,857	54,265	114,535
Other South America.....	6,197	11,141	80,833	98,818
<b>Iron and steel, manufactures of:</b>				
<b>Steel rails (Carriles de acero; Trilhos de aço; Rails d'acier):</b>				
Central America.....	7,124		18,475	17,734
Mexico.....	32,986	29,748	539,029	340,812
South America.....	31,210	12,115	292,613	102,291
<b>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):</b>				
Central America.....	6,332	5,473	56,043	65,013
Mexico.....	21,414	26,056	289,218	333,641
Santo Domingo.....	10	560	8,847	7,013
Cuba.....	9,493	37,592	34,792	313,822
Porto Rico.....	688	1,936	4,387	29,471
Argentina.....	20,998	17,782	138,444	191,814
Brazil.....	20,325	21,587	155,496	181,663
Colombia.....	7,317	6,614	66,361	78,994
Other South America.....	8,319	28,422	140,363	192,109

## EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>Iron and steel, manufactures of—Continued.</b>				
Sewing machines and parts of ( <i>Máquinas de coser y accesorios; Máquinas de coser e accesorios; Machines à coudre et leurs parties</i> )—				
Central America.....	\$2,152	\$2,280	\$17,406	\$15,973
Mexico.....	7,401	18,261	137,946	222,941
Santo Domingo.....	63	14	1,347	1,369
Cuba.....	252	8,082	279	32,593
Porto Rico.....		194	1,050	3,875
Argentina.....	9,608	16,794	64,561	135,938
Brazil.....	4,639	4,638	72,111	100,167
Colombia.....	7,204	928	54,742	38,999
Other South America.....	3,689	8,242	79,869	100,421
<b>Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Máquinas de escribir e accesorios; Machines à écrire et leurs parties</i>)—</b>				
Central America.....	253	140	1,121	1,353
Mexico.....	725	5,107	24,377	44,836
Santo Domingo.....				187
Cuba.....	123	2,355	910	21,321
Argentina.....	2,777	8,231	20,652	33,250
Brazil.....	75	1,427	3,624	6,645
Colombia.....	43	233	1,904	2,371
Other South America.....	1,633	1,389	11,072	21,673
<b>Leather, other than sole (<i>Cuero, distinto del de suela; Couro não para solas; Cuir, autres que pour semelles</i>):</b>				
Central America.....	564	1,059	4,714	9,819
Mexico.....	708	4,109	5,215	17,067
Santo Domingo.....			358	1,057
Cuba.....	115	4,058	1,742	24,365
Porto Rico.....	496	734	1,198	7,528
Argentina.....	1,433	4,427	13,620	40,677
Brazil.....	495	6,003	41,287	55,058
Colombia.....		25	2,445	3,191
Other South America.....	1,053	1,614	12,294	31,705
<b>Boots and shoes (<i>Calzado; Calçados; Chaussures</i>):</b>				
Central America.....	6,191	10,437	54,561	93,427
Mexico.....	7,138	28,741	73,954	235,621
Colombia.....	1,078	2,779	27,259	30,933
Other South America.....	2,378	1,413	27,651	18,168
<b>Naval stores:</b>				
Rosin, tar, etc. ( <i>Resina y alquitrán; Resina e alcatrão; Résine et goudron</i> )—				
Central America.....	640	1,584	13,417	11,415
Mexico.....	571	590	7,395	7,698
Santo Domingo.....		138	3,294	3,092
Cuba.....	1,595	1,199	4,181	10,251
Porto Rico.....	40		321	778
Argentina.....	1,025	4,560	59,674	71,882
Brazil.....	18,445	17,925	129,647	168,440
Colombia.....	241	1,927	9,512	9,472
Other South America.....	1,274	8,130	58,253	51,462
<b>Turpentine, spirits of (<i>Aguarrás; Agua-raz; Téré-benthine</i>)—</b>				
Central America.....	408	489	2,406	3,779
Mexico.....	373	107	3,320	3,465
Santo Domingo.....	25	55	360	440
Cuba.....	2,297	4,632	8,092	41,841
Porto Rico.....	166	425	749	4,257
Argentina.....	2,734	14,891	105,007	60,430
Brazil.....	1,560	6,601	55,860	51,344
Colombia.....	337	337	3,601	5,141
Other South America.....	519	10,312	50,850	52,306
<b>Oils, mineral, crude (<i>Aceites minerales, crudos; Oleos minerales, crus; Huiles minerales, brutes</i>):</b>				
Mexico.....	29,593		210,758	355,684
Cuba.....	12,063	32,206	98,605	181,644
Porto Rico.....			19,477	12,512

## EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>Oils, mineral, refined or manufactured (<i>Aceites minerales refinados ó manufacturados; Oleos minerales, refinados ó manufacturados; Huiles minerales, raffinées ou manufacturées</i>):</b>				
Central America.....	\$11,072	\$9,527	\$89,951	\$106,576
Mexico.....	7,213	12,444	121,787	158,013
Santo Domingo.....	443	11,546	33,066	29,826
Cuba.....	6,697	3,502	32,968	90,618
Porto Rico.....	6,372	1,773	16,204	41,775
Argentina.....	71,299	139,561	732,058	784,121
Brazil.....	98,246	156,089	1,111,987	1,150,678
Colombia.....	4,013	11,234	83,335	103,712
Other South America.....	16,622	109,406	750,457	894,891
<b>Oils, vegetable (<i>Aceites vegetales; Oleos vegetales; Huiles végétales</i>):</b>				
Central America.....	111	515	2,402	4,073
Mexico.....	27,261	47,655	246,604	431,477
Santo Domingo.....	337	3,066	25,828	22,723
Cuba.....	282	2,299	1,190	28,014
Argentina.....	903	1,935	9,259	30,661
Brazil.....	11,165	15,678	174,687	156,139
Other South America.....	4,061	15,431	81,404	95,523
<b>Paraffin and paraffin wax (<i>Parafina y cera de parafina; Parafina e cera de parafina; Paraffine et cire de cette substance</i>):</b>				
Central America.....	4,022	862	21,639	21,554
Mexico.....	9,002	28,888	110,850	191,791
Brazil.....	1,442	666	8,842	9,173
Other South America.....		2,788	5,115	8,152
<b>Provisions, comprising meat and dairy products:</b>				
<b>Beef, canned (<i>Carne de vaca en latas; Carne de vacca en latas; Bœuf conservé</i>):</b>				
Central America.....	1,304	1,391	16,916	15,958
Mexico.....	1,894	1,235	11,169	15,901
Santo Domingo.....		10	26	98
Cuba.....	255	230	5,103	11,013
Argentina.....			505	1,484
Brazil.....	962	2,767	19,678	12,827
Colombia.....	515	473	4,097	5,229
Other South America.....	319	1,616	9,931	13,744
<b>Beef, salted or pickled (<i>Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmoura; Bœuf, salé ou en saumure</i>):</b>				
Central America.....	3,271	3,621	27,957	29,165
Mexico.....		800	190	1,794
Santo Domingo.....		673	2,969	4,680
Cuba.....	2,568	1,070	9,367	20,875
Porto Rico.....	31	50	171	1,414
Brazil.....	476	32	1,495	1,265
Colombia.....	682	969	9,853	13,372
Other South America.....	14,020	19,793	131,013	124,928
<b>Tallow (<i>Sebo; Sebo; Suif</i>):</b>				
Central America.....	6,746	4,483	73,447	68,808
Mexico.....	1,797	1,426	17,751	22,672
Santo Domingo.....		1,447	10,018	14,517
Cuba.....	4,499	153	11,641	2,139
Porto Rico.....			176	319
Brazil.....	731	1,963	6,356	22,419
Colombia.....	769	2,065	7,341	15,980
Other South America.....	560	7,850	17,183	36,393
<b>Bacon (<i>Tocino; Toucinho; Lard fumé</i>):</b>				
Central America.....	1,754	1,839	12,143	14,915
Mexico.....	972	2,797	8,760	16,457
Santo Domingo.....		338	1,922	1,725
Cuba.....	48,164	85,128	448,621	711,865
Porto Rico.....	7,064	3,175	28,064	53,879
Brazil.....	74,357	12,399	333,029	157,391
Colombia.....	95	33	773	1,517
Other South America.....	919	894	15,714	11,616
<b>Hams (<i>Jamones; Presuntos; Jambons</i>):</b>				
Central America.....	2,491	1,784	18,287	18,701
Mexico.....	3,194	3,748	29,733	25,474
Santo Domingo.....		411	5,418	4,419
Cuba.....	26,490	51,702	220,109	560,199

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EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>Provisions, comprising meat and dairy products—</b>				
<i>Continued.</i>				
<b>Hams (<i>Jamones; Presunto; Jambons</i>)—Cont'd.</b>				
Porto Rico.....	\$3,301	\$4,203	\$14,679	\$18,397
Brazil.....	655	561	3,317	2,710
Colombia.....	973	827	10,270	13,264
Other South America.....	6,181	3,946	50,306	63,688
<b>Pork (<i>Carne de puerco; Carne de pereo, Pore</i>)—</b>				
Central America.....	5,546	3,637	60,458	49,347
Santo Domingo.....	300	1,387	5,550	5,071
Cuba.....	2,940	12,925	11,469	59,569
Porto Rico.....	25,686	8,532	101,041	140,971
Brazil.....	73	93	4,211	3,001
Colombia.....	508	630	6,730	28,605
Other South America.....	11,844	16,560	160,207	146,128
<b>Lard (<i>Mantea; Banha; Saindouz</i>)—</b>				
Central America.....	10,115	13,785	136,761	132,757
Mexico.....	14,300	40,454	106,482	209,076
Santo Domingo.....	298	3,064	27,976	19,608
Cuba.....	90,303	113,520	812,034	1,350,696
Porto Rico.....	46,746	8,730	142,566	180,127
Argentina.....	54	81	2,971	3,382
Brazil.....	112,197	74,955	764,281	788,289
Colombia.....	5,729	9,811	72,008	104,332
Other South America.....	39,643	55,050	487,235	567,454
<b>Oleo and oleomargarine (<i>Grasa y oleomargarina; Oleo é oleomargarina; Oleo et oleomargarine</i>)—</b>				
Central America.....	119	547	1,310	3,012
Mexico.....	49	108	1,009	727
Colombia.....	710	2,329	6,948	10,015
Other South America.....	1,476	631	9,490	22,142
<b>Butter (<i>Mantequilla; Manteiga; Beurre</i>)—</b>				
Central America.....	4,261	3,261	35,551	35,747
Mexico.....	3,628	3,710	35,079	37,803
Santo Domingo.....	.....	384	8,767	5,900
Cuba.....	2,892	4,340	8,011	86,965
Porto Rico.....	707	218	1,196	4,602
Brazil.....	2,647	23,506	71,774	168,869
Colombia.....	678	1,088	11,602	12,289
Other South America.....	9,736	3,104	80,927	161,610
<b>Cheese (<i>Queso; Queijo; Fromage</i>)—</b>				
Central America.....	1,554	1,181	13,306	13,140
Mexico.....	1,077	1,876	11,373	17,344
Santo Domingo.....	42	437	3,616	3,466
Cuba.....	3,634	3,180	17,731	54,479
Porto Rico.....	495	1,315	1,567	28,046
Brazil.....	.....	.....	75	217
Colombia.....	497	447	6,925	5,874
Other South America.....	497	1,466	11,597	10,741
<b>Seeds (<i>Semillas; Sementes; Semence</i>):</b>				
Central America.....	189	101	4,721	3,915
Mexico.....	505	838	24,916	11,982
Santo Domingo.....	.....	62	361	321
Cuba.....	1,215	300	2,121	3,553
Porto Rico.....	21	81	21	677
Argentina.....	.....	629	245	11,409
Brazil.....	95	25	540	713
Colombia.....	103	24	701	1,103
Other South America.....	48	257	1,598	1,992
<b>Sugar, refined (<i>Azúcar refinado; Assucar refinado; Sucre raffiné</i>):</b>				
Central America.....	1,963	3,397	27,494	17,541
Mexico.....	58	3,206	9,498	54,534
Santo Domingo.....	.....	89	970	628
Colombia.....	1,252	1,539	14,078	12,977
Other South America.....	83	.....	1,083	2,116
<b>Tobacco, unmanufactured (<i>Tabaco no manufacturado; Tabaco nio manufacturado; Tabac non manufacture</i>):</b>				
Central America.....	570	1,457	18,308	29,899
Mexico.....	7,926	13,467	96,768	120,050
Argentina.....	.....	620	13,239	17,992
Colombia.....	.....	215	6,252	4,929
Other South America.....	5,731	7,294	73,737	79,737

## EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	September—		Nine months ending September—	
	1898.	1899.	1898.	1899.
<b>Tobacco, manufactures of (<i>Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué</i>):</b>				
Central America.....	\$1,949	\$4,449	\$43,001	\$41,297
Mexico.....	79	430	24,613	14,817
Cuba.....	6,605	8,180	84,871	155,075
Argentina.....	704	2,151	1,782	8,129
Brazil.....		352	550	352
Colombia.....	1,057	34	5,344	5,259
Other South America.....	3,707	1,088	56,051	50,544
<b>Wood, unmanufactured (<i>Madeira no manufacturado; Madeira não manufacturado; Bois brut</i>):</b>				
Central America.....	352	1,222	22,257	20,272
Mexico.....	29,571	1,062	327,509	107,083
Cuba.....		1,017	12,683	42,328
Argentina.....	679	615	7,086	14,251
Brazil.....			75	210
Colombia.....	4,131	673	25,142	15,191
Other South America.....	400	10,186	20,903	45,699
<b>Lumber (<i>Maderas; Madeiras; Bois de construction</i>):</b>				
Central America.....	7,428	2,841	30,731	41,201
Mexico.....	36,658	103,533	575,631	746,953
Santo Domingo.....	931	1,868	23,930	28,642
Cuba.....	34,611	33,623	149,982	695,878
Porto Rico.....	20	10,204	19,224	80,458
Argentina.....	71,151	51,736	683,736	741,008
Brazil.....	23,669	60,205	453,870	337,847
Colombia.....	3,086	5,773	35,619	39,799
Other South America.....	16,720	40,449	405,090	472,342
<b>Furniture (<i>Muebles; Mobília; Meubles</i>):</b>				
Central America.....	3,421	3,321	32,394	26,609
Mexico.....	17,939	25,484	127,602	226,110
Santo Domingo.....	72	91	6,597	6,272
Cuba.....	951	20,401	11,260	136,373
Porto Rico.....	514	3,748	2,970	29,462
Argentina.....	4,635	7,779	41,487	81,204
Brazil.....	2,595	3,259	18,875	27,130
Colombia.....	1,314	1,292	19,493	23,466
Other South America.....	2,254	6,610	54,410	53,276

## EXPORTS OF MANUFACTURES.

An examination of the export figures for manufactured articles for the month of September demonstrates the fact that the shipments in this branch were larger in value than during any month of 1898, and were surpassed by only four months of 1899. The total volume of such exports for September was \$25,020,047 in 1898 and \$31,373,264 in 1899, an increase of more than \$6,350,000, while the percentage of increase for the nine months ending with September is somewhat larger. How steadily the volume of exports of American manufactured goods has moved upward from month to month is indicated by the following table, giving the figures for each month of the last three calendar years:

Month.	1897.	1898.	1899.
January.....	\$30,621,179	\$22,998,808	\$25,806,870
February.....	29,248,980	21,048,621	24,489,860
March.....	25,876,861	28,214,450	16,025,733
April.....	24,014,351	25,992,552	33,015,970
May.....	26,458,000	27,031,700	30,816,314
June.....	25,873,997	27,216,869	31,812,775
July.....	23,602,784	25,083,116	29,932,034
August.....	22,900,927	25,805,485	34,158,777
September.....	22,749,114	25,020,047	31,373,264
October.....	22,247,968	22,416,046	
November.....	21,688,204	26,471,131	
December.....	23,370,317	28,283,688	
Total.....	279,652,721	307,924,994	

These figures indicate total exports of manufactured goods for the calendar year to the amount of \$370,000,000, and perhaps \$375,000,000. The total exports of manufactures of iron and steel for the nine months ending with September show an increase from \$59,990,665 in 1898 to \$76,567,438 in 1899, or an increase within two years of nearly 70 per cent. This improvement has occurred in spite of losses in a few items, notably bicycles, the trade of which seems to have passed its zenith, as since 1897 there has been a steady decline in values exported.

The movement of steel rails has declined materially in respect to British North America, but Asia and Australasia show an increase from \$376,087 in 1898 to \$1,372,966 in 1899, a part of this increase being no doubt due to the construction of the trans-Siberian railroad and the great railway activity in the Chinese Empire. The advance in exports of textile fibers for the nine months is chiefly under the head of twine, where the value for nine months of 1898 was \$995,097, and for the same period of 1899, \$1,800,277.

#### STEAMERS FOR SOUTH AMERICAN TRADE.

As an addition to W. R. GRACE & CO.'s fleet, engaged in the west-coast trade of South America, the *Cuzco*, a steel steamship of 7,000 tons displacement, was launched recently at Yorker, near Glasgow, on the Clyde. The dimensions are: Length, 375 feet; beam, 50 feet; depth of hold, 28 feet 8 inches; with a tonnage of 4,350 gross and 2,720 net. The steamer has triple-expansion engines and forced draft. A sister ship is being constructed on the Tyne, which will be known as the *Cumbal*, whose completion is anticipated about the first of the year 1900. The freight offered in the United States for the west coast of South and Central America is now plentiful, and the company is anxious for the arrival of these vessels in order to add them to the fleet of the Merchants' Line.

#### INTERNATIONAL COMMERCIAL CONGRESS RESOLUTIONS.

Among the resolutions adopted by the International Commercial Congress, sitting at Philadelphia between October 14 and October 31, inclusive, were the following:

"Whereas it has been demonstrated in various foreign countries that the parcel-post system is one that is of incalculable advantage to the respective countries; and

"Whereas by means of the parcel-post a far more direct and effective means of introducing samples of commerce can be established in the countries of the world; and

"Whereas this International Commercial Congress is primarily for the purpose of suggesting such matters as will tend to further the mutual commercial interests of the United States and foreign countries: Therefore be it

*Resolved*, That we, the International Commercial Congress, do recom-

mend that the Congress of the United States and all other governments not now possessing a parcel-post system be requested to establish such a system.

*Resolved*, That it is most desirable that, as far as practicable, the trade statistics of all countries should be assimilated for all purposes of accurate comparison, and that this Congress place this resolution before the Government of the United States with a view to any action which may be found possible by consultation with foreign governments to obtain such assimilation of statistical returns.

*Resolved*, That the International Commercial Congress in session assembled requests the United States Government and other nations to consider the subject of establishment by the commercial nations of the world of an International Bureau, for the collection and dissemination of the agricultural reports of said nations as to their cereals, with a view of securing the widest and promptest international circulation of said reports.

*Resolved*, That it is the opinion of this Congress that the reciprocal commercial relations of the world would be vastly promoted and facilitated by the creation in each country of an International Bureau of Commercial Information, all organized and to operate on practically uniform lines as initiated by the Philadelphia Museum, or as may be mutually agreed upon; all to interchange all data and information, and otherwise maintain reciprocal relations; all to take up commercial matters of national and international scope, and all conjointly to act as an International Board of Commerce."

"Whereas the economic advantages of an Isthmian Canal would be of supreme importance to the commerce of the world from an industrial and economic standpoint; and

"Whereas its utility and cost have been under consideration for many years, and there is thought to be no reasonable doubt either as to its practicability or expediency, be the cost what it may: Therefore be it

*Resolved*, That the International Commercial Congress heartily indorses and urges the construction of an interoceanic canal on the Western Hemisphere at the earliest practicable moment."

#### NEW STEAMSHIP LINE ON THE WEST COAST.

The first steamer of the Kosmos Line, referred to in the October BULLETIN, was advertised to leave Valparaiso on October 25 and reach San Francisco about December 10. This vessel will inaugurate the new line which is to compete with the Pacific Mail Steamship Company on the western coast of Mexico and Central America. The vessels of the new line will carry on a fast regular monthly service from Hamburg, Antwerp, Genoa, and London to San Francisco, touching at the principal ports on the west coast of South America, Central America, and Mexico. The steamers are new and fast, their names, tonnage, and



sailings, as far as advertised, being as follows: *Tanis*, 5,000 tons, leaves Valparaiso October 25; *Volumnia*, 5,000 tons, leaves Hamburg October 14 and Antwerp October 21; *Ammon*, 6,800 tons, leaves Hamburg November 14, via Genoa, Italy (and possibly Cadiz), November 25; *Hathor*, 5,000 tons, leaves Hamburg and Antwerp (date not known). The San Francisco agents of the company are J. D. SPRECKELS & BROS. Co., 327 Market street.

"El Economista Méxicana," referring to the company, states that the speed of its vessels will place Mazatlán within three and a half days of San Francisco.

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## URUGUAY.

### TRADE AND INDUSTRIES.

Señor Don PRUDENCIO DE MURGUIONDO, Consul-General of the Oriental Republic of Uruguay and Delegate of his country to the International Commercial Congress of Philadelphia, on the 30th day of last month delivered a very interesting address, from which the following is extracted:

"The value of the imports from Uruguay into the United States for the last six months of 1898 was \$593,641.73, and in the first six months of 1899 amounted to \$1,198,585.28, an increase of \$604,940.55—and not one bale of wool imported. Among the articles thus imported hides and jerked beef occupy a very prominent place. The exports from the United States to Uruguay have also increased, for in 1898 they amounted to \$1,346,816.15 and for 1897 only \$1,113,565.07, an increase of \$233,251.08. The exports from January 1 to June 30 of this year had a value of \$628,202.42, but the remaining six months of 1899 will show a corresponding increase over 1898."

Señor MURGUIONDO drew a comparison between the imports into Uruguay during the five years from 1894 to 1898, from the United States and other countries of the world, with the following result: From the United States, \$6,794,187.08; from the other countries, \$112,217,812.92. Referring to the financial situation of his country, Señor MURGUIONDO stated that Uruguay is on a gold basis, and that the Republic pays the interest on its debt with regularity. He also stated that its money standard is higher than any other nation, and that a double eagle of the United States—a \$20 piece—is worth in Uruguayan money \$19.32. There are in Uruguay several banks with large capital. Señor MURGUIONDO referred to the great mineral wealth of his country, and mentioned a mine now being worked, belonging to French capitalists, which promises to yield as much gold as was produced by the best mines of California.

In the opinion of the Consul-General, what is principally needed to increase the trade between the United States and Uruguay is the

establishment of good lines of steamers equal to those of the "Houston Line" and even of greater speed. The works on the port of Montevideo will cost about \$15,000,000 gold, and will make of that beautiful city one of the first ports of America. The plans for the said works are all ready. Before finishing his address Señor MURGUIONDO called attention to a matter of general interest, the stamping out of yellow fever in Central American, and South American and West Indian ports. He said that this has practically been done in Cuba, which has been for many years the cradle of this epidemic in the West Indies. In this regard he mentioned an important work of Surg. Gen. W. WYMAN, which treats extensively of the said disease, and in which he makes valuable suggestion as to the manner of destroying the germs of the same.

The address of Señor MURGUIONDO was listened to with great attention.

#### CUSTOM-HOUSE RECEIPTS.

The Direccion-General of Statistics of the Government of Uruguay has just published the returns for the last fiscal year (1898-99). From this it is learned that the total customs receipts amounted to \$9,734,641. Of this amount \$8,358,696 were derived from import duties and \$1,375,945 from export duties.

For the previous fiscal year the receipts were only \$9,567,640; \$8,191,003 from import duties and \$1,376,637 from export duties. This indicated but a slight increase for the period under comparison, but it is sufficient, however, to show a decided improvement and a continuation of the healthy condition of business.

#### A FRENCH COMMERCIAL MUSEUM AT MONTEVIDEO.

The French Minister at Montevideo has recently informed his Government that the Spanish colony is disensing the question of the creation of a commercial museum in that city, which will be at the same time a sort of depository for merchandise there. It is said that steps have also been taken at Buenos Ayres for the same purpose. In the capital of Uruguay a place has already been especially prepared.

The Minister reports the regulations of the institution as follows:

Through the efforts of the French Chamber of Commerce a museum (permanent exposition of samples) has been organized in connection with the School of Commerce. This museum will be a center of commercial activity which will facilitate the practical teachings of the commercial school. The working and management of the museum will be in the simplest form.

- (1) The samples will be arranged in groups.
- (2) In giving practical instruction the teachers and students of the commercial school will examine and classify the samples.
- (3) There will be for each section one or more active and intelligent representatives nominated by the Legation on the recommendation of the Commercial Chamber.

(4) These agents will be in communication with the merchants, manufacturers, and artists interested.

(5) These representatives shall also be conversant with the market and receive orders.

#### ALCOHOL MONOPOLY.

Among the numerous projects which the Uruguayan Government proposes to present in the near future to the Legislative Chamber is one for the reservation to the State of the monopoly of selling alcohol. The author of the project is Señor CAMPISTEGUI, Minister of Finance, who will obtain by this means, it is confidently expected, an increase in revenue to the extent of 800,000 piasters at least, deduction being made of all the expenses of administration and exploitation in the matter.

Besides the economical advantage accruing to the State from this project the monopoly would also insure a successful issue in the contest against the consumption of poisonous alcohols, which are at present placed on the market by unscrupulous speculators.

According to the terms of the proposed monopoly the distilleries established in the Republic will only be permitted to make the first distillation and may not sell their product except at the central gauging establishment.

After the promulgation of this law the gradation of wines from abroad will be limited to 13° to 15° C., and an alcoholic excess will pay a duty more or less advanced.

#### MISCELLANEOUS NOTES.

The Bureau of the American Republics has been informed that by decree of the Superior Government of Uruguay Señor Don JOSÉ J. SCHIAFFINO has been appointed Director of the Bureau of Deposit, Distribution, and International Exchange of Publications, to succeed Señor Don PEDRO MA. RIVIÈRE, who has been transferred to the chief clerkship of the Ministry of War and Marine.

The Banco Nacional of Uruguay is negotiating for the purchase of the Oeste Oriental Railway.

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## VENEZUELA.

#### BOUNDARY LINE WITH BRITISH GUIANA.

According to Volume II of the "Proceedings of the Arbitration between the Governments of Her British Majesty and the United States of Venezuela," the boundary line between Venezuela and British Guiana is as follows:

"Starting from the coast at Point Playa the line of boundary shall run in a straight line to the River Barima at its junction with the River Murruma, and thence along the midstream of the latter river to

its source, and from that point to the junction of the River Halowa with the Amakurn, and thence along the midstream of the Amakurn to its source in the Imataka Ridge, and thence in a southwesterly direction along the highest ridge of the sprn of the Imataka Mountains to the highest point of the main range of such Imataka Mountains opposite to the source of the Barima, and thence along the summit of the main ridge in a southeasterly direction of the Imataka Mountains to the source of the Acarabisi to the Cuyuni, and thence along the northern bank of the River Cuyuni westward to its junction with the Wenamu, and thence following the midstream of the Wenamu to its westernmost source, and thence in a direct line to the summit of Mount Roraima, and from Mount Roraima to the source of the Cotinga, and along the midstream of that river to its junction with the Takutu, and thence along the midstream of the Takutu to its source, thence in a straight line to the westernmost point of the Akarai Mountains, and thence along the ridge of the Akarai Mountains to the source of the Corentin, called the Cutari River."

The discrepancy between this delimitation and that described in the MONTHLY BULLETIN for October, is due to the fact that the latter was obtained from telegraphic dispatches rather than from official reports.

#### RESOURCES AND INDUSTRIES.

The Venezuelan Consul-General, resident at New York, Mr. ANTONIO E. DELFINO, read an interesting paper before the International Commercial Congress at Philadelphia at its thirteenth day's session, setting forth many valuable features of the resources and present industries of the Republic. Mr. DELFINO'S remarks were in part as follows:

"Venezuela is situated on the northern coast of South America and has an area twice as large as that of France. Half of this large area, the southern part, is covered by immense forests scarcely yet touched by the ax, and is watered by many navigable rivers. It keeps almost intact its hidden treasures of gold, quicksilver, and vanadium, its luxuriant vegetation of valuable woods, of medicinal plants, rubber trees, and textile plants. Some of its smaller rivers and natural channels are sometimes impassable on account of thick shoals of turtles, and sometimes great flocks of herons, aroused by the rare passage of a traveler, take their flight and darken the light of the sun.

"The other half, or the northern part, is equally divided into agricultural and grazing lands. The chief export products of Venezuela are coffees, cocoa, hides, cattle, rubber, woods, asphalt, copper, and gold in bars. Exports sum up, roughly speaking, to about \$20,000,000, coffee representing about 80 per cent of the total value. This amount increases or decreases according to the oscillation of the market prices. Imports do not reach the value of exports, but are always fluctuating according to buying power.

"The principal market of Venezuela for imports or exports is the

United States, half of the crops being shipped to that country, and the other half is bought by France and Germany. Venezuelan cattle are shipped to the West Indies.

"Venezuela is very thinly peopled and the population is scattered along the northern coast. It may be said that Venezuela to-day in agriculture, in forestry, and in mining has its wealth still unexploited or undeveloped. But still, apart from the mines, there are lines on which trade could be carried on and which are of great importance to-day and which will be more so in the future.

"The cattle in Venezuela outnumber the population many times and nature keeps a large part of the country fit only for grazing purposes.

"The overflowing of the rivers of the interior during the rainy season covers immense plains, which, as soon as the waters retire, are clothed with the best pasturage. The rapidly increasing population of the United States and the consequent diminution of its grazing territory will force it to look abroad for its beef supply. No country can offer a larger, a better, and a nearer supply of cattle to this country than Venezuela. Its coast is not three days distant from New Orleans, and scarcely six from New York and Philadelphia, with steamers of moderate speed in direct communication with those cities." Mr. DELFINO called the attention of the great packing industries of the United States and of Europe to the facilities that Venezuela offers for this trade. "Puerto Cabello, Gnanta, and Carenero are the best natural ports for shipping that can be imagined. It is from these ports that Cuba is supplied with cattle. The native race of cattle is hardy, and as oxen for working in a tropical country they have not their equals. The nearness of Venezuela makes possible the export not only of cattle on the hoof but also of dressed beef." The Consul-General is of the opinion that a few years will see the establishment of a great packing house near one of the above-mentioned seaports that will supply the West Indies and the southern coast of the United States with dressed beef, just as Chicago does cities 1,500 miles away. Not long ago a European corporation, aware of the increasing needs of the world and of the grazing lands of Venezuela, purchased a large tract near one of the seaports for raising cattle.

"There is another large industry in the United States that is paying to-day for its raw material twice its former price, and that Venezuela could furnish with an ample supply, namely, henequen or hemp. It grows wild all over the coast. A recent traveler interested in the cordage industry in going through the western part of the country was struck by the great quantity of the textile plant that spread in uninterrupted course for miles, and he noticed that the leaves were, on the average, 2 feet longer than those of the Yucatan plant. Venezuelan hems will no doubt be on the market before long.

"Along the coast there are mines of coal, asphalt, and copper, and quarries of marble, and much remains to be developed.

"To sum up, men of enterprise with some capital, knowledge, and perseverance will have their labors repaid in Venezuela by large returns, whether they choose to enter the field of the mining, agricultural, or the grazing industry."

#### THE NEW TARIFF.

The "Siidamerikanische Rundschau" for October publishes a resumé of the new tariff of the Republic of Venezuela, which went into effect on the 1st of September of this year, a translation of which was published in the MONTHLY BULLETIN for August, 1899, pages 193, 194, and which differs in many points from that previously in force. Generally speaking the present tariff is 20 per cent higher than the preceding one. The division of articles into nine different classes has been retained as formerly, with the difference that articles of class 1, which formerly comprised the free list, have been subjected to the duty of 0.02 bolivar and the free list materially curtailed. In the new law the second class pays 0.125 bolivar per kilo; the third, 0.30; the fourth, 0.90; the fifth, 1.50; the sixth, 3; the seventh, 6; the eighth, 12; and the ninth, 24 bolivars per kilo. The following articles, among others, have been eliminated from the free list: Fire extinguishers (class 1), white paper (class 2), eggs (class 2), machinery, materials, and colors for printing (class 1), printers' cases and stands (class 4).

Under the old law household effects of citizens of the country which had been in use for two years abroad were admitted free of duty; this provision also applied to foreigners. Now only the actual traveling effects are admitted duty free, while on new goods and furniture, even if the latter has been used, the duty must be paid. Mineral waters, barrels, and their parts, tools made of iron, sheet tin, caustic soda, and petroleum, all of which were formerly on the free list, are now put in class 2. Refined olive oil, flaxseed oil, instruments (scissors, etc.), boots and shoes, compasses, knives, water-levels, files, tongs, etc., pianos, red wine in barrels and bottles, and white wine in barrels are placed in class 2, whereas white wine in bottles is placed in class 4, in which is also to be found the machete, made of steel, shovels, and other utensils. White and colored cotton goods are in class 5. Essences, perfumery, extracts of all kinds, perfumed toilet water, cognac, absinthe, brandy, fine yarns, satin percale, monsseline, etc., are in class 6. Canes, whips, toys of all kinds, fans made of paper, wood, and cotton, are in class 7. The most valuable of all imported goods, however, are provided for in class 9. Hats of all kinds, with the exception of straw hats and hat forms, linen and woolen shirts, cotton shirts, washable wearing apparel of all kinds, jewelry, watches, and jewelers' goods, arms of all kinds (swords, guns, pistols, etc.).

The duty is levied upon the gross weight of the goods, with but one exception, which is empty bottles that are again exported filled, upon which the tare is allowed.

To the list of articles whose importation is forbidden has been added sword-canes and matches, the latter in consequence of the match monopoly in the country. If any of these articles are brought to Venezuela they will be stopped upon the frontier and a fee of 0.075 bolivar per kilo will be collected previous to their being sent out of the country.

Firearms and ammunition may only be imported after permission has been obtained from the Government. Samples of textiles and wall paper not exceeding a weight of 25 kilos are admitted duty free.

The free importation of machinery and implements for mining is provided for in a special paragraph of the law, as is also the case with agricultural implements, electrical apparatus, and electric motors.

The fact is especially noticeable that many of the articles which are imported, particularly those whose origin is in the United States, as petroleum, iron tools, meats, etc., have been granted a slight advantage in the duty, while, on the contrary, those same goods of European manufacture must pay the high duty, and according to the correspondent of the "Siidamerikanische Rundschau," it is "a remarkable sign of the advancement of American influence in South America, and it should be noted by all Europeans."

Especial attention is called to the fact that the formalities in regard to the customs must be carefully adhered to, otherwise severe penalties are inflicted.

#### PEARL FISHERIES.

The "Commercial Bulletin" of Brussels, in a recent issue, gives some interesting information concerning the pearl fisheries of Venezuela. For more than three centuries, that is to say, since the discovery of America, the pearl fisheries of the island of Margarita, off the northern coast of Venezuela, have been known, and yet this industry is at the present time practiced principally by natives. It is estimated that the average annual income received from this source is about 500,000 francs, which sum, however, is far from representing the true value of the fisheries in this locality. The pearls are purchased of the natives by a few merchants who operate for European houses.

The fishing for oyster pearls is not subjected to any legal restriction in the Republic, and the boats used have to pay but a small tax of about 120 francs per year. About 400 boats are engaged in this industry, but none are provided with diving apparatus. The natives' mode of procedure is very primitive. They use a heavy metal scoop which is dragged on the bottom of the sea and which is drawn up when it has collected a certain quantity of oysters.

According to the United States Minister at Caracas, the best banks are to be found on the small islands situated near Margarita, where are also enormous quantities of shells which could be utilized in the preparation of mother-of-pearl. Taking into consideration the wealth of these pearl fisheries, it is quite probable that boats supplied with divers and diving bells might obtain excellent results.

**SURVEY OF THE ORINOCO DELTA.**

The U. S. S. *Dolphin* left the United States on November 5, under command of Commander Sutherland, U. S. N., and will proceed via La Guayra to the mouth of the Orinoco (Boea Grande), where she will make a complete survey of the bar.

**THE TRANS-ISTHMIAN CANAL.**

The session of the International Commercial Congress for October 24 was devoted to the discussion of an interoceanic canal and problems attendant thereto through Nicaragua and Panama, and several valuable papers were read on the subject of Isthmian waterways.

Señor DON JOAQUIN BERNARDO CALVO, Envoy Extraordinary and Minister Plenipotentiary of Costa Rica, and official Delegate to the said Congress, spoke as follows:

"The thought of uniting the two great oceans by means of a canal across the American isthmus sprang up, as is known, from the moment the conviction was reached that the passage, which from the days of Columbus had been thought to exist toward the Southern Sea, was not a reality.

"To recommend the merits of this project is unnecessary, since they are at once evident upon the mere suggestion of the advantage to the world of a short and easy route between the Atlantic, which is the sea of Europe, and the Pacific, which is the great ocean of Asia, Australia, and the extensive western shores of the New World.

"The history of the project in general is well known, and as to the practicability of the work we all know that eminent authorities in the matter have given a favorable opinion.

"I will not, therefore, dwell upon either of these points, nor do I deem it necessary to engage the attention of this honorable Congress by an extended treatment of the advantages which are offered to the commerce of the whole world by the great undertaking of connecting the two seas. My desire on taking part in this session is limited to expressing, although briefly, that it may be better appreciated, the position of Costa Rica and her direct interest in the canal enterprise.

"The territory of Costa Rica lies between that of Nicaragua and Panama, the two parts of the isthmus whose names distinguished the French project of the Panama Canal from the Nicaragua Canal, which has always been the American project. This advantageous position assures to the industrious and peaceful people of Costa Rica all the benefits of proximity as the nearest neighbor, whichever of the two places the route may ultimately traverse. But the Costa Rican frontier does not reach the line of the Panama Canal, while a portion of our



territory is indispensable to the Nicaragua route. And this is not a new fact or one established by recent surveys, but which is well known since the very days of VASCO NÚÑEZ DE BALBOA. Nevertheless the first survey of the land was not carried out until the year 1581, when, in obedience to superior instructions, Capt. ANTONIO PEREIRA, Governor of Costa Rica, organized an expedition and explored the route by way of the San Juan river, the lake, and the rivers emptying into Gulf Nicoya, Costa Rica. Thirty-nine years later DIEGO DE MERCADO submitted to King Philip III his famous report of January 23, 1620, suggesting the route by the river and lake, and thence through Costa Rican territory along the Quebrada or Barranca Honda to Salinas Bay, then called Puerto del Papagayo.

“Either because the magnitude of the undertaking was at that time superior to the necessities of trade, or, as was said, because Spain considered the canal antagonistic to her interests, the era of independence arrived without the execution of the project ever having been entered upon.

“After independence the Congress of Central America, in which Costa Rica and Nicaragua were represented as States of the Federation which succeeded the Colonial Government, enacted on June 16, 1825, a decree providing for the construction of the canal, and in that same year Don ANTONIO JOSÉ CAÑAS, Diplomatic Representative of Central America in Washington, addressed the Secretary of State, Mr. HENRY CLAY, informing him of this resolution and stating that: ‘A company formed of American citizens of respectability was ready to undertake the work as soon as a treaty with the United States insuring the cooperation of the latter was signed; that he was ready to enter into negotiations for the treaty, and that nothing would be more pleasant for Central America than to see the generous people of the United States joining her in the opening of the canal, sharing the glory of the enterprise, and enjoying the great advantages to be derived from it.’

“The Government of Central America could not carry the undertaking into effect, notwithstanding that among the means employed to reach the desired result there figures the arrangement concluded with the King of Holland in October, 1830. But, though the hopes centered in the undertaking were frustrated, to the honor of Central America the declarations of that Congress, which constitute, like the concession for the canal itself, one of the loftiest public documents ever issued by any nation of the earth, have become a matter of record.

“The Central American Federation dissolved, this important matter attached to Nicaragua and Costa Rica directly, and the boundary line between the two republics having been determined by the treaty of April 15, 1858, as were also the points relative to the canal, the two governments jointly granted a concession on May 1 of that same year to Mr. FELIX BELLÝ, a distinguished French writer, to whom the Emperor Napoleon gave his support to carry forward the undertaking.

This failing of accomplishment, the two governments, in perfect accord, concluded the contract known as the Ayon-Chevalier, signed by Nicaragua on October 16, 1868, and by Costa Rica on June 18, 1869, which, it is unnecessary to say, also failed to produce any results whatever.

"Some years after the expiration of this last contract Nicaragua promoted a discussion as to the validity of the treaty and the meaning of some of its stipulations, which Costa Rica upheld in its original form, and the question was submitted to the decision of the President of the United States, Mr. CLEVELAND, who in his award of March 22, 1888, accepted by both parties, declared the treaty valid and binding upon each Republic and interpreted the points which in the opinion of Nicaragua were doubtful. According to the provisions of both of these documents, the treaty and award, even in the remote event that the natural rights of Costa Rica should not be injured, Nicaragua is bound not to make any grants for canal purposes across her territory without first asking the opinion of the Republic of Costa Rica.

"Three years prior, and while this question was still pending, Nicaragua concluded the treaty known as the Zavala-Frelinghuysen, signed in Washington on December 1, 1884, whereby the title to the canal was conveyed to the United States, and Costa Rica adhered to this treaty under date of February 23, 1885; but the negotiations remained without effect, because, ratification having been denied in the Senate, although a reconsideration of the subject had been agreed to, President CLEVELAND, on inaugurating his first administration, withdrew the document from the Senate.

"Things then returned to the status they formerly maintained, and Nicaragua in April, 1887, and Costa Rica in July, 1888, respectively granted the concessions pursuant to which the construction of the American waterway has been pending of late years.

"The Congress of the United States has been giving special attention to this important matter since the year 1892, and commissions have been created charged with the survey and location of the route, as well as the study of the influence of the canal in its different aspects. Recently the investigation is not limited to the route by Nicaragua and Costa Rica alone, but extends to Panama, and it is hoped that when the new commission, appointed this year, presents its conclusions Congress will determine whether a canal will be constructed by this Government, and, if so, which of the two routes will be adopted.

"Costa Rica realizes the great importance of this work, the most transcendental, perhaps, undertaken in this age, and contributes to encourage it, consulting her own interest and the impulse to be derived from it by the general progress of the world, and especially of the nations of this continent."

This was followed by a paper by Dr. LUIS CUERVO MÁRQUEZ, Secretary of the Colombian Legation and Chargé d'Affaires, as follows:

"To discuss the necessity of opening an interoceanic canal to com-

plete the work of the great BALBOA is useless, as the daily necessities of the trade of the world are every day greater and demand that the waters of the Atlantic should be joined to those of the Pacific within the American continent.

"The commercial side of the work has been investigated as well as the technical, and there can be no doubt of the practicability of this great enterprise. As to the route that must be chosen, in my judgment no doubt can exist.

"The works at Panama represent an accumulation of material and intellectual effort which can not be equaled in many years elsewhere, and it would be a crime against civilization to permit them to be lost.

"The Colombian nation, following its glorious traditions, has in this matter only considered the interests of civilization, and when the concession for the opening of that canal in its territory was given it was given without limitation except as to the sovereignty and integrity of its territory and the interests of universal commerce.

"Colombia has at present in France an accredited representative plenipotentiary to study all the matters pertaining to the Panama Canal, and upon whose report will depend in great part the decision to be passed on so delicate a subject; but I can assure you that we are accorded complete liberty of action, and that for our country it is a matter of indifference as to what source the capital comes from to do the work, so long as the international guaranties which now exist are not interfered with.

"The great American people, whose standard has been respect for all rights, will realize from the completion of the work of Panama greater benefits than any other of the great nations of the earth, and the opening of the canal will be a new bond to unite the people of Colombia with the great Republic of the North."

An urgent advocate of the Nicaraguan route was Hon. J. J. ÚLLOA, Consul-General of Costa Rica, who said that the "canal will divide, to unite more firmly, the two Republics of Nicaragua and Costa Rica, and will also introduce the United States into Central America, there to find ample theater for machinery and money to develop a practically virgin soil, which needs nothing else than the spade of well-directed enterprise to return trebled in a very short time the value of the money, of the talent, and of the energies employed there."

The United States Minister to Costa Rica, Hon. WILLIAM LAWRENCE MERRY, supplemented the arguments in favor of the canal traversing Nicaragua by statements as to the economy of navigable distances, the favorable sanitary conditions, the supply of lockage water, the availability of construction materials and food supplies, the local earning capacity, and its strategical position.

Hon. H. A. GUDGER, United States Consul at Panama, and Mr. J. W. HUMPHREYS, a delegate from the Chamber of Commerce of Colon, read papers presenting the benefits, from their respective points of view,

acquiring from the construction of the canal by the Panama route, these opinions being further sustained by Col. J. L. PEARCY, ex-United States Consul at Colon. The remarks of Señor Don LUIS F. COREA will appear in the December BULLETIN.

## UNIFORMITY IN COMMERCIAL REGISTRATION.

A matter of great importance laid before the National Commercial Congress at Philadelphia is the necessity for a uniform classification of commercial statistics by different countries. This was fully set forth by Mr. CARROLL D. WRIGHT, United States Commissioner of Labor, who stated that the chief obstacles to be overcome are the difficulties existing in the method of classifying the various categories of exports and imports, the method of valuing imports and exports, and the method of registering imports and exports according to country of origin and ultimate destination as distinguished from the country of immediate import and export.

It is interesting in this connection to note that at a meeting of the International Statistical Institute, held on the 4th of September at Christiania, Norway, the same subject was treated by Mr. A. E. BATEMAN, of the British Board of Trade, who expressed the opinion that in order to render the comparability of international commercial statistics as useful and complete as possible the different systems of registration in use in the various countries should be more thoroughly taken into account. He also drew attention to the various ways of dealing with transit transshipment, and also the methods of dealing with commercial statistics of "free ports," which have been created for the express purpose of the encouragement of trade.

The plan of Prof. CARLO BETOCCHI, of Naples, Italy, as outlined by him before the Commercial Congress, for the establishment of an international central office of chambers of commerce, received great attention, as its purposes tend in a great degree to eliminate the obstacles alluded to by Mr. WRIGHT, as by creating a central bureau for the distribution of commercial statistics bearing upon all the countries of the world, the statistics to be furnished by the respective governments, uniformity of registration and classification would of necessity ensue.

A paper submitted to the Congress by Mr. H. LLEWELLYN SMITH, representing the British Government, followed the lines laid down by Mr. WRIGHT and called attention to the errors resulting from difference of classification of the same article in different countries, divergence of treatment regarding statistics of transit and transshipment trade, and lack of uniformity in respect to the exact period included in annual statistics, some countries taking the calendar year and others the fiscal year as a basis of calculation.

## THE WORLD'S PRODUCT OF GOLD AND SILVER.

The official figures of the production of gold and silver throughout the world for the calendar year 1898 were issued from the Mint Bureau of the United States on October 26, 1899, and give interesting data concerning the output of these metals for the last three years.

The total production of gold for 1898 is estimated at \$287,428,600, the South African Republic leading, with Australasia and the United States following in nearly the same ratio. Next in order come Russia, Canada, India, Mexico, and China, the eight countries named furnishing 94 per cent of the whole.

The following tables exhibit the production of gold and silver in the Pan-American countries for the last three calendar years:

## GOLD.

Countries.	1896.	1897.	1898.
United States .....	\$53,098,000	\$57,363,000	\$64,463,000
Mexico .....	6,500,000	7,500,000	8,500,000
Argentina .....	315,000	137,700	137,700
Bolivia .....	250,300	343,500	343,500
Brazil .....	1,001,100	1,204,200	1,583,700
Chile .....	611,000	340,000	340,700
Colombia .....	2,200,100	2,227,200	2,263,200
Ecuador .....	132,900	132,900	39,500
Peru .....	116,600	628,000	628,000
Uruguay .....	33,600	38,500	38,500
Venezuela .....	948,500	1,057,400	1,057,400
Central America .....	372,300	465,800	473,700

## SILVER.

	Ounces.	Ounces.	Ounces.
United States .....	58,834,800	53,860,000	54,438,000
Mexico .....	45,718,982	53,903,180	56,738,000
Argentina .....	328,170	383,479	383,479
Bolivia .....	6,374,240	8,204,568	8,204,568
Chile .....	3,236,536	2,591,998	2,591,998
Colombia .....	3,407,004	5,047,328	5,483,717
Ecuador .....	7,734	7,734	7,734
Peru .....	3,847,078	3,273,602	1,951,240
Central America .....	808,676	811,892	716,008

An idea of the enormous increase in gold production during the last twelve years may be obtained from the statement that in 1887 the total product was only \$106,000,000. This increased in 1892 to \$146,000,000, which was then the largest for any year in the history of the world. It is estimated that the output in 1898 is eight times larger than the gold product at the time of the California discoveries (1849). The consumption of gold for arts and manufactures is placed at \$65,000,000, leaving \$222,000,000 available for monetary uses.

## THE WORLD'S WHEAT CROP OF 1899.

Estimates of the world's wheat crop for the year 1899, as furnished by the British statistician, BROOMHALL, indicate a general shrinkage in production throughout the world. This feature is not confined to wheat production only, but extends to nearly all other classes of cereals. According to the authority cited, the aggregate world's crop is 2,496,000,000 bushels, a decrease of 390,000,000 as compared with last year, but a gain of 226,000,000 bushels over 1897. The greatest decrease is in the Americas, where a decline of 18.6 per cent (a difference of 168,000,000 bushels) is reported. The falling off in Europe is nearly as large in amount, 163,000,000 bushels, but the proportion is only slightly in excess of 10 per cent. Asia is credited with a decline of 11 per cent, Africa 30, and Australasia 16 per cent.

The visible and invisible reserves of wheat left over from last year's record-breaking crop are reported heavier than any held in recent years, and it is these reserves that will balance the future prices. BROOMHALL'S estimate of reserve wheat is placed at 240,000,000 bushels greater than last year, but in face of the 390,000,000 bushels decrease in yield, the outlook would certainly seem to indicate that all available supplies will be requisitioned.

Another point to which attention has been called by "Bradstreet's Weekly Journal," in commenting on the wheat situation, is the heavy advance in ocean freights growing out of the use of vessels by the British Government for transportation purposes. This advance has been considerable and is equivalent to an independent advance of several cents in the price of wheat, shipments of which are forced to compete with the general export trade for freight room to Europe. This also seems to account, in some degree, for the congestion of wheat traffic in the Argentine Republic, to which reference is made in this issue of the BULLETIN.

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## THE AMERICAN COFFEE MARKET.

The following paper, setting forth the conditions and requirements of the coffee market in the United States, was recently submitted to the International Commercial Congress at Philadelphia and incorporated in its report for October 14, 1899. The writer, Mr. A. M. WOOLSON, an importer and coffee roaster, of Ohio, gives many valuable hints to producers seeking a market for their coffees, as follows:

"The American coffee market is without doubt the best market in the world, for the reason that we drink more coffee than any other country.

"By reference to the United States Government Statistical Abstract, published this year, will be seen that we imported the year preceding

June 30, 1898, 6,451,000 bags of coffee, or 870,514,455 pounds, amounting to \$65,067,631, at an average cost of 7.4 cents per pound, an estimated consumption per capita of 11.45 pounds. These figures show that we consume nearly as much coffee as does Germany, France, Austria, Belgium, Holland, Russia, England, and all other countries combined. It can be safely claimed that the American coffee market is the most important. It is presumed that the foreign delegates would like to know how the merchants of America market so much coffee. In this connection I state that previous to 1860 every retail merchant bought his coffee green, and householders generally did the roasting at home, but the inventive genius and skill of the American mechanic improved upon the antiquated methods of roasting to the manifest advantage of consumers, and the appreciation of these benefits resulted in building up several large roasting establishments. People rapidly became educated to buy roasted coffee instead of green, for it is natural for the American people to shift all such responsibilities as roasting coffee.

"The industry has grown to such an extent that at the present time 90 per cent of all the coffee imported into this country is sold by the merchants to the consumer after being roasted.

"The marketing of roasted coffee in this manner proves to be a great saving to the consumer, for it is roasted by men skilled in the business, thoroughly equipped with all the necessary machinery and facilities for conducting the process, which gives a more desirable and uniform product. A few places in Southern parts of the United States appear to cling most tenaciously to the direct consumption of green coffee, but through the North, East, and West the roasted article virtually monopolizes the field.

"It is to be regretted that so much of the coffee imported is so impregnated with small stones or, as we term them, Brazilian diamonds; it forces the roaster to separate by machinery these foreign substances from the coffee. The average is nearly 1 pound of stones to the bag. The grower who sends us the cleanest coffee is rewarded by having his coffee graded higher, consequently a better price is commanded. We have used hundreds of tons of these stones taken from coffee in paving the walks and drives about our homes. Undoubtedly many growers believe that they receive more of their coffee in the aggregate by working in as many stones as possible, but in this they are in error, for the green coffee is all graded by experts, who grade stony coffee lower than they do coffee free from stones."

## COMMERCIAL AND INDUSTRIAL DEVELOPMENT OF SOUTH AMERICA.

South American progress, from a commercial and industrial standpoint, formed the topic of the remarks of Hon. W. I. BUCHANAN, until recently United States Minister to the Argentine Republic, before the International Commercial Congress at Philadelphia. In the course of his address Mr. BUCHANAN said:

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"I recall no part of the world to which more attention has been given during the past three years than to South America, and especially to the republics of southern South America.

"France within that time sent a special commissioner there, who spent a year in the study, and whose report has been acted upon with distinct advantage to their interests by French manufacturers and capitalists.

"The British Board of Trade also sent a representative there, who went over the whole industrial ground carefully and reported his conclusions (most favorable ones) to his association. Germany, too, sent special attachés to several of her prominent consulates there, and they have gone about in all directions and have transmitted to their Government lengthy reports with regard to the development to be seen in the republics I refer to and in South America generally.

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"Applying the above facts to my own knowledge of the subject, I am led to the conclusion that the commercial world is to-day more interested in forecasting future possibilities in South America than has ever been the case heretofore, and that the great changes which have occurred in recent years in the productive character and capacity of several of the South American Republics have attracted the world's attention and mark but the beginning of those which can and, I think, will be brought about in others and expanded where they have occurred.

"Until we stop and think, few of us realize how striking and remarkable have been the changes that have taken place in the character of the production of North and South America during, say, the past thirty or forty years.

"For instance, Chile, not so many years ago either, as one might be inclined to think, produced and sold almost all the flour used on the west coast of South America and Central America, and even as far north as California. \*

"To-day California and Oregon and Washington not only produce the flour they consume but export toward the South and Europe millions of bushels of wheat and enormous quantities of flour; while Chile, having ceased being a great exporter of flour, has become promi-



ment as an exporter of nitrate, copper, and wines, and a producer of splendid fruit with an exceedingly bright future, I think, ahead in that direction, while her mineral and forest wealth has as yet hardly been touched. Nor is it so long ago since the Argentine Republic imported flour from the United States and exported nothing but dry hides, bones, and coarse wool; to-day she exports in flour and grain 35,000,000 bushels of wheat; one-third of that amount of maize; great quantities of butter; more than two million frozen carcasses of sheep, and some hundreds of thousand of fat live sheep and cattle.

"Part of all this, be it remembered, goes to Brazil and there replaces a commerce once wholly in the hands of the United States.

"Brazil a few years ago produced nothing but coffee and sugar, and but a limited quantity of the first. To-day her coffee crop has reached nearly nine million bags, while present probabilities indicate that her southern section bids fair to become in the future a great cattle-producing zone.

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"Not many years ago United States breadstuffs and provisions commanded the markets of Brazil and the River Platte and found an outlet there.

"To-day the River Plate Republics—the Argentine Republic and Uruguay—furnish more than 65 per cent of Brazil's importations of breadstuffs and provisions, and, in addition, compete with those of the United States in the Old World. The United States, having ceased being an exporter of breadstuffs to the River Plate, has become an exporter to the same countries of manufactured products, indicating the change taking place in the character of our production here at home. This changed condition is being continuously accented and augmented among us here in the United States.

"The logical result to be expected from these changes in the producing capacity of eastern South America, the shifting to and the extension of South America's consuming market in the world, was that banking facilities and steamship connections should grow up and extend themselves between the producing Republics and the points of greater consumption.

"These brought with them an interesting curiosity on the part of the Old World in the development of these new producing Republics, and this built up immigration toward the same Republics, which has continued and will continue. What I have said explains to me at least the existence of European and the absence of United States banking interests in South America and of steamship connections therewith.

"I am not one, however, who believes this condition of things will continue; on the contrary, I fully expect to see in the near future results showing that changes are beginning in the North and in South America which tend to increase the commerce between the latter and the United States. I think there are indications of this now, when, for

instance, I realize that our population is rapidly increasing and am told we have here 10,000,000 less cattle than we had five years ago, and personally know, as I do, how extensively and cheaply good beef cattle and sheep are and can be produced in the Argentine Republic and in Uruguay, I am quite prepared to consider the entire probability that within five years River Platte mutton and beef will be sold in the United States.

"On the other hand, judging from what I personally know, I shall be very much surprised if within that time many United States manufactured products do not wholly supplant in South American markets similar goods now sold by the Old World.

"Each of the Republics of South America has its own economic problems to work out, and all are, I know, desirous that both the Old World and the United States shall participate in the benefits which will follow the development of their natural wealth and possibilities.

"So far as the United States is concerned, I am convinced from my own observation that commercial acquaintance, now somewhat fitfully kept up between them and all of South America, will grow and widen rapidly within the next five years, and that as a result it will be but a short time until United States banking capital will turn toward several of the South American Republics, there to remain and become active leaven, which shall expand and solidify our commerce with such countries.

"These changes will create steamship connections under the United States flag, and will tend to bring the people of the Western Hemisphere into closer and better understood relations than those existing at present.

"As opportunities to make money by the development of land and mines and forests lessen in the United States, speculative and industrial capital and restlessness will, I believe, drift toward South America, and I fully expect to see the greatest proportionate commercial development during the next ten years located in the Antilles and in South America.

"Certainly great possibilities and opportunities exist in both localities. It must be understood that in what I have said, there is implied the continued existence and influence of stable, broad-spirited, and justly administered government in all of the countries to which I have referred.

"Without that condition no success can be hoped for or expected by any country. So true is this that it has become an axiom to say that peace, quiet, reasonable laws, good courts, and an honest public administration of affairs are the most alluring and attractive inducements any country can hold out to immigration, to capital, and to industry."

## BOOK NOTICES.

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

"Suriname-Het Goudland der Toekomst," by O. E. G. VOSMAER, an historical sketch with map of the island of Suriname. HAGUE, A. J. DIKSTRA & Co.

The "Instituto Geográfico Argentino," of Buenos Ayres, has commenced the publication of a bulletin which contains the result of its labors and treats of scientific questions. The first six numbers have been published in one volume.

A pamphlet of about 60 pages called "Schetsen uits Mexico," in the Dutch language, from the pen of W. A. TERWOGT (Culemboro Blom and Olivierse), contains a series of stories and Mexican traditions; also a chapter upon the revolution in Cuba.

"Banks in Venezuela," being a printed statement referring to banking institutions, both national and private, is the subject of a report from Consul PLUMACHER, at Maracaibo, to the Department of State of the United States, which is contained in No. 575 of the "Advance Sheets of Consular Reports," issued by the Bureau of Foreign Commerce.

"Agricultural and Industrial Conditions in Parana" are extensively treated by Mr. EUGENE SEEGER, Consul-General at Rio de Janeiro, in a report to the United States Department of State dated October 17, 1899, which is contained in No. 572 of the "Advance Sheets of Consular Reports," issued by the Bureau of Foreign Commerce, Department of State.

"Breeds of Dairy Cattle" is the title of Farmers' Bulletin No. 106, prepared by HENRY E. ALVORD, C. E., of the Bureau of Animal Industry, United States Department of Agriculture. As indicated in the title, it deals with the various breeds of dairy cattle in favor in the United States, giving their origin and history, their leading characteristics, and milk and butter records.

"De Vrouw in Nederlandsch West Indië," published by the West Indian Commission of the National Exposition of Women's Work, collected by Jhr. L. C. VANHULJS, is the title of a little volume upon women's work in the Dutch West Indies (Amsterdam, 1898—H. J. W. BECHT). The territory covered includes the islands of Curaçao, Bonaire, Aruba, St. Martin, St. Eustaquio, and Saba.

"Cities of Paraguay," including Ipacarai, Paraguari, Carapegua, Tabapy, Quindi, Caapucú, Villa Florida, Villa Rica San Pedro, Villeta, Concepción Rosario, and Villa del Pilar, form the subject-matter of a report addressed to the United States Department of State by Mr. JOHN N. RUFFIN, from Asunción, under date of August 30, 1899. This report is published as No. 571 of the "Advance Sheets of Consular Reports."

"The Tasajo or Dried-Beef Industry in the River Plate Countries" is the title of a very interesting report forwarded to the State Department by FRANÇOIS S. JONES, Chargé d'Affaires ad interim in Buenos Ayres. The information contained therein was collected from personal observation and investigation by the writer, who gives numerous details as to the history of the industry, the methods employed, its relative national importance, market prices, labor, export valuation, and principal establishments.

In reply to remarks made in the "Sud-Amerikanische Rundschau," with reference to alleged discord prevailing among the German residents in Mexico, Dr. C. BELOW contributes to the "Deutsche Kolonial Zeitung" a gossipy sketch of the conditions as he has observed them in that country. He claims that the situation is not so bad as has been stated, and recites numerous incidents of the social doings of his fellow-countrymen in Mexico. He recommends a larger and stronger German Consular Corps and more frequent visits of the German navy in order to increase German influence.

According to the "Siidamerikanische Rundschau," the importation from the United States into the Argentine Republic increased 48 per cent during the first six months of the present year. The importance of this is best understood when it is considered that a decrease is found to have occurred in the importations from other countries. (See MONTHLY BULLETIN for October, 1899.) During the second six months of this year the United States promises to exceed Italy as well as Germany, and in a few years will do more business with the Argentine Republic than does England.

The MONTHLY BULLETIN welcomes as an exchange the "Export Implement Age," a monthly journal published by the Nolan Publishing Company, of Philadelphia, Pa., which is devoted exclusively to the export trade in agricultural machinery, pumps, windmills, and farm supplies. The September and October numbers are at hand and present an excellent appearance artistically and typographically. The contents are printed in four languages—English, Spanish, German, and French—and among them are several well-digested articles upon subjects within the programme of the new publication.

"Historia del Desarrollo Intelectual de Guatemala," by RAMÓN A. SALAZAR. Guatemala. The author of the work is the Director of the National Library of Guatemala and an historian of recognized merit. The book treats of the intellectual development of Guatemala, commencing with the first school of European letters and coming down to the inauguration of the National Institute of Native Indians in 1896. It is divided into chapters wherein is traced with a careful and conscientious hand worthy of all encomium, the intellectual advancement of the country from the culture dominating the first conquerors to the present-day status in science, art, and letters.

"The German Merchant in Brazil" is the title of an article in the "Kolonial Zeitung" by Dr. BORGIUS. He refers to the fact that South America is undoubtedly the world's market which is most sought after, and speaks of England and the United States as the important competitors of Germany. The reports of Mr. T. WORTHINGTON (recently published in full by the Bureau of the American Republics) are spoken of and the attention of the German mercantile world is called to them. A further reference by the author is to the recent annual report of Mr. STAMFORTH, British Consul at Rio Grande do Sul, from which he gathers much encouragement for German interests.

The September number of the "Revista Nacional," of Buenos Ayres, contains two interesting and well-written articles. One is "Haití y el Arbitraje de sus Fronteras," by A. POUJOL, of Port au Prince, which treats of the boundary dispute that existed for so long a time between Haiti and Santo Domingo and which was submitted for decision to Pope Leo XIII by the convention of July 3, 1895. The author clearly and entertainingly rehearses the history of this question from its incipency, the text being elucidated by many notes and citations. The other article is the "Crónica Histórica Chilena desde 1802 á 1810," by SANTIAGO LEAL (JUAN EGAÑA), and is the third installment of a continued article upon the historical chronicles of Chile for the years named.

"Lecciones de Historia General de Guatemala," by RAFAEL AGUIRRE CINTA, published at Guatemala City, is an important work of this well-known Mexican scholar, an alumnus of the Normal School of the State of Vera Cruz, who has lived in recent years in the capital of Guatemala, devoting his time to teaching and delving into historical studies. His first work was entitled "Lección de Historia General de México," which was received with great favor. The present volume is illustrated with numerous engravings relating to the life and culture of the primitive settlers on Guatemalan soil, and depicting the present condition of the country, and contains portraits of distinguished persons of ancient and modern times in the Central American Republic beyond the Usamacinta.

Mr. L. GENTIL TIPPENHAUER, of Port au Prince, has sent to "Petermann's Mitteilungen, No. 7, 1899," a description of a trip which he made in 1896 across a part of the Republic of Haiti, between Gonaives and Borgne, as a member of a scientific commission organized for the purpose of discovering cinnabar deposits. Although the principal object of that mission did not give the results expected, the commission obtained varied and new information concerning the topography and geology of Haiti. The existence of certain minerals was established and a topographic map of the country, formerly unknown, was prepared. The author contributes a further paper upon the geology of Haiti in "Petermann's Mitteilungen, No. 9," a sketch of the region between the Leogané Grand-Goave, Jacmel, and Bainet. The article is supplemented by a most excellent map of the district.

The "Kolonial Zeitung" of September 28, 1899, contains an article by Dr. M. GÜRKE, upon the importance of the ramie culture for the German colonies in Africa. For several years past the MONTHLY BULLETIN has noted the progress being made in this branch of agricultural effort, and much of what the author says has already been treated (March, 1894; May, 1894; June, 1895; October, 1896; May, 1897; September, 1897; January, 1898; June, 1898; September, 1899) in this publication. He states, however, that the failure to succeed in cultivating ramie in North America, Algiers, Egypt, Natal, Mauritius, Réunion, is owing entirely to climatic circumstances, and in reality the field for its culture is very limited, since there must be an equally warm and damp climate. It has been stated heretofore in the MONTHLY BULLETIN that the countries of South and Central America and Mexico are adaptable for ramie culture.

The "American Trade Index," issued in January last by the National Association of Manufacturers, has recently been republished in a form which will render it particularly valuable to Latin-American merchants, for, under the title of "Indice del Comercio Americano," a Spanish edition has been made which follows the plan and arrangement of the English volume. The purpose is to place in the hands of foreign merchants a convenient handbook which shall enable them to select reputable manufacturers in the United States in any lines in which they may be interested. The book contains a list of the members of the Association and the articles manufactured by each firm; also the cable addresses, and various other details of importance to dealers. Its distribution will be gratuitous, and is intended solely for the Spanish-speaking countries of the world, including Spain, South America, Central America, Mexico, the West Indies, and the Philippines.

A pamphlet has been issued under the direction of Dr. WALTER WYMAN, Surgeon-General Marine-Hospital Service, prepared by Surg. H. R. CARTER, U. S. M. H. S., which treats of the "Shipment of Mer-

chandise from a Town Infected with Yellow Fever." The article is a valuable one, and in the event of another yellow-fever epidemic in the United States it is proposed to adopt the suggestions made into the form of regulations of shipments of freight from afflicted localities. These will allow without disinfection, or with practical—that is superficial—disinfection, the shipment of a considerable proportion of the merchandise most needed in the agricultural districts of the South, such as wholesale groceries, machinery, agricultural implements, salt, oil, etc., and thus impose the least possible loss on the section of the country quarantined, which can afford to wait for its "piece goods," etc., until frost. Indeed, except for the embargo on cotton bagging (jute) it would give such a district nearly all that it really needs during an epidemic in the city which usually supplies it.

In the "Deutsche Kolonial Zeitung" of October 12, 1899, Dr. BOYSEN-KIEL has an interesting article upon the trade between Germany and the Argentine Republic. He gives the statistics which have already appeared in the MONTHLY BULLETIN for October last, and continues: "Of first importance among the imports from Germany are raw material and manufactures of textiles; then follow wines and liquors, chemicals, paper and paper goods, iron and ironware, glassware, etc. The increased importation of wines and liquors is chiefly of the ordinary grades in barrels, of which in 1898 there were 558,994 hectoliters, valued at 5,500,000 pesos. Owing to the increased production of the Argentine breweries and the high duty, the importation of beer has fallen off. Mineral waters also show a decrease for the same reasons. The keen competition which Germany has to meet from other countries in the Argentine market spurs on to the greatest effort. Besides England and Italy, it is the United States which is making progress, especially in iron goods, electro-technical goods, etc."

"De bemesting en het drogen Van Koffie in Brazilië (Amsterdam, 1898—J. H. DE BUSSY) is an exhaustive and valuable publication, treating in the fullest manner the subject of the production of coffee in Brazil. It has been prepared by Dr. F. W. DAFERT, Director of the Agricultural Institute of the State of São Paulo in Campinas, Brazil, with the assistance of ERNST LEHMAN and L. RIDININS. The volume contains numerous statistical tables and diagrams, explanatory of the most recent methods of treating coffee for the market, and also analytical statements in regard to the various qualities. Dr. DAFERT has further published in the German language, under the title "Ueber die gegenwärtige Lage des Kaffebaus in Brasilien," a lecture delivered by him in Amsterdam on March 18, 1898. Attached to and part of the pamphlet are the following maps and diagrams, colored:

1. Maps showing amount of land devoted to coffee culture in Brazil, indicating the condition in 1898.

2. Table showing the comparative world's production and prices in 1897. By J. F. DE LACERDA. 1897.

3. Graphic description of the production of coffee. By J. F. DE LACERDA. 1897.

4. Comparative statement showing the relation of crop to consumption and stock on hand of Santos coffee. J. F. DE LACERDA. 1897.

Dr. CARL SAPPER, the distinguished German scientist, references to whose works have frequently appeared in the MONTHLY BULLETIN, has contributed a most interesting article to the "Südamerikanische Rundschau" in regard to the coinage in Central America. He says:

"Since the foundation of the German Empire and of the unification of Italy there is no territory on earth containing a greater number of different States within a small compass than in Central America, as that division between the Isthmus of Tehuantepec and Panama must be regarded. The entire territory originally belonged to the Spanish Colonial Empire, from which the British colony of Honduras (Belize) was the first to fall away (finally through the battle of St. George at the end of the last century), while at the commencement of the nineteenth century the various Spanish colonies fell away from the mother land and formed themselves into independent States. They all adopted the North American silver dollar (100 centavos) as a unit in their monetary system. However, since this silver dollar represented two of the old Spanish tostons of 4 reales so the most of these States retained the old reales and gave to the dollar (peso or sol) 8 reales of 12½ centavos, while others maintained the decimal system of 2 centavos to a real. "After Chiapas had finally seceded from the Central American Republic and had united with Mexico, the Central American Republic in 1839 divided itself into five different States, and, notwithstanding that many attempts have been made, they have never been able to unite. In view of the strong territorial divisions and the long-enduring political independence of the several States, as well as owing to the various commercial interests, a peculiar condition in the coinage obtains." Dr. SAPPER then explains in detail the situation in British Honduras, Mexico, Guatemala, Honduras, Salvador, Nicaragua, Costa Rica, and Colombia.

Mr. MANUEL DE OLIVEIRA LIMA, first secretary of the Legation of Brazil in Washington, member of the Brazilian Academy and of several scientific institutions, has just published an interesting work under the title "Nos Estados Unidos—Impressões Políticas e Sociaes" (F. A. Brockhaus, Leipzig, 1899). This work, notable by reason of the cosmopolitan spirit and the sincerity evident on every one of its pages, is perhaps the most interesting that has been written up to the present time by a South American regarding this country, and shows intelligence, industry, and study on the part of the author, who, in the few years he has resided in the United States, has learned to so thoroughly



understand the American character and the mechanism of its political and social institutions. The work covers 524 pages, preceded by an introduction explanatory of the purposes of the book, which are no other than to make patent in Brazil, where "the United States are spoken of very well or very ill," the difficulty of the social problems and the grandeur of the institutions of the great American Republic.

The eleven chapters making up the work are as follows: The Negro Problem—The Effects of Immigration—The Characteristics of the People—The Influence of Women—Society—The Political Model—Catholicism and Education—American Writers—The Foreign Policy—The Relations Between Brazil and the United States—The Colonial Policy. There is also an appendix containing several notes referring to matters treated in the body of the work. This is not the first literary effort of Mr. OLIVEIRA LIMA, as he is already well known through his works relating to Brazil. The author has in preparation another book with the title "Ideas Fundamentaes da Politica Norte Americana," which, to judge from the way the subject in "Nos Estados Unidos" is treated, must be of the greatest interest.

"The Civil Law in Spain and Spanish America, including Cuba, Porto Rico, and Philippine Islands, and the Spanish Civil Code in force, annotated and with references to the Civil Codes of Mexico, Central and South America, with a history of all the Spanish Codes and Summary of Canonical Laws of the principal Fueros, or Ordenamientos, Councils, and Ordenanzas of Spain from the earliest times to the Twentieth Century, including the Spanish, Mexican, Cuban, and Porto Rican Antonomical Constitutions, and a History of the Laws of the Indies—Recopilación de Leyes de los Reynos de las Indias"—by Clifford Stevens Walton.

The above-entitled work is now in press and will be issued about the first of the year. There are few persons so well qualified as the author to undertake a work of the nature of that cited. Mr. Walton is a member of the bar of the Supreme Court of the United States, an associate of the Institut de Droit International, a corresponding member of the Sociedad de Geografía y Estadística of Mexico, a licentiate of the University of Habana, and has taken a course of law at the University of Madrid. During the Spanish-American war, Mr. Walton held the rank of major and paymaster in the United States volunteer service, and by reason of his legal attainments was detailed to act as legal adviser to the Governor-General of the island of Cuba, where he translated into English the civil code of the island. Though still a young man, Mr. Walton has had a varied experience in his profession which, together with his thorough knowledge of Spanish, peculiarly fits him to follow his literary tastes in the line he has marked out. He is also the author of several current articles upon international legal subjects.

The work cited will be a valuable addition to the library of all who are interested in Spanish America from a legal, commercial, political, or historical point of view. For sale by W. H. Lowdermilk & Co., Washington, D. C.

"Harper's Magazine" for October, 1899, contains a most interesting sketch of "The Ascent of Illimani," in Bolivia, made by Sir MARTIN CONWAY in the fall of 1898. A plane-table sketch survey of the west slope of the Cordillera Real from Illampu to Illimani, surveyed and drawn by Sir MARTIN from September 1 to October 31, 1898, accompanies the article and enhances the value of this most instructive paper. Incidentally he mentions a visit to the splendid Harvard Observatory at Arequipa, and describes La Paz, which he speaks of as "the proper capital of Bolivia" at some length. The ascent of the mountain was made from La Paz to a mean height of 21,200 feet above sea level. "No great town in the world," says the writer, "is so intimately associated with a mountain as is La Paz with Illimani." In returning to La Paz after making the ascent of the mountain some hours were spent at the temporary abode of Mr. BANDELIER, who was excavating for the National Museum, at Washington, D. C., the ancient villages and burying places on the flanks of the Illimani.

"During the course of our preliminary explorations," writes the author traveler, "we had come across several such burying places on the actual summits of the lower hills, and we had found two ruined villages and their abandoned but still recognizable terraced fields in a position most difficult of access, just at the foot of a glacier, a proof that the pressure of population in pre-Columbian days rendered necessary the cultivation of every yard of land that could be reclaimed and watered. Even the position of the canal that brought the glacier water to the field could be traced." In response to the question asked by Sir MARTIN as to whether the ancient dwellers on Illimani were Incas, Mr. BANDELIER says: "I do not know; I have no theories; I know nothing about Incas. All I know is that throughout Peru and Bolivia there were ancient inhabitants for whom I have no name—prehistoric Peruvians, if you like. These people left remains which exist, and descendants—the Indians we see about us. The remains show that there were great varieties of local habit and custom, whether the result of racial variety or merely different conditions of life, I do not know. \* \* \* There are not facts enough discovered yet to warrant very general inferences. \* \* \* The Indian to-day is very little altered by European influence. He carries a thin varnish of Christianity, but below it are all the pre-Columbian beliefs and superstitions practically entire. For example, the Indians here worship Illimani as a god, but they would not acknowledge to you that they did so."

Having successfully accomplished the ascent of Illimani, Mount Sorata next claimed the attention of this indefatigable traveler, and

the November "Harper" contains his description of this interesting and perilous undertaking, which, despite its manfully-met dangers, resulted only in partial success, for the eminent mountain climber and his two expert guides failed to reach the summit of this Andean giant by about 250 feet. Sir MARTIN, by triangulation with a 6-inch theodolite, discovered the height of the mountain to be 24,710 feet above sea level. After his failure it was with the keenest regret that the brave Briton turned his back upon the "stately pyramid that looks down on hot Tipuani and the deep, damp valleys whose streams roll over ungathered gold, and whose banks bear countless rubber trees of the finest quality in the world."

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## ACCESSIONS TO THE LIBRARY DURING OCTOBER, 1899.

During the past month the Library of the Bureau has received the following publications:

### BY GIFT.

- Bureau, Paul. *Le Conflit Italo-Colombien*. Paris, 1899.  
 Levasseur, E. *Le Brésil*. Paris, 1889.  
 Maryland Weather Service. *Report*, Vol. I. Baltimore, 1899.  
 Wright, James Osborne. *Catalogue of the Library of S. L. M. Barlow*. New York, Amer. Art Asso., 1889.

### PUBLICATIONS OF THE BUREAU OF ETHNOLOGY. (SMITHSONIAN INSTITUTION.)

- Holmes, W. H. *Use of Gold among the Ancient Inhabitants of Chiriqui*. Washington, 1887.  
 ——. *Ancient Quarry in Indian Territory*. Washington, 1894.  
 ——. *Textile Fabrics of Ancient Peru*. Washington, 1899.  
 Boas, Franz. *Chinook Texts*. (Original translation.) Washington, 1894.  
 Dorsey, James Owen. *Omaha and Ponca Letters*. Washington, 1891.  
 Fowke, Gerard. *Archæologic Investigations in James and Potomac Valleys*. Washington, 1894.  
 Henshaw, Henry W. *Perforated Stones from California*. Washington, 1887.  
 Pilling, James Constantin. *Bibliography of the Athapascan Languages*.  
 ——. *Bibliography of the Chinookan Languages*.  
 ——. *Bibliography of the Salishan Languages*.  
 ——. *Bibliography of the Algonquian Languages*.  
 ——. *Bibliography of the Siouan Languages*.  
 ——. *Bibliography of the Eskimo Languages*.  
 ——. *Bibliography of the Wakashan Languages*.  
 Pollard, J. Garland. *Pamunkey Indians of Virginia*. Washington, 1899.  
 Mooney, James. *Siouan Tribes of the East*. Washington, 1894.  
 Thomas, Cyrus. *Catalogue* \* \* \* *Prehistoric Works*. Washington, 1891.  
 ——. *Work in Mound Exploration*. Washington, 1887.  
 ——. \* \* \* *Earthworks of Ohio*. Washington, 1889.  
 ——. *The Maya Year*. Washington, 1894.

## OFFICIAL PUBLICATIONS.

## CHILE.

- Camino Carretero entre Valparaiso y Viña del Mar. Santiago de Chile, 1897.  
 Contratos de Obras Públicas. Reglamento. Santiago de Chile, 1897.  
 Cultivo y Preparación del Lino. Don J. Rigot. Santiago de Chile, 1898.  
 Enfermedades de la Vid en el Departamento del Parral. Santiago de Chile, 1897.  
 Escuela \* \* \* de Agricultura de Santiago. Reglamento. Santiago de Chile, 1897.  
 Estudio del Ferrocarril Longitudinal. Santiago de Chile, 1898.  
 Exposición Centro-Americana de Guatemala. Santiago de Chile, 1898.  
 Ferrocarril de Illapel al Choapa. Santiago de Chile, 1898.  
 Ferrocarril de Serena á Rivadavia. Santiago de Chile, 1898.  
 Ferrocarriles de Cremallera \* \* \*. Santiago de Chile, 1897.  
 Ferrocarril de Quilpué á Melipilla. Santiago de Chile, 1897.  
 Ministerio de Industrias y Obras Públicas:  
 Memoria de los Ferrocarriles, 1897. Santiago de Chile, 1898.  
 Memoria del Ministro \* \* \* 1893. Santiago de Chile, 1894.  
 Memoria del Ministro \* \* \* 1898-1899. (2 vols.)  
 Cnados Estadísticos de la Memoria de los Ferrocarriles del Estado. Santiago de Chile, 1898.  
 Plan de Obras Públicas. Santiago de Chile, 1897.  
 Propagación de la Langosta de Juan Fernandez \* \* \*. Santiago de Chile, 1898.  
 Sociedad Nacional de Agricultura. Guanos Fosfatados Chilenos y su Aplicación. Santiago de Chile, 1897.  
 Reglamento \* \* \* Escuela Práctica de Minería \* \* \*. Santiago de Chile, 1895.  
 Escuela Profesional de Minas. Santiago de Chile.  
 Smith, Don W. A. Introducción del Salmón en Chile. Santiago de Chile, 1897.  
 Un Ferrocarril entre Chinchos y Pueblo Hundido. Santiago de Chile, 1897.

## COSTA RICA.

- Museo Nacional de Costa Rica. Informe \* \* \* 2º semestre del año 1898 á 1899. San José, Tip. Nac., 1899.

## MEXICO.

- Ministerio de Fomento. Censo General de la República Mexicana. México, 1899. Verified to October 20, 1895.  
 Secretaria de Hacienda. Boletín de Estadística Fiscal. Abril de 1899. México, 1899.  
 ——. Amonedación é introducción de Metales Preciosos. México, 1899.

## PERU.

- Memoria del Ministerio de Relaciones Exteriores. Lima, 1899.

## UNITED STATES DEPARTMENT OF AGRICULTURE.

- Fifteenth Annual Report Bureau of Animal Industry. Washington, 1899.

## URUGUAY.

- Código Civil \* \* \*. Montevideo, 1893.  
 Director General de Aduanas. Tarifa de Importación. Montevideo, 1889.  
 Registro Oficial, 1892. Montevideo, 1893.  
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- Clotten, M. *Amerika*. Leipzig, 1893.  
 Código civil. México, 1891.  
 Cunningham, W. *Growth of English industry and commerce*. Cambridge, 1896.  
 Dafert, F. W. *De bemesting en het drogen van koffie in Brazilië*. Amsterdam, 1898.  
 ——. *Kaffeebau in Brasilien*. Amsterdam, 1898.  
 Directorio de la Habana. New York, 1899.  
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 Ireland, Alleyne. *Tropical colonization*. New York, 1899.  
 Leonard, John W. *Who's Who in America, 1899-1900*. Chicago, 1899.  
 Paasche, H. *Kultur- und Reisekizzen durch Nord- und Mittel-Amerika*. Berlin.  
 Reiss, W., and Stübel A. *Hochgebirge der Republik Ecuador*. 1-3. Berlin, 1892,  
 1893, 1898. (3 vols.)  
 Romero, Matías. *Mexico and the United States*. New York, 1898.  
 Sapper, Carl. *Das Nördliche Mittel-Amerika*. Magdeburg, 1894.  
 Sheldon's Export Trade. 1899-1900. New York, 1899.  
 Statesman's Year Book. 1899. New York, 1899.  
 Taylor, J. P. *Commercial Code of the United States of Mexico*. Mexico, 1894.  
 Terwogte, W. A. *Schetsen uit Mexico*. Culemborg.  
 Tooke, C. W. (Trans.) *Political constitution of the Republic of Chile*. Urbana,  
 Ill., 1899.  
 Vosmaer, O. E. G. *Suriname het Goudland der Toekomst*. Den Haag.  
 Van Panhuijs, Jhr. L. C. *De vronw in Nederlansch Westindie*. Amsterdam, 1898.

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 PERIODICALS AND NEWSPAPERS PERMANENTLY  
 FILED IN THE LIBRARY.

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

- Anglo (The) American Magazine. New York and London. Monthly.  
 Argentinisch Wochenblatt. Buenos Ayres, Argentine Republic. Weekly.  
 Board of Trade Journal. London, England. Monthly.  
 Boletín del Instituto Científico y Literario. Toluca, Mexico.  
 Boletín de la Unión Industrial Argentina. Buenos Ayres, Argentine Republic.  
 Monthly.  
 Boletín de la Red Meteorológica y Revista Científica. Toluca, Mexico.  
 British Trade Journal. London, England. Monthly.  
 Bulletin of American Geographical Society. New York.  
 Coal Trade Journal. New York. Weekly.  
 Diario Oficial. Bogota, Colombia. Daily.  
 Diario Oficial. Managua, Nicaragua. Daily.  
 Diario Oficial (Official). Mexico, Mexico. Daily.  
 Diario Oficial (Laws). Mexico, Mexico. Daily.  
 Diario del Salvador. San Salvador, Salvador. Daily.  
 Diplomatic and Consular Reports. London, England.  
 El Agricultor Mexicano. Mexico, Mexico. Monthly.  
 El Economista. Lima, Peru. Weekly,

- El Economista Mexicano. Mexico, Mexico. Weekly.  
 El Estado de Colima. Colima, Mexico. Weekly.  
 El Guatemalteco. Guatemala, Guatemala. Weekly.  
 El Progreso de México. Mexico, Mexico. Weekly.  
 El Republicano. Aguascalientes, Mexico. Weekly.  
 El Siglo. Montevideo, Uruguay. Daily.  
 Field Columbian Museum Publications. Chicago, Illinois.  
 Fielden's Magazine. London, England. Monthly.  
 Free Museum of Science and Art. Philadelphia, Pennsylvania. Quarterly.  
 Gaceta Municipal. Guayaquil, Ecuador. Weekly.  
 Gaceta Oficial. Caracas, Venezuela. Daily.  
 Geographical Journal. London, England. Monthly.  
 Jornal do Commercio. Rio de Janeiro, Brazil. Daily.  
 Journal of the Board of Agriculture. London, England. Quarterly.  
 Lavoura (A). Rio de Janeiro, Brazil. Monthly.  
 La Enseñanza. Asunción, Paraguay. Semimonthly.  
 La Gaceta. (Official.) Costa Rica. Daily.  
 La Gaceta. Tegucigalpa, Honduras. Weekly.  
 La Plate Zeitung. Buenos Ayres, Argentine Republic.  
 La Producción Argentina. Buenos Ayres.  
 La Producción Nacional. Buenos Ayres, Argentine Republic. Semimonthly.  
 Modern Mexico. St. Louis, Mo., and Mexico City. Monthly.  
 Moniteur Officiel. Paris, France. Weekly.  
 Novedades (Las). New York, N. Y. Weekly.  
 Petermann's Mitteilungen. Gotha, Germany. Monthly.  
 Revista Brasileira. Rio de Janeiro, Brazil. Monthly.  
 Revista de la Instrucción Pública de Colombia. Bogota, Colombia. Monthly.  
 Revista Marítima Brasileira. Rio de Janeiro, Brazil. Monthly.  
 Revista Mensual. Asunción, Paraguay. Monthly.  
 Revista Nacional. Buenos Ayres, Argentine Republic. Monthly.  
 Semana Mercantil. Mexico, Mexico. Weekly.  
 Südamerikanische Rundschau. Berlin, Germany. Monthly.  
 Times (The). London, England. Daily.  
 Trade and Navigation Reports (Official). London. Monthly.  
 Le Nouveau Monde. Paris, France. Weekly.

#### ADDITIONS TO LIST OF PERMANENT FILES DURING OCTOBER

- Anales del Departamento de Ganadería y Agricultura. Montevideo. (Monthly.)  
 Boletín de Agricultura, Minería é Industrias. Mexico, Mexico. (Monthly.)  
 Boletín Demográfico Argentino. Buenos Ayres. (Monthly.)  
 Bulletin of the Free Museum of Science and Arts. Philadelphia. (Quarterly.)  
 Deutsche Kolonialzeitung. Berlin. (Weekly.)  
 El Comercio. La Paz, Bolivia.  
 El Comercio. Lima, Peru.  
 El Correo Nacional. Bogotá, Colombia.  
 Freir's Colonial and Foreign Register. London. (Monthly.)  
 La Patria. León, Nicaragua.  
 Le Commerce Extérieur Argentin. Buenos Ayres.  
 Publications of the National Society of Agriculture of Chile.  
 Revue du Commerce Extérieur. Paris. (Semimonthly.)  
 Revue Politique et Parlementaire. Paris. (Monthly.)  
 Tableaux Mensuels de Statistique Municipale de la Ville de Paris. Paris. (Monthly.)  
 Tenders and Contracts. London.  
 Venezuelan Herald. Caracas, Venezuela.

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### REPÚBLICA ARGENTINA.

#### LA LANA DE LA REPÚBLICA.

El representante del Gobierno de la Argentina en el Congreso Comercial Internacional de Filadelfia, Señor HERBERTO GIBSON, contribuyó á enriquecer el número de informes interesantes presentados á la consideración de aquel cuerpo, con un estudio sobre "El Producto de Lana en el Mundo y la Contribución de la Argentina." Por medio de estadísticas demostró, que de los tres distritos donde la producción de la lana excede á las necesidades locales—Anstraliasia, el sur del Africa y las repúblicas del Río de la Plata: Argentina y Uruguay—en las dos primeras regiones se notaba una inmensa disminución de ganado lanar, mientras que en la Argentina y el Uruguay las existencias son aproximadamente 85,000,000 de cabezas en aquella y 17,000,000 en ésta, ó sea un aumento de más de 20,000,000 de cabezas en ambas repúblicas desde 1890.

De lo antedicho deduce el autor la preeminencia consiguiente de la Argentina como fuente de abasto para los telares del mundo, y calcula que la producción total de lana en aquel país puede suponerse hoy, por término medio, en 200,000 toneladas. El 90 por ciento de esta cantidad se manda á los fabricantes de Francia, Alemania y Bélgica, correspondiendo á la primera 42 por ciento del total, y el 10 por ciento restante se divide entre los mercados de la Gran Bretaña, los Estados Unidos é Italia. Tomando en consideración el producto argentino y el del extranjero que usan los fabricantes, se demuestra que la Argentina contribuyó con 3½ por ciento al comercio de la Gran Bretaña, 4 por ciento al de los Estados Unidos y 43 por ciento al comercio de Francia, Alemania y Bélgica reunidas.

El Señor GIBSON lamenta el hecho de que la lana argentina sea conocida principalmente en los Estados Unidos por el producto de las antiguas razas criollas que hoy se encuentran en las provincias del norte, de donde están desapareciendo rápidamente á favor de los adelantos hechos en los métodos de cría. Por muchos años se han venido importando á la República carneros de las mejores razas del mundo, y durante los últimos cinco años el 80 por ciento de las exportaciones de ovejas hechas por la Gran Bretaña ha sido comprado allí. Los Estados Unidos han contribuido con sus merinos de Vermont y la Nueva Zelanda con su raza "Lincoln," quedando demostrado así que los compradores de lana argentina obtendrán un producto de primera calidad.

Tres cosas, dice el autor, son de importancia capital para el establecimiento de un comercio regular en lanas crudas argentinas para los telares de los Estados Unidos, á saber: la presencia de representantes de los fabricantes en los mercados de lana de Buenos Aires; el establecimiento de comunicación directa por vapor entre los dos países, y el de relaciones bancarias directas.

#### FALTA DE FACILIDADES PARA LA TRANSPORTACIÓN DE CEREALES.

Según un informe dirigido últimamente por el Cónsul francés en Córdoba á su Gobierno, hay en la actualidad en los almacenes del ferrocarril que va de Córdoba á Rosario 1,400,000 sacos de trigo y de maíz; en los del Ferrocarril Central 560,000 sacos; en los de la línea que corre de Buenos Aires á Rosario 150,000 sacos, y en los del camino de hierro francés de Santa Fe 60,000 sacos. Toda esta cantidad tiene que ser transportada á Europa, y si á ella se agregan 8,000 toneladas que existen en granjas de particulares y una cantidad dos veces mayor en las estaciones intermediarias de los ramales ferrocarrileros, se obtiene una cantidad de cerca de 400,000 toneladas de cereales que, á falta de veleros y buques de vapor en que embarcarla, obstruye los puertos y las estaciones de arribo, impide las operaciones de tracción y almacenaje, y retarda la llegada de nuevos cargamentos del interior.

Las transacciones comerciales se paralizan ó se llevan á cabo bajo condiciones desastrosas para los agricultores, porque los exportadores relusan comprar el grano á los precios corrientes, por temor de que continúe la escasez de embarcaciones y que esto les impida por largo tiempo satisfacer los pedidos que se les han hecho.

Los armadores cobran en la actualidad un promedio de 27 chelines, y se teme que al terminar la cosecha de maíz, cobrarán 30 chelines, precio verdaderamente excesivo, si se la compara con el que se cobra en otros países, ó con el de 15 chelines que prevaleció en la Argentina durante el año pasado. Se calcula que para transportar las 400,000 toneladas destinadas á la exportación, se necesitarán como 150 barcos. De los 100 vapores que llegaron á los puertos del río de la Plata durante los meses de agosto, setiembre y octubre, solamente 60 ó 70 pueden llevar



cargamentos de granos, y, en consecuencia, la próxima cosecha de trigo encontrará á la Argentina con 200,000 toneladas de cereales que no han sido exportadas, lo cual dará por resultado que se mantengan altos los fletes y que se aumenten los gastos del productor, pues se sabe que el exportador fija sus condiciones de compra según el precio de los fletes. La escasez de buques reconoce, según M. RENOZ, dos causas, á saber: la disminución en las importaciones y los altos derechos fiscales que pagan las embarcaciones en los puertos argentinos, bajo la forma de derechos de anclaje, de estadía, muellaje, etc.

El informe dado por el Cónsul francés puede ser útil á los armadores de los Estados Unidos, pues le ofrece un vasto campo explotable aun en épocas de cosechas ordinarias, pero mucho más cuando la producción de cereales es extraordinaria.

M. RENOZ también informa á su Gobierno de que un sindicato compuesto de veinte de los principales molineros de la Provincia de Buenos Aires, se ha organizado últimamente bajo el nombre de Sociedad Nacional de Fabricantes de Harina, y dice que el presidente de dicho sindicato, al contestar á una comunicación que le fué dirigida por el Ministro de la República Argentina en el Brazil, y relativa á la situación actual y al porvenir del comercio de harinas en el país de su residencia, se expresó de esta manera: "Aunque á primera vista se puede creer que, en presencia de la distancia que tienen que atravesar los barcos que llevan al Brasil las harinas de la América del Norte, nosotros gozamos ventajas en cuanto al flete, ello no es así, sin embargo, porque nuestros rivales envían con frecuencia sus mercancías en buques de vela, pagando fletes muy bajos, mientras que aquí, á causa de la gran abundancia de productos de exportación y á la escasez de buques, nos vemos obligados á pagar fletes muy elevados." Por esta carta se ve que los armadores de los Estados Unidos podrían extender sus operaciones en lo relativo á fletes para el Brasil, especialmente tratándose de la harina.

#### DEMANDA DE MANUFACTURAS DE LOS ESTADOS UNIDOS.

Los informes recibidos del mercado de Nueva York durante la semana que terminó el 28 de octubre de este año, indican que los pedidos de ferretería que se han hecho á este mercado últimamente son los más grandes de que hay recuerdo en la historia de este artículo. La República Argentina ha sido uno de los principales compradores. Se atribuye el aumento en esta clase de tráfico á los esfuerzos que han hecho los comerciantes de los Estados Unidos durante los últimos seis meses para vencer á sus competidores europeos que negociaban en gran escala con productos americanos.

Maquinaria eléctrica por valor de más de \$13,000 y material también eléctrico con un valor de \$16,000 fueron enviados á Buenos Aires en la época en referencia, y en los últimos dos buques que salieron con destino á puertos argentinos se embarcaron efectos de hierro por valor de

\$53,000. También se remitió un cargamento de bicicletas valorado en \$10,000, así como maquinaria é instrumentos para agricultura con valor de \$150,000, alambre de acero por valor de \$15,200, y tubos para calderas con un valor de \$22,000, todo lo cual muestra considerable aumento en los pedidos. En cuanto á este último artículo, los ingleses habían tenido hasta hoy verdadero monopolio; y la exportación á la Argentina de efectos plateados, máquinas de escribir, materiales para carretones, válvulas, refrigeradores y pinturas, que hasta ahora había sido insignificante, ha aumentado de una manera satisfactoria. Entre los efectos para la agricultura que se embarcaron fué una gran cantidad de hilo de acarreto.

#### PRODUCTOS AGRÍCOLAS EN 1898-99.

El informe del Departamento de Estadística del Ministerio de Agricultura contiene datos provenientes de los diferentes distritos agrícolas de la República relativos á la cosecha de 1898-99. En las provincias de Córdoba, Entre Ríos, Santa Fe y Buenos Aires se obtuvieron informes de 3,250 trilladores, y se calcula que en los territorios nacionales y en las provincias de Tucumán, Catamarca, San Juan, Jujuy, Mendoza, Rioja, San Luis, Santiago del Estero y Salta la cosecha de trigo ascenderá á 80,000 toneladas.

En los cuadros que vienen á continuación se verá la extensión de terreno sembrado de trigo y la producción de este grano y de otros de los principales productos en las cuatro provincias que rinden la mayor cantidad de cereales:

Provincias.	Haciendas.	Trigo.		Avena.	
		Hectáreas.	Kilogramos.	Hectáreas.	Kilos.
Santa Fe.....	12,483	1,126,273	868,187,668	879	799,144
Buenos Aires.....	11,469	668,379	801,354,201	11,109	14,577,868
Córdoba.....	3,992	483,321	447,821,455	226	105,426
Entre Ríos.....	4,682	216,555	199,443,842	249	307,333
Total.....	32,626	2,494,528	2,316,807,166	12,463	13,789,771

Provincias.	Cebada.		Centeno.		Linaza.	
	Hectáreas.	Kilos.	Hectáreas.	Kilos.	Hectáreas.	Kilos.
Santa Fe.....	2,531	2,153,047	95	52,387	131,344	92,482,709
Buenos Aires.....	6,282	7,107,434	808	870,928	47,861	45,936,377
Córdoba.....	449	408,355	45	32,637	32,035	32,897,836
Entre Ríos.....	1,072	1,377,683	140	157,125	18,828	11,739,202
Total.....	10,334	11,026,579	1,088	1,113,077	250,068	189,076,124

Había además 3,799 hectáreas dedicadas al cultivo de semillas para pájaros, de las cuales 2,122 estaban situadas en la provincia de Santa Fe, y 1,612 en la provincia de Buenos Aires. El producto total fué de 2,182,092 kilogramos. En la provincia de Buenos Aires 4,158 hectáreas fueron sembradas de alfalfa, y produjeron 590,956 kilogramos, siendo la producción total de la República de 608,200 kilogramos. Por lo que

hace á las lanas, un comerciante distinguido de Buenos Aires dice que las de superior calidad se han vendido en algunas partes del país por un precio más alto que en cualquiera otra época durante los últimos quince años, aunque en la estación pasada se exportaron 20,000 pacas menos que en 1897-98. Dichas pacas fueron, por lo menos, 20 por ciento más pesadas que lo eran antes, debido al uso de prensas hidráulicas para preparar la lana para la exportación. Estas prensas son hechas en los Estados Unidos, y aunque en apariencia ocasionan grandes gastos, las ventajas que del uso de las mismas se derivan pronto recompensan por el dinero invertido en ellas.

El citado comerciante asegura también que la diferencia entre la cantidad de lana exportada en esta estación y la que se exportó el año anterior es enorme, representando \$5,000,000 más en valor. Los cargamentos para los Estados Unidos disminuyeron, pues se enviaron 4,000 pacas menos que en el año pasado.

#### NOTAS COMERCIALES.

Los delegados de la República Argentina al Congreso Comercial Internacional en Filadelfia, Señores COOLIDGE S. ROBERTS y JOHN C. ZIMMERMAN, representante éste de la Cámara de Comercio de Buenos Aires, dedicaron el tiempo que se les había designado en la sesión Pan-Americana que tuvo lugar el 27 de octubre, á estudiar la condición comercial de la República con relación al comercio con los Estados Unidos. Para demostrar la posición que éstos ocupan en la vida comercial de la República Argentina, se hizo notar que durante el año de 1898, el valor de la exportaciones de ésta para los Estados Unidos alcanzaba á cerca de  $4\frac{1}{2}$  por ciento de su comercio total en este ramo, mientras que el  $95\frac{1}{2}$  restante correspondía en su mayor parte á Europa. Durante el mismo año el valor de las importaciones efectuadas por la República Argentina de los Estados Unidos alcanzaba á cerca de  $10\frac{1}{2}$  por ciento del total, lo cual en la opinión de los delegados no es una demostración favorable al comercio de ambos países. Las importaciones son necesariamente mayores en la República Argentina, pues al presente se encuentra en la imposibilidad de obtener hierro y carbón en cantidades suficientes para el desarrollo de sus industrias manufactureras.

De los informes oficiales del Ministerio de Hacienda de los Estados Unidos se deduce que las importaciones de la Argentina, por término medio, se calculan en \$35 por cabeza al año, ó sea dos veces y media más que los Estados Unidos. En estas circunstancias, es digno de notar cuán débiles son los esfuerzos hechos por los Estados Unidos para conseguir mayor proporción de este comercio de importación. Una de las razones que cita el Sr. COOLIDGE para explicar la escasez de importaciones americanas en los países del Río de la Plata estriba en los métodos empleados para introducir y anunciar las mercancías. Otra razón es la falta de líneas de vapores con bandera americana que

vayan á los puertos del Sur, pues, según parece, durante el año de 1898 ni un sólo vapor con bandera americana tocó en los puertos del Plata.

En cuanto á las exportaciones, es bien sabido que la Argentina exporta grandes cantidades de cueros, lana, pieles de ovejas y de cabra, cerda, trigo, maíz, linaza, cebada, avena, heno, ganado en pie de todas clases, maderas, etc., á lo cual hay que añadir el aumento de las exportaciones de mnchas de las excelentes maderas del Gran Chaco, entre las cuales se cuenta, como principal, el quebracho, que en Europa y en los Estados Unidos se emplea con grande aceptación en la química y la cartiduría. Las exportaciones de trigo y de harina para 1897-98 alcanzaron á 770,000 toneladas, y para 1898-99 los embarques se calculan de 1,700,000 á 1,800,000 toneladas. Los cálculos hechos, basados en los datos recibidos durante el primer semestre de 1899, indican que el comercio total de la República para ese año alcanzará á \$293,000,000, oro. Las estadísticas para 1898 calculan el comercio de los Estados Unidos con la Argentina en \$17,003,300, sobre un total de \$241,258,358.

#### FOMENTO AL CULTIVO DE FRUTAS.

La Escuela Agrícola de Villa Urquiza, en la Provincia de Entre Ríos, acaba de recibir 500 olivos, venidos de España, con el objeto de hacer un experimento en el cultivo de dicha planta. Á fin de fomentar la industria de frutas, se ha presentado á la legislatura de la Provincia de La Rioja un proyecto de ley para promover el cultivo de las uvas, naranjas, nueces y aceitunas. Se trata de eximir á las viñas del pago de impuestos por un período de cinco años, á los naranjales por siete años, y á los olivares y plantaciones de nogales por ocho años. También se ofrece un premio por cada naranjo y olivo, siendo el límite fijado de cien árboles por hectárea.

## BOLIVIA.

#### RIQUEZA FORESTAL Y MINERAL.

El Señor Don ENRIQUE WULFF, Cónsul-General de Bolivia en los Estados Unidos y Delegado de aquel país al Congreso Comercial Internacional, habló sobre los bosques y las minas de la República, que constituyen las principales fuentes de riqueza nacional. El Señor WULFF dijo que los bosques que producen la goma elástica cubren un territorio muy vasto, que queda entre los ríos Beni, Madre de Dios, Pivius y Aquiri, y entre la falda de los Andes y la frontera del Brasil. Exploradores notables están de acuerdo, en que estos bosques contienen una inmensa riqueza natural. Opina el Señor WULFF que en ningún negocio se puede invertir dinero con más seguridad que en plantaciones de hule ó goma elástica.

Al hablar de la riqueza mineral del país, el Señor WULFF dijo que

en el Departamento de Oruro hay suficientes minas de cobre para competir con las de plata del Departamento de Potosí, las cuales han dado á Bolivia el tercer puesto entre los países productores de metal blanco.

Las minas de estaño en los Departamentos de Oruro, Potosí y La Paz han contribuido notablemente en los últimos ocho años á suplir la demanda de dicho metal en el mundo entero. También se exportan en grandes cantidades minerales de bismuto y antimonio. Los depósitos de manganeso y hematites del Departamento de Tarija han llamado mucho la atención. Las minas y los placeres de oro se explotan con actividad en Bolivia, y no es una exageración el afirmar que todos los ríos de Bolivia contienen el precioso metal. La extensión de dichos placeres es maravillosa y su riqueza por yarda cuadrada puede compararse favorablemente con cuanto se ha encontrado en el Klondike. Cuarzos auríferos se hallan por todas partes en los Andes de Bolivia.

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## BRASIL.

### NUEVOS DERECHOS DE ADUANA.

Los nuevos derechos de aduana del Brasil se deben en mucho á los impuestos en otros países á los productos brasileños, cobrándose el mínimo á los que admiten dichos productos mediante el pago de derechos bajos ó enteramente libres, y el máximo á los países que les imponen altos derechos. Estos últimos se aplican especialmente á Francia, Italia y Rusia, mientras que los Estados Unidos que no imponen derechos de ninguna clase á los dos principales productos del Brasil, el café y la goma elástica, gozan de los derechos mínimos. El trigo paga derechos, pero esto no es adverso los intereses de los Estados Unidos, porque la harina es el primero de los productos de su género que se importan de este país. Aunque esto puede afectar un tanto la industria harinera del Brasil, no implica una ventaja sobre la República Argentina, porque este país goza también de los derechos mínimos. El carbón continúa en la lista de artículos libres, y los derechos sobre los rieles son los siguientes: de \$7.50 á \$10.50 la tonelada de los de poco peso y de \$2.25 á \$3 los pesados.

Los derechos sobre los tejidos son muy altos, y los de algodón están divididos en tres clases generales, á saber: sin blanquear, blanqueados, pintados y estampados. Cada clase contiene diferentes calidades. Los derechos más altos sobre cada clase son como sigue: sin blanquear, por kilogramo, el derecho mínimo es \$2.10 y el derecho general \$2.85; blanqueados, mínimo \$3 y general \$4.20; pintados ó estampados, mínimo \$2.25, y general \$3.15. Los derechos sobre la madera se cobrarán por metro cúbico, que es casi igual á 35½ pies cúbicos. El derecho mínimo y el máximo sobre el roble son \$8.25 y \$11.55, respectivamente, y sobre el pino \$2.32 y \$3.37.

En la tabla siguiente se expresan los derechos sobre los artículos principales que se importan de los Estados Unidos. Se calcula que el milreis vale como 15 centavos, lo cual, aunque no corresponde exactamente con el tipo del cambio en Río de Janeiro, es casi exacto.

[Tonelada métrica.]

Artículos.	Mínimo.	General.
Harina de trigo.....	\$5. 25	\$7. 50
Harina.....	1. 50	2. 25
Maíz.....	4. 50	4. 50
Manteca de puerco.....	45. 00	45. 00
Puerco salado.....	30. 00	30. 00
Kerosene.....	10. 50	15. 00
Aceite para lubricar.....	6. 00	9. 00
Trementina:		
Pura.....	30. 00	42. 00
Cruda.....	15. 00	21. 00

#### EMBARQUES DE CAFÉ PARA HAMBURGO.

Hamburgo es hoy el primer mercado de café en Europa, y desde hace algunos años ha dejado atrás al Havre. En 1898 Hamburgo recibió del Brasil 1,565,000 sacos de café, lo cual, unido á los cargamentos que llegaron de Guatemala, Colombia, Nicaragua, Venezuela, Java, la India y el África, formó un gran total de 2,000,000 sacos. Como resultado de esto, los comerciantes y corredores de café componen una parte importante del comercio de dicha ciudad. Los corredores tienen su lonja especial en el Santhorquai, y también se reúnen en la bolsa central. Una cantidad considerable del café que llega á Hamburgo es reembarcada para los Estados Unidos, pero de éste solamente una pequeña parte es producida en América. La tostadura de café es también una ocupación importante en Hamburgo, pero la maquinaria que se emplea para este fin en varios establecimientos es bastante anticuada. Se calcula que el consumo de café en Alemania es de 78 onzas al año por cabeza. Sin embargo, su uso aumenta rápidamente y, en consecuencia, Hamburgo está destinado á ser un mercado de café aun más importante de lo que es ahora.

El Señor VÉLEZ, Cónsul de México en la citada plaza, dice que la importancia del café mexicano en aquel puerto aumenta considerablemente, y que las cantidades introducidas en 1896, 1897 y 1898 fueron, respectivamente, 828,000 kilogramos, 1,199,560 kilogramos y 2,814,500 kilogramos. Con todo, en los primeros ocho meses de 1899 hubo una disminución en lo que se importó, pues la cantidad fué solamente de 702,950 kilogramos. Agrega el Cónsul que el café mexicano no es conocido como tal por el consumidor alemán, sino que se le clasifica entre las diferentes clases de café brasileño.

## CHILE.

## DESARROLLO INTERIOR Y EXTERIOR.

En la sesión del Congreso Comercial Internacional que se verificó el día 28 del mes próximo pasado, el Señor Don ELIODORO INFANTE, Encargado de Negocios de Chile en los Estados Unidos y Delegado de su país ante aquel cuerpo, pronunció el siguiente discurso:

"Habría deseado dar al Congreso Comercial Internacional una clara idea de lo que es aquella larga y angosta faja de territorio que se extiende estrechada entre la cordillera de los Andes y el mar Pacífico, y del lugar que ella ocupa en el comercio de las naciones. Desgraciadamente, la inclusión de mi nombre entre los oradores me toma hoy tan de sorpresa que sólo me será posible presentar una idea aproximada de la situación actual de Chile y de las perspectivas que ofrece al comercio.

"Chile, angosto y pequeño como aparece en las cartas geográficas, tiene un área de 750,000 kilómetros cuadrados, ó sea una extensión mayor que la de cualquiera de los países europeos, con excepción de la Rusia. La configuración de su territorio, que puede ser considerada como una desventaja bajo el punto de vista estratégico, es bajo todo concepto un don con que la naturaleza quiso favorecerlo, no sólo porque la extensión de su costa facilita é impone el desarrollo de su marina mercante y de su comercio exterior, sino también porque á causa de esa grande extensión contiene las más variadas riquezas naturales.

"El país comprende cuatro zonas:

"1ª. La zona mineral, que se extiende desde el extremo norte hasta el paralelo 27. La vegetación es allí mala ó raquítica y las aguas corrientes y las lluvias escasas; pero contiene en cambio ricas minas de plata, oro y cobre, yodo y bórax, y principalmente salitre (*nitrate of soda*), que por sí solo constituye una gran riqueza.

"2ª. La zona mineral y agrícola, que llega hasta el límite sur de la Provincia de Aconcagua. En ella se encuentra suficiente agua y valles feraces y la región entera contiene minas de cobre, plata, hierro, manganeso, plomo, etc.

"3ª. La zona agrícola, que se extiende hasta el paralelo 43, ó sea hasta la parte norte de la Isla de Chiloé. En esta región se desarrolla el gran valle central con suelo bien regado y clima benigno, más lluvioso mientras más se avanza hacia el sur; tierra rica y productiva, numerosos bosques, vegetación enérgica. Prodúcese en ella abundantes y excelentes cereales, legumbres, hortalizas y frutas, y sus vinos, que son de primera calidad, ofrecen ancho campo al comercio exterior. También se encuentran grandes depósitos de carbón.

"4ª. Zona de maderas y pesquerías. El valle central desaparece y la cadena de montañas de la costa se transforma en un archipiélago que comienza con la Isla de Chiloé y termina con la Tierra del Fuego. En

esta región existen valles adecuados para el cultivo y la ganadería; la lluvia es frecuente, la vegetación arbórea exuberante y hay abundancia de peces, mariscos, focas, etc.

“El clima de todo el territorio de la República es notablemente benigno y saludable; no hay excesos de calor ni de frío, ni enfermedades endémicas, con excepción de la viruela, que mediante la vacunación va desapareciendo á pasos rápidos.

“La masa de la población es de origen español. La raza africana no se conoce y la asiática tiene escasa representación. El número de extranjeros residentes en Chile no alcanza á 100,000, de los cuales sólo más ó menos 1,000 pertenecen á esta gran República del norte, á cuya iniciativa y hospitalidad debemos la feliz reunión de este Congreso.

“La organización política del país se basa sobre la Constitución adoptada en 1833, á cuyo mantenimiento y al respeto sagrado que ella inspira á todo ciudadano chileno, debemos esa estabilidad de nuestras instituciones que nos ha dado fuerza para el progreso y energía para el desenvolvimiento de nuestros elementos de vitalidad moral y material.

“Bajo el amparo de esta Carta Fundamental, la administración se ha desarrollado y mantenido en perfecto orden y corrección; la evolución progresiva de las instituciones políticas y sociales se ha verificado en condiciones de completa tranquilidad y con la cooperación de todos; la educación é higiene del pueblo y la instrucción en general han alcanzado un grado de progreso que nos hace alto honor. “En una palabra, todos y cada uno de los resortes políticos, sociales, administrativos ó materiales, cuyo conseriso sistemático es indispensable para el desenvolvimiento de las naciones, han funcionado y funcionan con entera regularidad, sobre la sólida base que echaron los padres de la patria al darnos independencia y al guiarnos en los primeros pasos de nuestra vida de nación.

“Desearía presentar á esta asamblea algunos datos relativos al estado de nuestra hacienda pública, á la organización de los servicios de instrucción, de higiene, de beneficencia y de cada una de los ramos de la administración; pero desgraciadamente no dispongo de ellos en este momento. Permítaseme, sí, decir con respecto á la instrucción pública, que ella está al alcance de todos, que se basa sobre los sistemas más modernos y científicos y que numerosos estudiantes extranjeros concurren á nuestras Universidades, á nuestro Instituto Pedagógico, á nuestras escuelas militar y naval.

“Señores: la riqueza del suelo no constituye por sí sola el fundamento de la prosperidad de los pueblos. Se necesita, además, la solidez y estabilidad de las instituciones, y la paz interna y externa. Sin sólidas instituciones, los problemas que afectan los intereses del país no pueden encontrar solución eficaz. Sin paz, todo se destruye y aniquila.

“Sin la solidez de sus instituciones, Chile jamás habría podido resolver los graves problemas económicos y financieros á que dió origen la circulación forzosa del papel moneda. Los poderes públicos, apoyados por la mayoría del país, verificaron la conversión metálica, operación que,



aunque produjo las perturbaciones propias de tan trascendental medida, nos volvió al régimen del oro, hizo desaparecer la crisis y nos dió bases de tranquilidad que redundarán en gran beneficio del país.

“Hubo temores de guerra á causa de nuestras cuestiones de límites con la República Argentina. Ambos países invirtieron ingentes sumas en la organización de ejércitos y marinas poderosas, consumiendo así buena parte de sus recursos. Felizmente prevaleció, como siempre, el buen juicio en las dos naciones y todas las dificultades han desaparecido, por medio del arbitraje de Su Majestad la Reina de Gran Bretaña y del distinguido ex-Ministro de los Estados Unidos en Buenos Aires, Señor BUCHANAN. La Argentina y Chile gozan hoy de la más sincera amistad y las relaciones cordiales de ambos países están aseguradas para siempre.

“Resueltos nuestros problemas internacionales y solucionadas nuestras principales cuestiones económicas, Chile piensa hoy más profundamente que antes en el desarrollo de sus riquezas naturales y de sus industrias y en extender su comercio con los países extranjeros.

“Chile, señores, protege sobre bases lógicas toda industria que de una manera conveniente pueda establecerse en el país y hará cuanto esté en su poder para facilitar el estrechamiento de sus relaciones comerciales con otras naciones. Sus vapores llegarán muy pronto hasta Río Janeiro, por el Atlántico, y desde hace algunos meses llegan hasta los puertos de México, colocándonos así en comunicación estrecha y directa con las Repúblicas hermanas del Pacífico, aun con aquellas más lejanas como México y las Repúblicas centroamericanas, por las cuales Chile ha tenido siempre la más profunda simpatía. Antes de un mes esos vapores alcanzarán hasta San Francisco, y, de esta manera, Chile, con sus propios barcos, habrá añadido un nuevo vínculo á la amistad que felizmente lo une á esta gran República del Norte y un vínculo comercial, señores, que es el más poderoso de los lazos que pueden existir entre pueblos que desean desarrollar sus intereses comunes y cultivar su amistad.

“Señores: todo lo que contribuya al ensanchamiento de las relaciones comerciales de las naciones merece aplauso, y por esta razón, felicito sinceramente á los organizadores de este Congreso, deseándoles éxito completo.”

#### LA INDUSTRIA DE SALITRE.

El discurso de Mr. JOHN A. MYERS, Delegado de Iquique ante el Congreso Comercial Internacional de Filadelfia, versó sobre la producción de salitre en Chile. Mr. MYERS trató el asunto tanto desde el punto de vista científico como desde el punto de vista práctico, y dijo que el salitre existe en grandes cantidades en las regiones áridas de Chile. El centro de esta industria es Iquique, ciudad de cerca de 30,000 habitantes. Se calcula que los depósitos de salitre cubren 220,356 acres y contienen 227,939,893 toneladas. Se asegura que la producción total ha sido la siguiente.

En 1884, 550,000 toneladas; en 1885, 420,000; en 1886, 443,000; en 1887, 702,000; en 1888, 779,000; en 1889, 903,000; en 1890, 1,009,000; en 1891, 877,000; en 1892, 804,000; en 1893, 938,871; en 1894, 1,082,285; en 1895, 1,220,000; en 1896, 1,092,000.

Según Mr. MYERS, las importaciones de dicho artículo en los puertos de la costa atlántica de los Estados Unidos fueron como sigue: en 1897, como 98,750 toneladas; en 1898, cerca de 130,580 toneladas. Estas cifras no comprenden las importaciones por la costa del Pacífico de los Estados Unidos, las cuales aumentan cada día. Hasta el 1° de setiembre de este año las exportaciones á los Estados Unidos habían ascendido á 115,125 toneladas. Mr. MYERS asegura que 39 por ciento de la producción de salitre va á Alemania, 17 por ciento á Francia, 15 por ciento á los Estados Unidos, 12 por ciento á la Gran Bretaña, 10 por ciento á Bélgica, y el resto es distribuido entre otros países. El delegado de Iquique citó la opinión del Profesor E. F. LADD, de North Dakota, relativa á las condiciones del suelo del Red River Valley. Después de haber hecho un análisis químico de dicho suelo, el Profesor encontró que la cantidad de nitrógeno había disminuido de 8,000 á 10,000 libras por acre que antes era á 6,000 y hasta 3,000, lo cual ha reducido la cosecha anual de trigo. Á este respecto Mr. MYERS dijo que antes de mucho tiempo los agricultores de aquella sección del país, comprenderían que es más barato aumentar la producción de trigo por medio del uso del salitre que continuar su cultivo con un costo que va cada día en aumento, mientras que la producción disminuye constantemente.

#### ALICIENTES Á LOS INMIGRANTES.

Una de las dificultades con que Chile ha tenido que luchar siempre en el desarrollo de sus riquezas naturales, es la falta de trabajadores. En diferentes épocas el Gobierno ha hecho esfuerzos extraordinarios á fin de atraer la inmigración, pero, desgraciadamente, casi siempre han fracasado. No por esto, sin embargo, se ha desalentado aquella enérgica República sudamericana, y el Presidente ERRÁZURIS dirigió hace poco un mensaje al Congreso Nacional conteniendo un proyecto de ley calculado para aumentar la población en aquellos lugares donde la falta de habitantes se hace sentir más. Los puntos principales sobre que versa dicho proyecto de ley son los siguientes:

Se autoriza al Presidente para gastar dentro de un año la suma de £25,000, en la trasportación de trabajadores naturales y extranjeros, á aquellos lugares donde las necesidades industriales y las obras públicas lo exijan. También se le autoriza para que conceda en las provincias de Cautín, Malleco, Valdivia, Lanquihue y Chiloé, lotes de terrenos públicos de 50 á 100 hectáreas á cada padre de familia, y 20 hectáreas adicionales por cada uno de sus hijos varones mayor de 12 años. Esta disposición es igualmente aplicable á los extranjeros residentes en el país y á los chilenos.

En orden á gozar de este privilegio, el padre de familia no debe de haber sido jamás condenado por crimen alguno ó falta grave. Los chilenos deben probar que poseen un capital de \$500 y los extranjeros de \$1,000, hecho en el país por sus propios esfuerzos. Asimismo se autoriza al Presidente para gastar la suma de \$200,000 en la debida preparación de los terrenos que se han de colonizar y para otras erogaciones que el cumplimiento de la ley exija.

## COSTA RICA.

### RELACIONES COMERCIALES CON LOS ESTADOS UNIDOS.

El Honorable Señor Don JOAQUIN BERNARDO CALVO, Ministro de Costa Rica en los Estados Unidos, se expresó en los siguientes términos, en la sesión del 28 de octubre del Congreso Comercial Internacional de Filadelfia refiriéndose á la rapidéz del desarrollo de las relaciones comerciales de las dos Repúblicas:

“Los honorables delegados han oido lo que los distinguidos caballeros de Costa Rica han dicho acerca de la gente, los recursos, el clima y las oportunidades que aquel país brinda al capital y á la industria extranjera, y de consiguiente acerca de la perspectiva que allí se presenta para un gran desenvolvimiento de las relaciones comerciales con todas las naciones á quienes nosotros presentamos nuestros productos en cambio de los de ellas, y á los hijos de las cuales Costa Rica ofrece con los tesoros de su suelo inexplorado, y la buena acogida de una poblacion ordenada y respetuosa á la ley, los beneficios de un gobierno estable.

“Y en efecto nada puede ser más satisfactorio que referirse á este respecto al hecho muy notable de que Costa Rica no tiene hoy, ni ha tenido en ningún tiempo, reclamos por daños ó perjuicios causados por actos arbitrarios de sus autoridades civiles ó militares contra los ciudadanos de otras naciones.

“En cuanto al carácter del país, permítaseme que recuerde, entre otras citas autorizadas, lo que la Comisión de los Estados Unidos, enviada en 1884 á Centro y Sur América, dijo en su informe: ‘El nombre de Costa Rica se encuentra muy alto como el de una república despierta á las exigencias de un pueblo progresista y amante de la libertad; sus instituciones y sus riquezas, su laboriosidad y adelanto, demuestran que es una nación con su frente hacia el porvenir y cuyo espíritu emprendedor la conducirá á la elevada posición que sus dones naturales, sus recursos y avanzadas ideas demandan.

“Inecesario parece decir nada más acerca de las garantías de que las personas y la propiedad gozan en aquel rico país, ó sea acerca de las oportunidades para la colocación de capitales ó para ensanchar por otros medios la esfera de nuestras actividades.

“Con respecto á los Estados Unidos en particular, el informe de la Comisión mencionada dice: ‘Es un motivo de congratulación el saber que no solo aumenta el consumo de mercaderías americanas en Costa Rica, sino que hay un deseo creciente de establecer relaciones más estrechas, comerciales ó internacionales con los Estados Unidos.’ Sin la menor duda, la atención cada vez más fija de este país en la economía, industria y comercio de la América latina, ha encontrado ya una cordial correspondencia en Costa Rica.

“Esto era en 1884, y acerca de la exactitud de esta aseveración, el volumen del comercio de hoy contesta con agradables evidencias. En 1889 el único país que superaba á los Estados Unidos en nuestro comercio de importación era la Gran Bretaña, y desde el año siguiente, 1890, los Estados Unidos tomaron el primer puesto an sobre la Gran Bretaña.

“Para satisfacción nuestra, la atención de un número considerable de opulentos hombres de negocios de este país que han comprendido que hay un vasto campo en Costa Rica, se ha dirigido hacia aquella República, y con especialidad en los últimos tres años se han empleado allí más de seis millones de *dollars* en empresas mineras y agrícolas, en plantas de luz y de tracción eléctrica, y en otras mejoras, con magnífica perspectiva para el crecimiento de los negocios de las mismas.

“Estas condiciones al presente, y la esperanza que abrigamos en el éxito de los trabajos de este Congreso, aseguran para el futuro mayor extensión de nuestro comercio y, por lo tanto, de las relaciones comerciales de Costa Rica con las demás naciones.

El desarrollo de las relaciones comerciales entre Costa Rica y los Estados Unidos sirvió de tema al estudio, que ante el Congreso Comercial Internacional leyó el Señor Don BENJAMÍN E. PIZA, Delegado de Costa Rica en la sesión del 28 de octubre de 1899. Abundan en este estudio indicaciones prácticas con referencia al progreso comercial, que si llegaran á ser adoptadas habrían de rendir grandes beneficios á los comerciantes de los Estados Unidos. Entre otras cosas hizo notar el Señor PIZA que mucho del aumento en el comercio entre Costa Rica y los Estados Unidos se debe á la corta distancia que separa los dos países, lo cual no sólo economiza tiempo y dinero sino que facilita el mejor conocimiento de ambos mercados. Agentes viajeros, por lo general alemanes, visitan todos los años á Costa Rica recogiendo cuantos informes pueden y aplicando en la práctica los conocimientos así adquiridos. Hace notar el Señor PIZA que los comerciantes europeos, y particularmente los alemanes, cuidan especialmente de satisfacer todos los deseos del comprador, hasta en los más ligeros detalles, llegando á poder manifestar en sus facturas no sólo el costo primo sino el peso bruto y neto, las medidas y los gastos ocasionados por cada bulto y hasta por cada artículo, lo cual tiene la ventaja de que antes de recibirse las mercancías, que generalmente llegan después de la factura, el comerciante haya podido hacer sus cálculos.

El embalaje de las mercancías, tal y como lo hacen los comerciantes americanos, no es á propósito para aquel país á causa de los derechos de aduana, por una parte, y por otra, no es suficientemente cuidadoso en el caso de artículos frágiles, que generalmente llegan en condiciones tales que sólo ocasionan pérdidas. El envío de agentes viajeros debe hacerse teniendo en consideración la habilidad del vendedor, pues de lo contrario se corren riesgos y se obtienen resultados contraproducentes. Un comercio bien dirigido, concesiones de crédito hechas después de maduro examen, dice el Señor PIZA, serán parte á facilitar el desarrollo comercial, ayudado esto por agentes viajeros que sepan comprender y apreciar los detalles del comercio y la manera de explotarlo.

Después del Señor PIZA, Mr. JOHN M. KEITH, también delegado de Costa Rica, hizo uso de la palabra y refiriéndose á las oportunidades que el país que representa ofrece para la inversión de capital, llamó la atención al incremento que han tomado las exportaciones de productos agrícolas, haciendo notar que en el ramo de plátanos, por ejemplo, en 1880 se hizo un embarque, por vía de experimento, que consistía de algunos centenares de racimos, habiendo llegado hoy las exportaciones de este fruto á más de 3,000,000 de racimos por año. El obstáculo principal con que ha tropezado el establecimiento de facilidades de transporte en la América española se debe á la discrepancia que existe entre el valor y la cantidad de sus productos. El tonelaje total del comercio exterior de Costa Rica, incluyendo el plátano, sólo alcanza á 30,000 toneladas por año, mientras que el valor total de este comercio se calcula en cerca de \$10,000,000, oro americano. El comercio en plátanos ha dado por resultado el establecimiento de cuatro vapores semanales que hacen viaje redondo de los Estados Unidos, á lo cual se debe, en parte, el aumento del comercio general.

El comercio de plátanos no sólo ha sido ventajoso al tráfico de Costa Rica con los Estados Unidos, sino que ha extendido el de este país á toda la costa del Caribe y emplea más de 80 vapores, en su mayor parte propiedad ó bajo la protección de americanos, siendo notable el progreso que ha obtenido así el comercio americano en aquellas regiones. La agricultura prospera en todo el país y notablemente el cultivo del café en el distrito de Turrialva, que produce un fruto de excelente calidad y en donde un sindicato de Filadelfia explota la industria. No obstante que más del 80 por ciento del café de Costa Rica se envía á Europa, cerca del 50 por ciento de las importaciones de Costa Rica son procedentes de los Estados Unidos. El consumo de mercancías americanas en Costa Rica se calcula á razón de \$7.50 por cabeza, contra un promedio de \$1.40 en los otros países de la América latina. El comercio en ganado es una de las empresas más provechosas del país que tiene ventajas especiales de clima, suelo, etc., para la industria pecuaria, de tal suerte que ha podido establecerse con Cuba buen negocio en este ramo.

**EFICACIA DEL SERVICIO DE PAQUETES POSTALES.**

Uno de los eseritos más interesantes leídos ante el Congreso Comercial Internaeional, actualmente reunido en Filadelfia, fué el de Mr. J. M. KEITH, de Costa Rica, en el que se trata del servicio de paquetes postales entre su país y los Estados Unidos. Al hablar de las ventajas que este sistema produce, Mr. KEITH se expresó en los siguientes términos:

“Cáusame gran placer manifestar que el servicio de paquetes postales entre los Estados Unidos y Costa Rica, país que representó en esta ocasión, es muy eficaz. Nuestra conveneión de paquetes postales con los Estados Unidos data de abril de 1890. Antes de esa fecha nos veíamos obligados á enviar nuestros paquetes por medio de la International Express Company, que nos cobraba de dos á cinco dollars por cada uno. En la actualidad podemos enviar de Costa Rica á los Estados Unidos y viceversa un paquete que pese doce libras. Esto es de gran utilidad para los comerciantes, que se valen del sistema de paquetes postales para introducir novedades y mil otras cosas que no desean, someter á las tarifas regulares de las compañías de vapores. También es esto ventajoso para los extranjeros que pueden recibir sus presentes de Navidad y de cumpleaños, por medio de lo cual se establece un lazo entre ellos y los parientes y amigos que tienen en la patria. Sin el sistema de paquetes postales, les sería difícil gozar de estas ventajas. Cuando el Gobierno de Washington propuso la celebraeión de conveneiones de paquetes postales con los países de la América del Sur, haciendo así á la colonia americana un servicio tan notable como pudo haberselo hecho con cualquier otro tratado, estableció un vñenlo de unión entre los eíndadanos de los Estados Unidos residentes en el país y los que vivían en el extranjero.

“Hay también en Costa Rica muchas facilidades para el despacho de aduana, tratándose de efectos que llegan en paquetes postales. Estos paquetes nos llegan de Nueva York y de Filadelfia en cosa de ocho días, y tan luego han llegado se les remite al interior, después de haber sido despachados en la aduana por un empleado designado al efecto. Por tanto, en el término de nueve días, á más tardar, recibimos nuestros paquetes los cuales si fueran por otro conducto tardarían en llegar de dos á tres semanas.”

**EL PUEBLO DE COSTA RICA.**

Ninguno de los discursos pronuneiados ante el Congreso Comercial Internaeional de Filadelfia durante los días pan-americanos fué escuchado con más interés que el del Dr. J. J. ULLOA, Cónsul-General de Costa Rica en los Estados Unidos. Al hablar del pueblo costarricense, el Dr. ULLOA se expresa así:

“Una de las primeras cosas que un costarricense hace cuando tiene alguno dinero disponible es viajar, y durante sus viajes, aunque siempre

dispuesto á divertirse, sabe sacar ventajas de ellos, tanto para sí mismo como para el pequeño pedazo de tierra del cual se siente orgulloso. Los extranjeros que van á Costa Rica expresan su admiración cuando ven que allí existen adelantos que no se conocen en países más viejos y más grandes.

“Las altas clases sociales son muy bien educadas, y hablan una ó más lenguas además de la propia. Entre ellas hay muchos hijos privilegiados de las artes.

“La raza costarricense es puramente blanca, y es notable el hecho de que todos los habitantes, en mayor ó menor escala, son propietarios. Estas dos condiciones explican su amor al trabajo y á la paz.

“Tenemos muchos edificios públicos grandes y hermosos. Tenemos teatros, iglesias, bibliotecas, hospitales y asilos, ferrocarriles, tranvías, carreteras, obras hidráulicas, luz eléctrica, un buen servicio sanitario, y, en una palabra, gozamos en pequeña escala de todas las comodidades de que goza Filadelfia.

“Nuestra población es de algo más de 300,000 habitantes, esto es, como la sexta parte de la población de esta gran ciudad, que, hace más de cien años, vió el esfuerzo más admirable y de mayor alcance que ha hecho jamás la libertad humana.”

#### NOTAS ECONÓMICAS Y COMERCIALES.

El Gobierno de Costa Rica continúa los trabajos de preparación necesarios para llevar á efecto la reforma del sistema monetario de aquella república sobre la base de oro. La ley respectiva y una relación completa del proyecto se publicaron en los números de este Boletín, correspondientes á noviembre de 1896 y marzo de 1898, respectivamente:

“El término fijado para la conversión vencerá el 31 de diciembre del año próximo de 1900, y mientras tanto el Gobierno ha estado acumulando una reserva que monta ya á \$3,000,000 en oro acuñado de la nueva moneda.

“El estado económico del país, dice el Presidente de la república en su último Mensaje, es actualmente poco halagüeño, pues no siendo posible que nosotros nos sustrajésemos á las causas que en todo el continente han determinado una depreciación de la riqueza pública, natural era que aquí también se hiciera sentir el malestar consiguiente á esa situación. Esta circunstancia, que se agrava con la baja del café, debía producir forzosa reducción en las rentas públicas y para no exponernos á sufrir un desequilibrio entre los ingresos y los egresos, el cual habría de comprometer intereses que no existían aun como elementos de vida económica, mi Gobierno creyó prudente introducir sin demora toda suerte de economías en los diversos órdenes administrativos, no conservando sino aquellos servicios que son imprescindibles para la buena marcha del Estado y para el logro de sus fines naturales.

“Las entradas al Tesoro, dice el Mensaje, incluyendo \$1,136,822.50, por valor del dividendo de acciones ordinarias del ferrocarril Atlán-

tico que correspondió al Gobierno en 1898, alcanzaron á \$8,413,198.80, en moneda de Costa Rica, y los gastos suman \$8,060,655.05, quedando un sobrante de \$352,543.75. El producto de las rentas de 1898 á 1899 es menor que el del año 1897 á 1898 en \$10,905.50, y excede á la suma presupuesta en \$343,450.72.”

Durante los últimos cinco años el valor del comercio extranjero ha sido el siguiente:

	Importaciones (oro americano).	Exportaciones (oro americano).
1894.....	\$4,113,223.66	\$5,033,113.14
1895.....	3,851,460.34	5,188,401.78
1896.....	4,748,812.62	5,597,727.01
1897.....	5,460,944.51	5,474,773.50
1898.....	4,258,896.04	5,659,218.56

Quedando, como puede verse, durante ese corto período, un sobrante de \$4,519,896.82, oro americano, en favor del país.

El comercio con los Estados Unidos que en 1894 representaba 33.64 por ciento de las importaciones, en 1898 se eleva á 44.80. No así con respecto á las exportaciones en que Inglaterra representa 56 por ciento, debido al alto precio que el café de Costa Rica, por su excelente calidad, mantiene en aquel mercado.

La cantidad total de las clases finas de este grano exportadas en 1898, suma 18,329,263 kilogramos, de los cuales se embarcaron para Inglaterra 10,821,076, obteniendo, según las revistas del *Crédit-Lyonais* de Londres, que especifican el precio á que ha sido vendido cada lote, un promedio general de 66 chelines por quintal de 112 libras, que equivale á \$11.12, oro neto, en Costa Rica, por quintal de 46 kilogramos. Las clases inferiores compuestas de 1,156,862 kilogramos, las calcula la Oficina de Estadística como vendidas á 5 centavos la libra, en lo cual bien pudiera demostrarse que hay un recomendable pesimismo. En la exportación de 1898, así calculada, el valor del café suma \$4,209,569.15.

El crecimiento en la producción de otros artículos de exportación viene en aumento en los últimos años. Durante el de 1898 se exportaron 2,331,036 racimos de bananos y se han plantado cerca de 3,000 manzanas nuevas de este fruto. La exportación de maderas y de metales preciosos crece también en proporción satisfactoria.

Debido á esta situación de los negocios en general, los tipos de cambio sobre el extranjero se han mantenido en Costa Rica en términos muy favorables, librándose el país de las dificultades graves que en otros se experimentan hoy. Han contribuido, en este sentido, oportunas medidas del Gobierno en previsión del desequilibrio que pudiera introducir la baja del precio del café, é indudablemente la reserva en moneda de oro y demás combinaciones encaminadas á la reforma del sistema monetario.



## ECUADOR.

## EL FERROCARRIL DE GUAYAQUIL Á QUITO.

En una comunicación reciente llegada de Quito, se asegura que el 16 de julio de este año se dió principio á los trabajos de construcción del ferrocarril que va á poner en comunicación á dicha ciudad con el puerto de Guayaquil. El contrato para la construcción de esta vía férrea fué celebrado con Mr. ARCHER HARMAN, de Nueva York, el 14 de junio de 1897, pero no fué aprobado por el Congreso del Ecuador hasta el mes de noviembre de 1898 (véase el BOLETÍN MENSUAL correspondiente á enero de 1899). Los empleados principales de la compañía son ciudadanos de los Estados Unidos, mientras que la junta directiva se compone de quince ciudadanos de los Estados Unidos, cuatro de Inglaterra y tres del Ecuador. Cuando esté terminado, el ferrocarril tendrá 350 millas de largo.

## GUATEMALA.

## RELACIONES COMERCIALES CON LOS ESTADOS UNIDOS.

Las siguientes notas acerca de las relaciones comerciales de Guatemala con los Estados Unidos de América, fueron preparadas por DON ANTONIO LAZO ARRIAGA, Enviado Extraordinario y Ministro Plenipotenciario de Guatemala en Washington y su Delegado oficial al Congreso Comercial Internacional de Filadelfia:

“Es un hecho hoy universalmente reconocido que nada acerca tanto á dos pueblos como la comunidad de intereses que nace del intercambio de sus productos, de la facilidad y baratura de sus comunicaciones y, en una palabra, del ensanche ó desarrollo de sus relaciones mercantiles.

“Bajo este, como bajo otros puntos de vista, puede asegurarse que los vínculos existentes entre la América Central y los Estados Unidos del Norte, fuertes ya por razones de vecindad, de analogía en sus instituciones políticas y de una buena inteligencia jamás interrumpida, tienden á estrecharse más, dia por dia, como lo acreditan las cifras, cada vez mayores, de su comercio de importación y exportación.

“En ese cambio creciente de los frutos de la actividad y esfuerzo de las naciones del istmo con la hermana mayor del continente, ocupa lugar no despreciable el que se refiere á Guatemala.

“No hace muchos años que los Estados Unidos tenían el quinto lugar entre los países de donde proceden casi todas nuestras importaciones. Desde entonces, lentamente al principio, con mayor rapidez más tarde, pero con firmeza siempre, el fabricante y agricultor norteamericanos han venido conquistando, palmo á palmo, el terreno que en

nuestros mercados les disputaban rivales poderosos, previamente establecidos en ellos.

“Ya en 1894 los Estados Unidos alcanzaron el primer puesto entre los países que nos envían sus manufacturas y frutos, obteniendo el 26 por ciento de las importaciones totales. A la Gran Bretaña correspondió el 24 por ciento, y el 13 por ciento á Alemania.

“En 1895 las proporciones fueron: Estados Unidos 36 por ciento; Gran Bretaña 21 por ciento, y Alemania 23 por ciento. Puede notarse que en un solo año las importaciones alemanas y norteamericanas aumentaron un 10 por ciento, mientras que las de Inglaterra disminuyeron en un 3 por ciento.

“En 1896 las importaciones alemanas y las norteamericanas se mantuvieron casi en la misma proporción—22 por ciento las primeras y 34 por ciento las segundas. Las de la Gran Bretaña fueron de 23 por ciento.

“En 1897 la posición relativa de esos países en nuestras importaciones fué: Estados Unidos 33 por ciento; Gran Bretaña 21 por ciento, y Alemania 21 por ciento. Debo notar que en ese año las importaciones alemanas obtuvieron, por primera vez en nuestra historia mercantil, el mismo volumen que las inglesas. Esto demuestra que no sólo el competidor norteamericano, sino también el alemán, viene desalojando poco á poco de nuestro mercado al manufacturero inglés.

“Las cifras del año próximo pasado, 1898, comprueban mejor aun este aserto. La Gran Bretaña alcanzó tan solo el 18 por ciento de nuestras importaciones, mientras que Alemania subió al 24 por ciento, y los Estados Unidos al 39 por ciento, dejando así estos últimos muy atrás á sus competidores.

“La posición comercial de los Estados Unidos en Guatemala es ya, como se vé, muy envidiable, y sin embargo fácilmente podría ser mejor si el fabricante ó exportador norteamericanos dieran más importancia á las siguientes consideraciones que, aunque ya bien sabidas, nunca está demás repetírselas.

“1. La mercadería debe ser hecha, no según las ideas preconcebidas del fabricante, sino adecuada al gusto y necesidades del consumidor. Los manufactureros ensancharían sus negocios y obtendrían mayores beneficios si enviaran expertos á estudiar sobre el terreno los deseos, los gustos, las necesidades y hasta las exigencias del consumidor, quien es en definitiva juez soberano en la elección del artículo que se propone comprar.

“2. *Embalaje.*—El exportador norteamericano da poca ó ninguna importancia á este punto, que es de grande transcendencia para el comerciante centroamericano. Muy á menudo tiene éste que pagar derechos de aduana sobre el peso bruto de la mercadería, y desde ese momento se vuelve cuestión vital la del peso del empaque, etc. Nadie ignora, por otra parte, que mientras la mercadería europea llega á nuestros mercados en perfecto estado, por la manera cuidadosa en que

fué embalada y expedida, el artículo norteamericano es recibido allá con harta frecuencia—por culpa de su pobre embalage—en una condición tal que causa pérdidas al que lo pidió. El esfuerzo que en estos momentos hace el Museo Comercial de Filadelfia para enseñar el mejor modo de preparar y expedir las mercaderías destinadas al extranjero, es muy laudable y constituye un paso en acertada dirección.

“3. *Créditos.*—La práctica usual en este país de vender á corto plazo es enteramente inaplicable á los nuestros, donde el comerciante tiene que disponer de la mercadería abriendo créditos á sus parroquianos. Es casi imposible, pues, que él pueda reunir en tiempo oportuno los fondos necesarios para hacer frente á sus compromisos; y de allí que, ó se ve forzado á faltar á ellos, ó tiene necesidad de dar la preferencia á la mercadería europea, que se vende á más largo plazo y en condiciones que le facilitan el pago.

“4. *Baratura en los trasportes.*—Uno de los grandes obstáculos que el comercio norteamericano ha debido encontrar para su ensanche en los países del Istmo son los altos fletes, casi prohibitivos, que durante muchos años mantuvieron ciertas compañías de trasporte, que disfrutaban en la práctica de un verdadero monopolio de esos servicios. Para ilustrar este punto, citaré un caso que, aunque parece inverosímil, no por eso es menos exacto. Un comerciante serio y respetable de Nueva York me decía, hace algún tiempo, que los fletes desde ese puerto al de Colón (Aspinwall) son tan crecidos que él, para disminuir los gastos del cliente, embarcaba algunas mercaderías para San José de Guatemala por vía de Liverpool! Debería, pues, en mi concepto, favorecerse el establecimiento de nuevas líneas de vapores que, por una juiciosa competencia, reduzcan los fletes á tipos racionales.

“5. *Facilidades bancarias.*—Es éste un punto que tiene más influencia de la que vulgarmente se cree, en el volumen de las transacciones comerciales internacionales y, tratándose de los negocios mercantiles de Guatemala con los Estados Unidos, la cuestión es más grave aun si se tiene en cuenta que la mayor parte de nuestro café—el principal de nuestros artículos de exportación—la vendemos en Alemania ó Inglaterra y que, por consiguiente, nos vemos obligados á pagar la mercadería norteamericana con giros sobre Hamburgo ó Londres, que dejan á los banqueros de aquellas plazas un beneficio que debía corresponder á los norteamericanos, si los Estados Unidos nos proporcionaran las mismas facilidades bancarias.

“Otras muchas indicaciones útiles podrían hacerse sobre el particular, pero las omitiré hoy en gracia de la brevedad, para no dar á este trabajo demasiada extensión. Diré solamente que ellas han sido consignadas en detalle en numerosas publicaciones de carácter oficial ó privado y repetidas en el periódico que sirve de órgano á la asociación de manufactureros de este país.

“Hace cuatro ó cinco años los precios del café eran tan elevados, que determinaron un estado de prosperidad general tanto en Centro

América como en los demás países productores de ese grano. Nuestros pueblos disfrutaban de bienestar y comodidades raras veces obtenidos: El trabajo abundaba; la tierra vendía opimos frutos; el agricultor ensanchaba sus plantaciones; el negociante importaba del extranjero mercaderías en cantidad no acostumbrada; las importaciones y exportaciones doblaban y aun triplicaban su monto anual y, en una palabra, el comercio, vivificado por una agricultura floreciente, se desarrollaba con rapidéz antes no vista.

“Pero esos mismos altos precios del café estimularon poderosamente la producción, haciéndola mayor que el consumo del precioso grano, y desde entonces áquellos han venido disminuyendo, y efectuando en consecuencia el volumen de las transacciones mercantiles de todos aquellos países que tienen el café como su principal artículo exportable.

“Guatemala no podía ser una excepción, y su comercio en los últimos tres años ha debido resentir los efectos del fenómeno apuntado; pero ellos son, afortunadamente, de carácter transitorio y nos dejarán el beneficio permanente de habernos hecho sentir la necesidad de tener una producción variada, que ya empuja á nuestro pueblo por saludables derroteros. En nuestros campos se inician nuevos y prometedores cultivos, como el del hule ó caucho, la vainilla, etc., y se atiende mejor á otros antes desatendidos, como el del tabaco, cacao, bananas y demás frutos tropicales.

“El equilibrio de nuestra producción y consumo, momentáneamente alterado, quedará de ese modo restablecido; las operaciones mercantiles recobrarán pronto—así lo espero—su actividad habitual, y nuestros mercados seguirán ofreciendo al manufacturero norteamericano el vasto campo que prometen países nuevos, vírgenes aun, que solo esperan para su desarrollo la energía del inmigrante europeo, á quien acogemos con cariño en nuestras playas, y la acción fecunda del capital extranjero, que realizará seguramente halagadoras ganancias en provechosas empresas.

“Rico es nuestro suelo y adaptable á numerosas y variadas producciones; suave es nuestro clima y perfectamente adecuado para las razas blancas; nuestras leyes son claras, liberales y avanzadas; nuestro pueblo es pacífico, laborioso y progresista; nuestras instituciones políticas y sociales son análogas á las de otros países cultos; nuestro sistema de educación popular, que descansa en la ancha base de la escuela laica, obligatoria y gratuita, extiende su benéfica influencia tanto á las ciudades y pueblos de importancia como á los caseríos y aldeas más remotas; nuestros colegios y universidades emplean los mejores métodos y se organizan teniendo en mira los modelos más recomendables; nuestras vías de comunicación se aumentan de año en año con nuevas carreteras, ferrocarriles y líneas de vapores; nuestras poblaciones, iluminadas varias de ellas por la luz eléctrica y gozando de las ventajas de un amplio y barato servicio telefónico, están ligadas todas por extensa red telegráfica que las pono en inmediata relación con el mundo entero; el deseo de mejorar, en una palabra, es innato en

mis conciudadanos y, con tan buenos elementos, confiamos en el porvenir y abrigamos fundadas esperanzas de un bienestar y prosperidad permanentes, que nos permitirán realizar en paz nuestro destino y ofrecer amplios horizontes al capital y al trabajo de los pueblos con los cuales vivimos en íntimo contacto y en amistosas relaciones.”

## MÉXICO.

## DESARROLLO COMERCIAL.

El Señor Don SALVADOR H. ECHEGARAY, uno de los Delegados de México al Congreso Comercial Internacional de Filadelfia, pronunció un discurso que fué escuchado con mucha atención, por contener informes muy útiles para los comerciantes y exportadores de los Estados Unidos. Dijo el Señor ECHEGARAY que durante la administración de Presidente DÍAZ México ha gozado de perfecta paz, lo cual ha hecho posible la construcción de 10,000 millas de ferrocarril, la mejora de los puertos, el desarrollo general del país y el aumento de la riqueza pública. Las importaciones en el año económico de 1874-75 no alcanzaron á \$19,000,000 mexicanos, mientras que en el último año económico ascendieron á \$106,285,307, lo cual es un aumento de cerca de 600 por ciento. Las exportaciones en 1875 fueron de \$27,318,788 mexicanos, y en el último año ascendieron á \$138,478,137 mexicanos—un aumento de 500 por ciento. Los principales artículos importados en México son los siguientes:

Maquinaria .....	\$16, 775, 562	Tejidos de lana.....	\$3, 877, 971
Tejidos de algodón .....	12, 292, 190	Papel y sus manufacturas...	3, 841, 244
Hierro y ácaro .....	11, 920, 291	Fibras textiles.....	2, 541, 878
Vinos y licores .....	5, 590, 984		

Los principales productos exportados en el último año económico fueron—

Plata .....	\$66, 431, 541	Plomo .....	\$3, 786, 144
Henequén.....	18, 711, 325	Cobre.....	4, 135, 613
Oro.....	8, 843, 081	Cueros.....	3, 646, 915
Café.....	7, 936, 908	Maderas preciosas.....	1, 896, 908
Ganado .....	4, 918, 572	Raíz de zacatón.....	1, 055, 669

El comercio exterior de México en los últimos siete años ha sido el siguiente:

*Comercio de México, años económicos de 1892 á 1899.*

Años.	Importaciones (valor declarado en oro).			Exportaciones (valor declarado en plata).		
	De los Estados Unidos.	De los otros países.	Total.	Á los Estados Unidos.	Á los otros países.	Total.
1892-93.....	\$26, 225, 963	\$17, 177, 168	\$43, 413, 131	\$63, 791, 741	\$23, 717, 466	\$87, 509, 207
1893-94.....	14, 351, 785	15, 935, 704	30, 287, 489	60, 660, 243	18, 683, 044	79, 343, 287
1894-95.....	15, 130, 367	18, 870, 073	34, 000, 440	67, 322, 986	23, 531, 967	90, 854, 953
1895-96.....	20, 145, 763	22, 108, 175	42, 253, 938	79, 651, 695	25, 365, 207	105, 016, 902
1896-97.....	22, 593, 869	19, 610, 235	42, 204, 095	86, 742, 951	24, 603, 543	111, 346, 494
1897-98.....	21, 490, 604	22, 112, 888	43, 603, 492	94, 974, 616	33, 998, 133	128, 972, 749
1898-99.....	24, 164, 687	26, 704, 507	50, 869, 194	103, 553, 486	34, 924, 651	138, 478, 137
Total.	144, 113, 029	142, 518, 750	286, 631, 779	556, 697, 718	184, 824, 011	741, 521, 729

Según el Señor ECHEGARAY, el aumento en la demanda de géneros de algodón en México ha producido poco efecto sobre las importaciones de este artículo, porque las fábricas nacionales bastan para suplir dicha demanda, pues hay actualmente en la República 125 fábricas de esta clase, y muchas más están en construcción. Se fabrica en México excelente cerveza. También se hace muy buen papel blanco. Hay numerosos fundiciones.

Al hablar de los productos minerales de México, el Señor ECHEGARAY manifestó que su país, que en años pasados había ocupado el segundo lugar como productor de plata, teniendo los Estados Unidos el primero, fué él que produjo la mayor cantidad de dicho metal en el año 1897-98. Como productor de oro ocupa México el cuarto lugar; como productor de plomo el quinto, y como productor de cobre el sexto. Asegura el Señor ECHEGARAY que dentro de cuatro años la exportación de cobre será dos veces mayor, porque existen muchas minas de dicho metal. En cuanto al comercio extranjero, lo divide por países el Señor ECHEGARAY de la manera siguiente:

## AÑO ECONÓMICO DE 1898-99.

Países.	Importaciones (valor declarado en oro).	Exportaciones (valor declarado en pesos mexicanos).
Alemania .....	\$5,677,925	\$4,020,307
España .....	2,969,936	1,172,948
Francia .....	5,929,292	6,252,293
Inglaterra .....	9,592,797	14,190,928
Italia .....	380,889	34,952
Bélgica .....	707,408	2,577,688
Estados Unidos .....	24,164,687	103,553,486
Cuba .....	24,205	5,257,884
Otros países .....	1,431,655	1,507,651
Total .....	50,869,194	138,478,137

La importación de mercancías americanas durante el año económico de 1898-99 fué como sigue:

[Efectos clasificados de conformidad con el Arancel de Aduanas de México. Valor declarado en pesos mexicanos.]

Industria animal .....	\$1,619,706
Productos agrícolas .....	5,054,116
Metales y sus manufacturas .....	7,335,147
Tejidos .....	1,131,230
Productos químicos, drogas, aceites y pinturas .....	846,653
Vinos, licores, bebidas fermentadas y no fermentadas .....	272,246
Papel y sus manufacturas .....	521,689
Maquinaria y aparatos .....	4,826,291
Carruajes .....	934,590
Armas y substancias explosivas .....	961,295
Artículos diversos .....	661,424
Total .....	24,164,687

La exportación de mercancías de los Estados Unidos á México, que en 1888 tuvo apenas un valor de \$10,000,000, ascendió en el último año económico á cerca de \$24,000,000, lo cual es un aumento de 140 por ciento. México le compra á los Estados Unidos más que Italia, Rusia ó España, más que China ó Japón, y más que cualquier país de América, con excepción del Canadá. Como consumidor de efectos de los Estados Unidos, México ocupa el séptimo lugar. Las facilidades de transporte entre México y los Estados Unidos son muchas, y un comerciante de Filadelfia puede ir á la ciudad de México en vías férreas de primera clase y regresar en el término de diez días, con un costo de \$200. Los medios de comunicación interior de México son también de gran importancia. Hay cuatro ferrocarriles que unen la República con los Estados Unidos, y por medio de ellos entran á México cada año 35,000 carros cargados de mercancías; otras cuatro líneas unen la costa del Atlántico con las grandes ciudades de la mesa central; otras líneas penetran en las regiones meridionales; una atraviesa el istmo de Tehuantepec, y hay varias en la península de Yucatán.

Desde hace algunos años el Gobierno se ocupa activamente en la construcción de buenos puertos en ambos océanos y en el establecimiento de faros. Hay 68,250 kilometros de telégrafos y 2,457 oficinas de correos. Ambos servicios son excelentes. Existe el sistema de giros postales y telegráficos en el país, y pronto se establecerá con los Estados Unidos, haciéndolo así internacional.

Terminó el Señor ECHEGARAY su discurso manifestando que, como en los últimos diez años las rentas de la nación han excedido á los gastos, hay un superávit en la tesorería, el cual el año pasado fué de más de cinco millones de pesos.

#### RIQUEZA MINERAL Y AGRÍCOLA DE TAMAULIPAS.

El Dr. ABRAHAM DÍAZ, Representante del Estado de Tamaulipas en el Congreso Comercial Internacional de Filadelfia, describió las condiciones agrícolas y minerales de aquella sección de México del modo siguiente:

“La zona del cobre es el nombre que puede darse á aquella sección de las montañas de San Carlos, distrito de San Carlos, donde el metal se encuentra en más ó menos abundancia por todas partes. En San José, á tres kilometros de San Carlos, hay una compañía que explota con muy buen éxito minas de cobre, cuyos productos son tan ricos, que el negocio aumenta de día en día, de suerte que en la actualidad figura entre las más importantes empresas mineras de México. La zona de plomo está situada en las mismas montañas y en el mismo distrito de San Carlos. El mineral produce generalmente de 60 á 70 y hasta 80 por ciento de plomo, y de 60 á 80 onzas de plata por tonelada. Los minerales contienen también suficiente hierro para que valga la pena de fundirlos, y los hay que rinden 1,200 onzas de plata por tonelada.

“Además de la riqueza mineral, existe un valle muy fértil de más de

de 4,500 millas cuadradas, que se adapta en la parte del norte al cultivo de algodón, maíz, caña de azúcar, naranjas, uvas, patatas, etc., y en la sección central y meridional, al cultivo del arroz, café, vainilla, piñas, plátanos, goma elástica y coeos."

#### RECURSOS DEL ESTADO DE JALISCO.

La Cámara de Comercio de Guadalajara estuvo representada en el Congreso Comercial Internacional de Filadelfia por el Señor DON CARLOS BASAVE DEL CASTILLO NEGRETE, quien, en un discurso que pronunció el 28 de octubre próximo pasado, describió los recursos del estado de Jalisco del modo siguiente:

"El Estado de Jalisco ha sido siempre el principal productor de granos en el país, y la producción aumenta cada año. La variedad de sus productos es muy grande, debido á la diversidad de climas que en él se encuentra, y cuando se haya establecido la comunicación por ferrocarril con la costa de la Pacífico, será explorado en toda su extensión y su desarrollo será más aparente. Una de las mayores ventajas que ofrece es la abundancia de agua y la regularidad de las cosechas. El agua, que sirve para riego y que forma numerosas cascadas, es una fuente de riqueza como fuerza motriz para las grandes fábricas que van á ser construídas, y alrededor de las cuales se formarían importantes centros de población. Contamos, dijo el Señor BASAVE, con varios millares de caballos de fuerza, que pueden obtenerse á muy poco costo, y tengo en mi poder los informes necesarios con el fin de hacer una invitación formal á los hombres de negocios que se interesan especialmente en el asunto."

#### COMPAÑÍA DE FUERZA MOTRIZ.

El periódico "The Two Republics," que se publica en la ciudad de México, dice que el 25 de agosto de este año se completó la organización de una de las compañías más importantes que jamás han hecho negocios en la República. Dicha corporación es conocida con el nombre de "La Compañía Mexicana de Fuerza Motriz." De conformidad con el artículo 170 del Código de Comercio, el capital social ha sido pagado en su totalidad. Este capital que asciende á la suma de \$10,000,000 mexicanos, fué suscrito en Londres, Nueva York, Filadelfia y México. Una de las circunstancias más favorables relacionadas con esta nueva corporación es la gran cantidad de capital mexicano interesado en los negocios, pues, como es bien sabido, en México se obra con mucha cautela en asuntos de esta índole.

Para formarse una idea de la magnitud de esta empresa, basta saber que ha adquirido el derecho de usar las cascadas en ocho de los más ricos estados de la república. Las más importantes de estas cascadas son las del río Blanco, en el estado de Veracruz, por donde pasa un ferrocarril, y las cuales son accesibles de muchos puntos. Los trabajos en estas cascadas van á comenzar sin tardanza. Se han



celebrado ya contratos por más de 7,500 caballos de fuerza con fabricantes de los Estados Unidos y el Canadá, que van á establecer manufacturas cerca de dichas cascadas. La compañía dispone en todo de algo así como 150,000 caballos de fuerza, que se emplearán en su totalidad, porque el dinero para esta gran empresa puede obtenerse fácilmente.

Desde luego se comprende que el objeto de la compañía es fundar en toda la república fábricas con capitales extranjeros, principalmente de los Estados Unidos, y proveer de fuerza motriz á un costo mínimo á las industrias locales. La compañía ha obtenido concesiones liberales del Gobierno, y en vista de la importancia de la empresa, goza de mucho favor.

## NICARAGUA.

### RIQUEZAS Y ADELANTOS DEL PAIS. LA RUTA DEL FUTURO CANAL INTEROCEÁNICO.

El discurso que pronunció el Señor Don LUIS F. COREA, Enviado Extraordinario y Ministro Plenipotenciario de Nicaragua en los Estados Unidos, ante el Congreso Comercial Internacional de Filadelfia, durante la sesión pan-americana que tuvo lugar el día 28 de octubre, versó principalmente sobre las riquezas y adelantos de su país, que está destinado á ser el centro del comercio universal cuando se haya abierto el canal interoceánico por su territorio.

El Ministro se expresó como sigue:

“Señor Presidente, Señoras, Caballeros: Es para mí un gran placer presentarme ante un distinguido y culto auditorio para referirme á un tema tan agradable como el de ‘Nicaragua en Centro América.’ Es un honor que verdaderamente aprecio.

“Centro América, como todos vosotros bien sabeis, comprende las cinco Repúblicas del Istmo. Guatemala en el Norte; Honduras, El Salvador y Nicaragua en el Centro, y Costa Rica en el Sur. Son el anillo que une dos grandes continentes—la débil barrera en la que dos poderosos océanos liehan y rugen en estéril esfuerzo por entrar cada uno en el dominio del otro. La naturaleza formuló allí la comunicación de las aguas; mas cuando ya estaba para concluir su tarea, suspendió el trabajo. Esperemos, no obstante, que aunque ella se mostró remisa, la mano del hombre realizara el propósito; y entonces, con el canal interoceánico, Nicaragua, Centro América, será no solamente el centro geográfico del nuevo hemisferio, sino también el centro comercial del mundo entero.

“En Guatemala es donde una vez fué el asiento del antiguo Gobierno español en el istmo, y donde hay aun algunos remotos descendientes de los nobles de Castilla. Es un país rico, bello y culto.

“Honduras tiene más riquezas naturales; en sus montañas y en sus extensas llanuras se encuentran acumuladas.

“El Salvador, reducido en área, es uno de las más poblados de los países del mundo con relación á la milla cuadrada. Su ingenioso pueblo ha vencido las necesidades provenientes de la pequeñez de territorio, heroicamente y bien.

“Costa Rica reúne las fuentes de riqueza que la naturaleza le ha prodigado á la economía y laboriosidad de sus habitantes.

“Pero Nicaragua, perdónese que lo diga con orgullo, además de la belleza de sus panorámicas vistas, sus hermosos lagos é imponentes volcanes, la riqueza de su territorio, la salubridad de su clima y la hospitalidad de su pueblo, tiene el asiento del Canal de Nicaragua que, concluido, hará de ella, comercialmente hablando, la Señora del Oeste. Para el efecto cuenta hoy también con elementos y ventajas que reseñaré brevemente á fin de no abusar de la bondad de tan amable auditorio.

“Aunque su posición geográfica es tropical, Nicaragua goza de un clima moderado. La temperatura máxima es en septiembre, que llega como á 89,5 grados; y la mínima en enero y noviembre, que fluctúa entre 70 y 71 grados, siendo el promedio al año de 75 á 79 grados. Estos datos son tomados de las observaciones meteorológicas hechas en San Juan del Sur. En las regiones más elevadas del Pacífico el termómetro puede bajar hasta 65 grados y nunca sube más allá de 90. Aun en los días más calurosos jamás se experimenta sensación alguna de opresión ó debilidad en las regiones elevadas. No se conocen el granizo, la nieve ni la escarcha; pero tampoco se conocen los huracanes ni los tornados.

“La salubridad del clima no tiene rival, y basta prestar la atención que de ordinario debe darse á las leyes higiénicas, para gozar allí de una salud tan perfecta como en cualquier otra parte del mundo. Un oficial de marina, al mando de un buque de guerra estacionado durante cinco meses en la costa de Nicaragua, manifestó en un informe que ni un solo hombre de la tripulación á su mando había muerto, ni tuvo nunca más de cuatro enfermos á la vez.

“El Almirante WALKER, Presidente de la Comisión del Canal del Istmo, manifiesta que de los 500 hombres que por muchos meses estuvieron ocupados en los trabajos de mensura en las ciénegas, en busca de lugar para el canal, ni murió ninguno, ni se presentaron más casos de fiebres palúdicas ó de otros caracteres, que los que podrían haberse presentado en los terrenos bajos del estado de Virginia. En Nicaragua jamás hay fiebre amarilla y las calenturas, peculiares al país, ceden fácilmente al tratamiento.

“Políticamente hablando, Nicaragua goza de la prosperidad que trae la paz y un gobierno estable. Los liberales han demostrado su habilidad para gobernar sabiamente con justicia y economía.

“El crédito del Gobierno en el mercado de Londres se cotiza más alto que el de ningún otro de sus vecinos de Centro América y es superado solamente por el de uno de los de Sur América, que es el de Chile.

“Otro hecho importante que habla bien del país y su Gobierno es el grado de prosperidad de que también gozan las colonias extranjeras que tienen negocios y aprecian la protección y garantías que oficialmente se les dispensan.

“La Iglesia y el Estado están separados y la religión es tan libre como el aire que respiramos.

“El sistema de instrucción pública es excelente. Por más de veinte años ha estado bajo la dirección del Gobierno que la paga hoy preferente atención y gasta cerca de un diez por ciento de las entradas en su mantenimiento y desarrollo. Además de las escuelas y colegios que el Gobierno soporta, hay muchos establecimientos de enseñanza sostenidos por la Municipalidad y otras por empresas privadas; y de tal manera que cuando un joven ó una señorita ha pasado por los colegios superiores, están preparados para entrar en los departamentos especiales de leyes, medicina, etc.

“El adelanto alcanzado en los sistemas de transporte y comunicación por telégrafo y teléfono en Nicaragua es igualmente grande. En el interior tiene buenas vías de comunicación con ambas costas, de suerte que el productor de café ó el que se dedica á la crianza de animales, hallan muy poca dificultad en enviar sus productos á todos los puertos del Atlántico y del Pacífico. Los tipos de fletes y pasajes son muy módicos, pudiendo hacerse el viaje de Greytown á Corinto—es decir, de océano á océano, rápidamente y por vapor, por menos de \$15 oro, y á través de las ciudades principales, por una pequeña suma. La red telegráfica se extiende por todo el país, y cuesta el servicio como la mitad de lo que se paga en los Estados Unidos. Y el de teléfonos á largas distancias es generalmente satisfactorio. Los ríos y lagos son navegables y es eficaz el servicio de vapores. Nicaragua pertenece á la gran Unión Postal Internacional y sus facilidades para transmitir el correo son excelentes, habiéndose extendido hasta los distritos rurales el reparto libre de la correspondencia.

“Nicaragua abunda en riquezas minerales y agrícolas. Las minas de oro son numerosas y de ellas se extrae el precioso metal con grandes beneficios. Cobre y ópalos abundan también, aunque Honduras, la vecina del Norte, es especialmente notable por la riqueza de éstos.

“Entre las producciones agrícolas existen el café, maíz, frijoles, trigo, arroz, azúcar, algodón, tabaco, y legumbres, fuera de las frutas tropicales que en todas partes se producen en abundancia. El tabaco es de excelente calidad y en algunas zonas rivaliza al mejor que se produce en la Habana.

“En los bosques crecen abundantemente maderas finas, que constituyen uno de los ramos de exportación, siendo digno de notar que una gran cantidad de la caoba que importan los Estados Unidos es de aquella procedencia.

“En las fértiles llanuras prospera la cría y sus productos se venden en toda la América Central, habiéndose comenzado ya los embarques de millares de cabezas de ganado para Cuba.

“La maquinaria más moderna y las más nuevas invenciones son necesarias al desarrollo de la agricultura. El pueblo sabe apreciar sus necesidades y no vacila en hacerse de aquello que no tiene facilidad de producir. No son las fábricas tan numerosas como sería de desear, pero se invita siempre al capital extranjero que vaya á dar empuje á su desarrollo. Existe ya, sin embargo, en el país un ingenio de azúcar que no tiene superior en el istmo.

“Según informes estadísticos las importaciones que Nicaragua hace de Inglaterra alcanzan á un millón y medio; las de Alemania á un millón, mientras que las procedentes de los Estados Unidos sólo á medio millón de dollars por año; y esto no obstante de que sus exportaciones para los Estados Unidos se avalúan en un millón de dollars, para Inglaterra en cerca de tres cuartos de millón, y para Alemania en cerca de dos millones y cuarto.

“Con tales elementos de riqueza y de progreso, que, como prometí, á la ligera he referido, fácil es comprender que la construcción del canal marítimo por Nicaragua producirá una revolución comercial que hará á ésta y á Centro América entera un gran centro de negocios. Por aquel canal habrán de pasar los buques de Europa y los Estados Unidos en viaje á la costa occidental de Norte y Sur América y en rumbo hacia el Oriente; y los de las riberas occidentales de las Américas con carga para los Estados Unidos y Europa. Y así aumentará la inmigración; el desarrollo de sus campos fértiles y de sus ricas minas recibirá impulso; se establecerán nuevas fábricas; el crecimiento del tráfico prestará alientos á las mejoras públicas, y como por obra de magia, la América Central adquirirá tal importancia comercial, que rivalizará con la de los otros países de ambos continentes.

“Permitaseme, Señor Presidente, señoras y caballeros, que antes de dejar esta tribuna manifieste las sinceras felicitaciones que el Gobierno y pueblo de Nicaragua envían al Congreso Comercial Internacional, junto con sus mejores deseos por el cumplimiento de las nobles aspiraciones de aquéllos que tuvieron la maravillosa idea de remir á todos los países en un respetable cuerpo como éste, para estrechar sus relaciones comerciales y facilitar el movimiento mercantil universal.”

## PARAGUAY.

### AGRICULTURA Y COMERCIO.

El Señor CARLOS R. SANTOS, Representante de la república del Paraguay en el Congreso Comercial Internacional de Filadelfia, habló con entusiasmo ante dicho cuerpo sobre las grandes ventajas naturales que su país presenta para la agricultura, y dijo que la admirable fertilidad de su suelo permite el cultivo de todos los productos de las zonas templada y tropical. En cuanto al reino mineral, existen en el Paraguay minas de cobre, hierro, manganeso, cristal de roca,

mármol, etc. Los inmensos bosques del país contienen maderas de todas clases, y en sus llanuras la cría de ganado da admirables resultados, pues se obtienen ganancias que ascienden á 25 y hasta 30 por ciento anualmente. Según el Señor SANTOS, los principales artículos de comercio que el Paraguay produce son yerba mate, tabaco, mandioca, café, azúcar, algodón, arroz, alfalfa, frutas, tales como plátanos, melones, naranjas, etc. Se espera que dentro de poco tiempo los saladeros del Paragnay ocuparán un lugar prominente y competirán con los de la República Argentina en cuanto á la exportación de carnes secas á los mercados de Cuba y del Brasil.

#### PLANTAS TEXTILES DEL PAÍS.

En una comunicación dirigida de la Asunción por el Cónsul de los Estados Unidos, Mr. JOHN N. RUFFIN, al Departamento de Estado, y que lleva la fecha de 15 de agosto de 1899, se describen tres clases de plantas textiles del Paraguay, á saber: algodón, sauce verde y caraguatá. Estas dos últimas son plantas fibrosas cuyo uso y nombre son puramente locales.

El algodón crece durante todo el año, aunque después de la primera cosecha cortan la planta por la parte baja del tronco con objeto de que retoñe y dé nuevas cosechas. Después del segundo año, la fibra se vuelve más gruesa, y en orden á que se conserve fina es necesario arar el terreno y volver á sembrar las semillas. El Gobierno da toda clase de protección á esta industria, y, según los agrónomos de la República, se producen tres clases de algodón, conocidas con los nombres de *Gossypium herbaceum*; *G. vitifolium* y *G. arboreum*. Existe también un algodón rojo (*Guarani mandypyta*), del cual se hacen efectos ordinarios, tales como ponchos, etc.

El sauce verde crece principalmente en terrenos pantanosos, y cuando se le corta es casi negro, pero después de ser sometido á cierto procedimiento, la fibra se vuelve blanca y brillante, siendo además muy fuerte. Opina Mr. RUFFIN que esta planta podría usarse en fabricar géneros parecidos á los de seda. Según la descripción que de dicha fibra se da, esta planta debe de ser una especie de ramio.

La caraguatá es otra planta fibrosa, más abundante que el sauce verde, y que pertenece á la familia de las *Bromilicac*, una especie de anana. Crece mejor en los campos que cuando se la cultiva, y como sus hojas tienen muchas espinas, es difícil cortarlas. Sin el uso de maquinaria especial, es casi imposible separar de la fibra todas las impurezas, pero bien vale la pena de hacer esto, pues los naturales del país emplean dicha fibra para hacer cuerdas, y se la considera superior al yute. Durante la guerra entre el Brasil y el Uruguay se descubrió que dicha planta era muy útil para la fabricación de papel, y de su fruto, mezclado con azúcar, se destila un agnardiente de sabor muy agradable. En orden á que la planta retoñe se la corta casi á raíz.

**OPORTUNIDADES PARA LOS CAPITALISTAS.**

El Cónsul de los Estados Unidos en la Asunción ha enviado últimamente al Departamento de Estado un informe sobre la posibilidad de invertir capital en el Paraguay. Están para construirse una nueva casa municipal y un nuevo mercado, lo cual ofrece oportunidades á los que negocian en materiales de construcción. Dice también que se necesita una gran casa de empeños en la Asunción, y que un banco americano que se ocupase en construir casas, en exportar cueros y pieles, y que hiciese el negocio de naranjas, ganaría mucho. Las naranjas del Paraguay tienen gran demanda en los países que quedan al sur de dicha República, y en opinión del Cónsul, también podrían ser exportadas para el norte. Deben ser empacadas con tanto cuidado como las de la Florida. Si se considera el gran consumo de géneros de algodón en la República, se comprende que el establecimiento de una fábrica de los mismos daría resultados lucrativos.

**PERÚ.****LA INDUSTRIA MINERA EN SUS RELACIONES CON EL TRÁFICO.**

Las minas del Perú han sido desde la época de la conquista objeto de gran interés para el mundo civilizado, y por esta razón el delegado peruano al Congreso Comercial Internacional de Filadelfia, Don JUAN ANTONIO LOREDO, fué escuchado con mucha atención cuando habló sobre las relaciones existentes entre la industria minera y el desarrollo del tráfico. El Señor LOREDO dijo que la industria minera es una de las que se prestan al desarrollo de las relaciones comerciales del Perú, porque, en realidad, la exportación de la república consiste principalmente en minerales de plata, cobre, plomo y otros productos metalúrgicos, cuyo valor es como de diez millones de soles anualmente, y de los cuales sólo una pequeña parte viene á los Estados Unidos. Agregó el Señor LOREDO que como la metalurgia está tan adelantada en los Estados Unidos y como existen tantas casas fuertes que comercian en metales, sería cosa fácil y poco costosa establecer agencias en los principales centros del Perú para la compra de minerales para la exportación.

El Perú contiene inmensa y varia riqueza mineral y ofrece vasto campo para el establecimiento de grandes empresas y para invertir con provecho considerable capital. Además de la explotación en gran escala de minas de oro, plata y cobre, y de depósitos de petróleo y boratos, se pueden establecer talleres para el beneficio de los minerales, la exportación de los cuales ocasiona grandes gastos. Del 1º de julio de 1898 al 30 de junio de 1899 se exportaron de Cerro de Pasco y Yauli 17,000 toneladas de minerales y mates, los cuales contenían por lo menos 5,100 toneladas de cobre. Se calcula que el depósito de Cerro de Pasco

contiene 15,000,000 toneladas de mineral, las cuales, si se adopta el término medio de 20 por ciento, representan 3,000,000 toneladas de cobre. En cuanto á las minas de oro, no hay parte del Perú donde no existan depósitos de este metal.

Si á las condiciones atrás mencionadas se agrega la facilidad con que pueden obtenerse minas en el Perú, la amplia libertad de que se goza en la explotación de las mismas, lo saludable del clima, las ventajas que todas las regiones minerales ofrecen, pues hay numerosas cascadas que producen fuerza motriz, la abundancia de combustible, de trabajadores, etc., así como la buena disposición de los peruanos hacia los extranjeros, no hay razón para que nadie tema ir á establecerse en aquellos distritos mineros, debiendo todos estar seguros de que con capital y experiencia obtendrán magníficos resultados.

Al concluir su discurso, el Señor LOREDO manifestó que lo que había dicho respecto á los minerales podría aplicarse á otros productos, tales como azúcar, algodón, lana, café, ceros, etc., que también constituyen uno de los medios más sencillos para dar incremento al comercio entre el Perú y los Estados Unidos, y agregó que se necesitan además comunicaciones rápidas y económicas, por medio de líneas de vapores, para lo cual es de la mayor importancia que se construya pronto el canal interoceánico.

#### COMERCIO Y AGRICULTURA.

El Señor JORGE BASADRE, en el discurso que, como Delegado del Perú, pronunció ante el Congreso Comercial Internacional de Filadelfia, el 28 de octubre próximo pasado, dijo cosas muy interesantes acerca de asuntos agrícolas en su país. El Perú ha sido mirado siempre como un país esencialmente minero, pero, según el Señor BASADRE, la costa produce azúcar, algodón, arroz y otros artículos, que constituyen más del 25 por ciento de la exportación general. El algodón es oriundo del suelo, y algunas de las clases son pagadas á precios muy altos. La planta rinde dos cosechas anualmente y vive como treinta años. Cada acre de tierra produce como 320 libras de algodón limpio y 520 libras de semillas. Además del algodón blanco, hay el gris, el amarillo, el rojo y el color de violeta, que son muy apreciados. La caña de azúcar es el principal cultivo de la costa, y se han invertido en esta industria veinte millones de pesos, los cuales producen un interés de 8 por ciento al año.

Además de los productos agrícolas, existen en la costa grandes depósitos de petróleo que cubren un área de 16,000 millas cuadradas. Solo 50,000 acres de estas tierras han sido apropiados, y son muy pocas las pertenencias que están en explotación. El petróleo se encuentra á una profundidad de 200 á 400 pies, y los pozos producen de 30 á 400 barriles por día. Menos del 1 por ciento de la superficie cultivable de la costa está hoy bajo cultivo. Antes de que los españoles llegaran al país había grandes porciones de tierra regadas por medio de canales

bien contruidos. Como en la costa las lluvias son muy raras, la agricultura tiene que depender exclusivamente del riego. La verdad es que en la parte meridional de la costa no llueve nunca, y que en el norte solamente se ven fuertes lluvias cada siete ó diez años, las cuales, cayendo en un suelo extraordinariamente fértil, producen por algunos años magníficas cosechas. El comercio del Perú con los Estados Unidos, aunque todavía es pequeño, aumenta rápidamente, y representa como una décima parte del comercio general del país. En 1898 se exportaron para este país 103,718 toneladas métricas de azúcar, 6,712 toneladas de algodón, y 4,295 toneladas de arroz.

#### EXPLOTACIÓN DE PETRÓLEO.

Se asegura que los depósitos de petróleo del Perú prometen más que cuantos han sido explotados últimamente en el hemisferio occidental. Sin embargo, debido á la falta de capital, la explotación se ha retardado y la producción no es todavía suficiente para el consumo nacional.

Un explorador que fué de los Estados Unidos y que ahora se ocupa en abrir pozos de petróleo en aquella República, escribe á un corresponsal suyo en West Virginia, que dichos depósitos son muy lucrativos, pero que se encuentran á una inmensa profundidad. Con todo, si se emplea maquinaria adecuada, los referidos depósitos pueden convertirse en factores importantes en el comercio de petróleo. Los operarios experimentados de los Estados Unidos reciben muy buenos sueldos, pero á los del país se les paga relativamente muy poco.

#### LAS MINAS Y EL FERROCARRIL DE CERRO DE PASCO.

El interés que se ha despertado en la construcción del ferrocarril de Oroyo y Cerro de Pasco, para el cual el Gobierno peruano ha solicitado propuestas, da mucha importancia á las célebres minas de Cerro de Pasco, porque el objeto principal de la vía férrea en referencia es llevar á la costa el producto de dichas minas, de manera que pueda enviarse en mayores cantidades que antes á los mercados del mundo.

Estas minas están situadas á 14,300 pies sobre el nivel del mar, cerca de la ciudad del mismo nombre, y como á 80 millas de Oroyo, que es el término actual del ferrocarril. La población del distrito se dedica enteramente á la explotación de minas, y es de 10,000 á 12,000 habitantes. Rara vez pasa de esta última cifra, pero aun así el hecho es notable, si se considera la situación del lugar. Á esta altura el clima es algo frío, pero saludable. La estación menos agradable es la lluviosa, que se extiende de noviembre á abril. La formación mineral es algo anómala y difícil de ser descrita geológicamente. Se encuentran en gran abundancia la plata y el cobre, y también oro y carbón de piedra. Hierro, plumbagina, cobalto y otros minerales existen también, pero no han sido explotados todavía. Hasta en el año corriente no se había



creído que valía la pena de explotar las minas de cobre para la exportación, y los ensayos que se han hecho han sido muy satisfactorios. Se cree que la producción continuará de la misma manera, porque dicho metal ha dado mejores resultados que la plata. Esta última, sin embargo, es el objeto principal de explotación, aunque los métodos empleados son de carácter primitivo, debido á la dificultad de establecer rápida y fácil comunicación con el litoral.

En el año de 1630 un indio, al remover algunas piedras, descubrió que estaban cubiertas de hilos de color brillante que parecían formar parte de las mismas. Un minero de un aldea vecina reconoció que lo que dichas piedras tenían era plata, y desde luego se puso á buscar más. Los resultados fueron tan satisfactorios, que antes de los fines del año no solamente había un número considerable de minas que producían el precioso metal, sino que se fundó la población de Cerro de Pasco, compuesta de mineros y sus familias. Durante 269 años estas famosas minas han sido explotadas y han producido por término medio 1,600,000 onzas de plata pura cada año. La cantidad de minerales conteniendo plata que se ha sacado de estas minas se calcula en 30,000,000 toneladas. Durante el largo periodo citado la conducción del mineral á las fundiciones se ha hecho por medio de acémilas, y la distancia que hay que travesar es de 3 á 6 millas. Los procedimientos usados para explotar las minas y beneficiar los minerales son los mismos que se usaban en 1630.

En 1814 el Capitán RICHARD TREVERICK introdujo de Cornwall, Inglaterra, á Cerro de Pasco, con grandes gastos, un número considerable de máquinas de vapor de alta presión, para el efecto de extraer agua y, de elevar pesos, é hizo venir también ingenieros y mecánicos para que instalaran y manejaran dicha maquinaria. Aunque las máquinas dieron resultados satisfactorios, la dificultad de mantenerlas en buen estado y de repararlas obligó á los propietarios á volver á los procedimientos primitivos. En 1870 se celebró un contrato con los Señores WYMAN Y HARRISON para la instalación de maquinaria moderna en las minas de Cerro de Pasco. Esta maquinaria fué enviada de Cornwall en noviembre del mismo año, pero antes de que se pudiera hacer uso de ella, los contratistas quebraron y no se obtuvo resultado alguno. Finalmente, en 1877, se hizo un contrato con Mr. HENRY MEIGGS, el célebre ingeniero de los Estados Unidos, por el cual se comprometió á construir un ferrocarril á Cerro de Pasco y además un túnel de drenaje debajo de las minas.

Se dió principio á la construcción de este túnel, pero cuando se habían hecho como 100 pies, Mr. MEIGGS murió, y nada práctico se pudo llevar á efecto en lo tocante al ferrocarril. Desde aquella época se ha tratado de revivir el proyecto muchas veces, pero no ha sido sino en este año que se han tomado medidas positivas en ese sentido. El 5 de mayo de este año, el Gobierno peruano solicitó propuestas para la construcción del ferrocarril entre Oroyo y Cerro de Pasco, y la de

Mr. B. THORNDYKE, ingeniero inglés, fué aceptada (véase el BOLETÍN MENSUAL del mes de agosto). El 1º de agosto del año en curso, Mr. THORNDYKE informó al público que estaba ocupado en perfeccionar los planos, perfiles, etc., del ferrocarril, así como en obtener otros documentos que le permitirían contar con la cooperación de capitalistas.

## ESTADOS UNIDOS.

### COMERCIO CON LA AMÉRICA LATINA.

#### RELACIÓN DE LAS IMPORTACIONES Y EXPORTACIONES.

En la página 663 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 Ministerio de Hacienda de los Estados Unidos. Estos datos se refieren al valor del comercio arriba mencionado. La estadística corresponde al mes de setiembre de 1899, comparada con la del mes correspondiente del año anterior, y también comprende los datos referentes á los nueve meses que terminaron en setiembre de 1899, comparados con igual período de 1898. Debe explicarse que las estadísticas de las importaciones y exportaciones de las diversas aduanas referentes á un mes cualquiera no se reciben en el Ministerio de Hacienda hasta el 20 del próximo mes, necesiéndose algún tiempo para su compilación ó impresión, de suerte que los datos estadísticos correspondientes al mes de setiembre, por ejemplo, no se publican sino en noviembre.

#### VAPORES PARA EL TRÁFICO SUDAMERICANO.

Como una adición á la flota de W. R. GRACE & Co., que se ocupa en el tráfico de la costa occidental de la América del Sur, el vapor de acero *Cuzco*, de 7,000 toneladas, fué botado al agua últimamente en Yorker, cerca de Glasgow, en el Clyde. Las dimensiones de dicho barco son las siguientes: eslora 375 pies; manga 50 pies; puntal 28 pies 8 pulgadas; porte bruto 4,350 toneladas; porte neto 2,720 toneladas. El vapor tiene máquinas de triple expansión y de tiro forzado. Se está construyendo en el Tyne un barco igual, que será conocido con el nombre de *Cumbal*, y que se espera estará terminado cosa del primero del año de 1900. La carga que va de los Estados Unidos á las costas de la América Central y del Sur es actualmente muy considerable, y la Compañía está ansiosa de que lleguen estos nuevos vapores á fin de agregarlos á la flota de la *Merchants' Line*.

#### CONGRESO COMERCIAL INTERNACIONAL.

Entre las resoluciones adoptadas por el Congreso Comercial Internacional de Filadelfia, se encuentran las siguientes:

1ª. Considerando que se ha demostrado en varios países extrañeros

que el sistema de paquetes postales ha producido incalculables beneficios; y

Considerando que el sistema de paquetes postales es el medio más directo y eficaz que es posible establecer en todos los países del mundo para la introducción de muestras comerciales; y

Considerando que el Congreso Comercial Internacional tiene por objeto principal hacer indicaciones sobre aquellos asuntos que tiendan á fomentar el desarrollo de los intereses comerciales de los Estados Unidos y otros países;

*Se resuelve:* Que el Congreso Comercial Internacional recomienda que se suplique al Congreso de los Estados Unidos y á todos los gobiernos que aun no hayan establecido dicho sistema de paquetes postales, que lo establezcan.

2ª. *Se resuelve:* Que es de desear que, en cuanto sea practicable, se establezca uniformidad en el sistema de hacer las estadísticas comerciales de todos los países á fin de poder compararlas con exactitud; y que este Congreso haga llegar esta resolución á manos del Gobierno de los Estados Unidos, con el objeto de que se adopten aquellas medidas que se juzguen oportunas para el establecimiento de dicha uniformidad en las estadísticas, después de haber consultado el punto con los gobiernos extranjeros.

3ª. *Se resuelve:* Que el Congreso Comercial Internacional suplica al Gobierno de los Estados Unidos y á los de otras naciones que tomen en consideración el asunto del establecimiento por las naciones comerciales del mundo, de una Oficina Internacional que se encargue de recoger y publicar los informes agrícolas que dichas naciones suministren respecto de sus cereales, á fin de que obtengan la más rápida y extensa circulación internacional.

4ª. Después de referirse á la importancia del Museo Comercial de Filadelfia, considerado como institución oficial y nacional, por virtud de su organización y el apoyo que ha recibido del Gobierno de los Estados Unidos, del Estado de Pensilvania y de la ciudad de Filadelfia, y como institución internacional por su representación y carácter comercial, su influencia, etc., se resolvió: "Que en el sentir del Congreso la reciprocidad en las relaciones de comercio del mundo se ensancharía y facilitaría grandemente creando en cada país una Oficina Internacional de Informaciones Comerciales, que obedeciera á un plan uniforme de organización y de operaciones, semejante al iniciado por el Museo de Filadelfia, ó tal cual se estipule por convenio mutuo; que dichas oficinas establezcan el intercambio de toda clase de datos é informes, conservando por todos los medios sus relaciones de reciprocidad; que emprendan el estudio de asuntos comerciales de carácter nacional é internacional, actuando todas de común acuerdo como Junta de Comercio Internacional."

5ª. Considerando que las ventajas económicas que habría de reportar un canal interoceánico son de suprema importancia para el comercio del mundo, desde el punto de vista industrial y económico;

Considerando que la utilidad y el costo de su establecimiento han sido materia de estudio por muchos años y no se cree que existan dudas razonables acerca de la practicabilidad ó conveniencia de la empresa, sea cual fuere su costo;

*Se resuelve:* Que el Congreso Comercial Internacional da su cordial apoyo á la construcción de un canal interoceánico en el Hemisferio Occidental, y la recomienda con instancia para ser efectuada á la primera oportunidad.

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## URUGUAY.

### COMERCIO É INDUSTRIAS.

El Señor Don PRUDENCIO DE MURGUIONDO, Cónsul General de la República Oriental del Uruguay y Delegado de su país ante el Congreso Comercial Internacional de Filadelfia, pronunció, en la sesión del día 30 del mes próximo pasado, un discurso muy interesante, del cual se extracta lo siguiente:

“El valor de las importaciones del Uruguay en los Estados Unidos durante los seis últimos meses de 1898, fué de \$593,641.73, y en los primeros seis meses de 1899 ascendió á \$1,198,585.28, lo cual es un aumento de \$604,940.55. En esta importación no figura una sola paca de lana. Entre los artículos que se importan, ocupan un lugar muy importante los eucros y el tasajo. También han anmentado las exportaciones de los Estados Unidos al Uruguay, pues en 1898 fueron de \$1,346,816.15, contra \$1,113,565.07 en 1897, lo cual muestra un aumento de \$233,251.08. Desde el 1° de enero hasta el 30 de junio de este año dichas exportaciones han aseendido á \$628,202.42, y los últimos seis meses de 1899 mostrarán un aumento sobre 1898.

“El Señor MURGUIONDO hizo una comparación entre lo que se importó en el Uruguay durante cinco años, de 1894 á 1898, de los Estados Unidos y de los otros países del mundo, con el siguiente resultado: de los Estados Unidos, \$6,794,187.08; de los otros países, \$112,217,812.92. Al hablar de la situación económica de su país, el Señor MURGUIONDO hizo presente que en el Uruguay la base del sistema monetario es el oro, y que la República paga con toda regularidad los intereses de su deuda. También manifestó que el tipo de su moneda es más alto que el de cualquiera otra en el mundo, y que una ágnila americana de \$20 vale en moneda uruguaya \$19.32. Existen en el Uruguay numerosos bancos con fuertes capitales. El Señor MURGUIONDO hizo refereneia á las grandes riquezas minerales de su país y mencionó una mina que está ahora en explotación y que pertenece á capitalistas franceses, la cual promete prodneir tanto oro como produjeron las mejores minas de California.

“En opinión del Señor Cónsul General, lo que principalmente se necesita para aumentar el tráfico entre los Estados Unidos y el Uruguay es el establecimiento de buenas líneas de vapores, iguales á los del Houston Line y aun mayores. Los trabajos en el puerto de Montevideo van á costar cosa de \$15,000,000, oro, y harán de aquella hermosa ciudad uno de los primeros puertos de América. Los planos para dichos trabajos están enteramente listos. Antes de terminar su discurso el Señor MURGUIONDO llamó la atención á un asunto de interés general, el saneamiento de los puertos de la América Central y del Sur y de las Antillas, á fin de evitar que vuelva á aparecer en ellos la fiebre amarilla. Dijo que prácticamente esto se había hecho ya en Cuba, que fué por largos años la cuna de dicha epidemia en las Antillas. Á este respecto mencionó un importante trabajo del Cirujano en Jefe W. WYMAN, que trata extensamente sobre la mencionada enfermedad, y en que hace valiosas indicaciones sobre la manera de destruir los gérmenes de la misma.”

El discurso del Señor MURGUIONDO fué escuchado con mucha atención.

## VENEZUELA.

### LÍMITES CON LA GUAYANA INGLESA.

La línea limítrofe entre Venezuela y la Guayana Británica, según aparece en las minutas del Tribunal de Arbitramento entre los gobiernos de S. M. B. y los Estados Unidos de Venezuela, es como sigue:

“Partiendo de la costa, en Punta Playa, la frontera seguirá en línea recta hasta la confluencia del Barima y el Mururuma; de aquí siguiendo el cauce de este último hasta su cabecera, y de este punto hasta la confluencia del Haiowa y el Amacro; de aquí seguirá el cauce de éste hasta sus cabeceras en las montañas de Imataca; de aquí seguirá en dirección sudoeste por la cumbre más alta del ramal de las montañas de Imataca, frente á las cabeceras del Barima, de donde seguirá la cima de la sierra principal en dirección sudeste de las montañas de Imataca hasta las fuentes del Acarabisi, signiendo éste hasta el Cuyuni, cuya ribera setentrional ha de seguir en dirección occidental hasta llegar á la confluencia del Wenann, cuyo cauce seguirá hasta el extremo occidental de sus cabeceras, de donde partirá en línea recta hasta la cumbre del Monte Roraima, y de aquí á las cabeceras del Cotinga, cuyo cauce seguirá hasta su confluencia con el Takutu. Siguiendo el cauce de este último hasta sus cabeceras, partirá de allí en línea recta al punto más occidental de los montes Acarai, cuya sierra ha de seguir hasta las fuentes del Corentino, llamado también río Cutari.”

La discrepancia que existe entre esta línea divisoria y la que apareció publicada en el BOLETÍN MENSUAL correspondiente al mes de octubre,

se debe á que, como entonces se hizo notar, fué aquella la versión transmitida por el telégrafo, mientras que la que se publica hoy es de fuente oficial.

#### FUENTES DE RIQUEZA É INDUSTRIAS.

En Cónsul General de Venezuela en Nueva York, Don ANTONIO E. DELFINO, leyó ante el Congreso Comercial Internacional de Filadelfia, en su décima tercera sesión, un interesante estudio acerca de la riqueza del país que representa y las industrias que allí florecen al presente.

Después de hacer notar la posición geográfica y la extensión de la República, el Señor DELFINO habló de las grandes riquezas minerales del país, su frondosa vegetación, plantas medicinales y textiles, maderas finas, y su riqueza agrícola y pecuaria. Los principales productos que exporta Venezuela son café, cacao, cueros, ganado en pie, caucho, asfalto, cobre, oro y maderas, que alcanzan á cerca de \$20,000,000 al año, correspondiendo al café como el 80 por ciento del valor total. Las importaciones que hace el país no llegan á esta suma sino que fluctúan según las necesidades. El principal mercado con que comercia Venezuela es los Estados Unidos; la mitad de las exportaciones de café de Venezuela vienen á los Estados Unidos y la otra mitad va á Francia y á Alemania. Venezuela exporta ganado para las Antillas, pues tiene facilidades excepcionales para la industria pecuaria, entre otras la proximidad de ciertos criaderos á los mejores puertos de la República, lo que facilita el embarque. La proximidad de Venezuela á los Estados Unidos, que permite no sólo el embarque de ganado en pie sino el de carnes, dará por resultado en la opinión del Cónsul el establecimiento de saladeros para la exportación.

Á causa de la escasez de población, la agricultura, la minería y otras industrias naturales no se han desarrollado al extremo que la riqueza del país lo permite. Venezuela, añade, podría establecer en grande escala la exportación del henequén que crece silvestre en el país, y cuya fibra habría de hallar mercado en los Estados Unidos á precios buenos, y termina invitando la inversión de capitales en las industrias del país.

#### LA INSTRUCCIÓN COMO BASE COMERCIAL.

El Señor MIGUEL J. ROMERO, delegado oficial de Venezuela en el Congreso Comercial Internacional de Filadelfia, leyó las siguientes palabras en la sesión Pan-Americana, abogando por el comercio intelectual como la base para el progreso y la unión de América:

“Al grado de cultura á que ha llegado la civilización se debe el desarrollo de un comercio activo é importante en el mundo—el Comercio Intelectual. Sin el cambio de ideas no hubiera podido realizarse el maravilloso progreso del siglo. Alentarlo, pues, extenderlo más y más con el vínculo sagrado de la unión, es deber nuestro, para legarlo á las generaciones del porvenir de un modo estable y perfecto.

“Para llevar á cabo, señores, la obra grandiosa del desarrollo material y la unión americana, es necesario establecer primero la base fundamental. Estudiando nuestras costumbres, nuestra historia, nuestra literatura, interesándonos más los hijos de este continente por los pueblos que lo forman, visitándonos y reuniéndonos con frecuencia, llegaremos á conocernos bien y así podremos apreciarnos mejor. La base de nuestro progreso estriba, pues, en el comercio intelectual.

“No es tarea difícil laborar en este sentido. Mucho se ha logrado ya durante estos últimos años. Los diferentes congresos comerciales, científicos y literarios celebrados en América demuestran palpablemente la necesidad de nuestras relaciones intelectuales, que reclaman con urgencia el esfuerzo y apoyo de los Americanos, porque de ellas se deriva el desarrollo material y el comercio de víveres y maquinarias.

“Las simpatías intelectuales traen consigo la venta de productos. El comercio de libros, pluma, tinta y papel, se hace cada día más necesario. Extiéndasele por toda América junto con la máquina de escribir, ese vehículo admirable del pensamiento, y nuestro progreso y unión será un hecho. En los Estados Unidos del Norte he aprendido por la observación y el estudio que la felicidad y prosperidad de los pueblos es el resultado de la educación y cultura individual. El lento progreso material del continente americano se debe al lento progreso de la educación individual. Sin ésta, señores, se hará imposible el comercio y la unión. No os alarméis creyendo que me propongo negar la civilización de América. Al contrario, le rindo un culto idólatra. Sé muy bien que este continente ocupa un puesto distinguido en el mundo civilizado y que á él se debe en mucho el progreso universal. Pero convendréis conmigo en que el sistema de enseñanza y la educación que predomina en América reclama una mejora para la formación en mayor escala de individuos aptos y capaces de llevar á cabo el progreso material é intelectual del continente, y procurar así la unión y prosperidad de sus pueblos. No nos hagamos ilusiones. La América no es solamente los Estados Unidos del Norte y el Canadá, el Brazil y la Argentina, esos extremos en donde la civilización ha extendido más sus redes. Pensad por un momento en los millones de habitantes que pueblan el continente y no sería una paradoja el decir: La América está aún por civilizar. Aquí mismo, señores, en los Estados Unidos existen problemas de civilización que están aún por resolver. Dedicemos, pues, nuestros esfuerzos al comercio intelectual y á la educación individual si queremos hacer estable el progreso material.

“Un gran paso en este sentido ha dado Filadelfia creando el Museo Comercial. No es de ahora que lo he reconocido así. Al instalarse escribí á periódicos de la América latina participándoles que se había fundado el instituto más adecuado para extender la civilización por el continente. La misión del Museo Comercial es noble y grandiosa, considerada intelectual y materialmente. El Museo educa é instruye á la vez que aboga por la explotación de las fuentes de riquezas del con-

tinente. Es una escuela para las industrias y será el canal de comunicación entre los diferentes países americanos, pues por su conducto llegaremos á conocer las respectivas producciones fabriles é intelectuales de América. Figura por consiguiente el Museo en el ramo del comercio intelectual. Aunque todavía en la infancia, empieza ya á dar frutos razonables. Mucho le falta aun por hacer. Su plan no está completo. Necesita extenderlo y modificarlo más de modo que llegue á ser una institución prácticamente fecunda en bienes para la América.

“Como complemento de la obra del Museo, sería conveniente la organización de una sociedad compuesta de miembros activos y permanentes en todos los países americanos, entusiastas por la educación intelectual, el progreso y la unión de América, que se ocupe de fundar escuelas, museos, bibliotecas, periódicos, puramente americanos. Es decir, que dé á conocer entre los Americanos las producciones materiales é intelectuales de América, su historia, su geografía. No confiemos en que esto lo aprende el niño en las escuelas públicas, puesto que más atención se presta en ellas á lo relacionado con pueblos remotos, con quienes jamás comerciamos, que á lo referente á nuestros vecinos. Dicha sociedad con un carácter estable y autorizado se ocuparía de los asuntos vitales que interesan al porvenir y bienestar del continente. Estudiará individualmente cada localidad, buscando soluciones adecuadas á su adelanto y civilización. Para ello se reunirá anualmente en una capital distinta.

“La organización de esta sociedad es la idea que me permito recomendar á mis colegas del Congreso Comercial, deseando que al separarnos de los Estados Unidos la dejemos fundada, pues ocasión más oportuna que la presente en que nos encontramos reunidos un número considerable de americanos tal vez no ocurra muy pronto.

“Aliada voluntaria de esta sociedad lo sería, sin duda, The Cuban Educational Association of the United States, cuyo noble objeto es procurar la educación de la juventud cubana y portorriqueña en institutos de los Estados Unidos, comprometiéndose los jóvenes que reciben este beneficio á regresar á la tierra natal después de terminados sus estudios, á tomar parte activa en su desarrollo y progreso. Esta asociación ha colocado ya varios jóvenes en distintos colegios de agricultura y mecánica de este país.

“El Museo Comercial de Filadelfia y The Cuban Educational Association of the United States serán la piedra fundamental para construir el gran edificio de la unión americana basada en la educación individual. Si prestamos atención al movimiento intelectual desarrollado en el continente en las últimas décadas del siglo, nos convencemos que de los colegios, bibliotecas y museos dependerá su desarrollo agrícola y comercial.

“Por otra parte, nuestras futuras relaciones de amistad, política y comercio se entenderán por conducto de las simpatías que nazcan al calor del compañerismo escolar. Continúen los jóvenes de Sur y Centro



América estudiando en los colegios del Norte, y dentro de pocos años la unión será sólida y el comercio estable. Foméntese la idea que ha surgido ya en las Universidades de Cornell y de Lehigh, fundando entre los estudiantes y profesores clubs latino-americano; continúense las conferencias ilustradas sobre la historia, el comercio, la agricultura, etc., de los países latino-americanos y siga enseñándose el castellano en las escuelas, colegios y universidades de los Estados Unidos para que se logre en poco tiempo el aumento de nuestras relaciones comerciales. La Universidad de Pennsylvania acaba de dar un buen ejemplo en este respecto, según he leído en el 'Public Ledger' de reciente fecha.

"Sí, señores, América necesita conocer y estudiar mejor á América. Yo tengo esperanzas de que el Museo Comercial pueda realizar felizmente esta obra. Haciendo público testimonio de mi entusiasmo por esta institución, continuaré prestándole gustoso mis servicios y colaboración."

#### ESTUDIO DEL DELTA DEL ORINOCO.

El buque de los Estados Unidos *Dolphin* salió de este país el 5 de noviembre al mando del Comandante SUNDERLAND, de la Marina de los Estados Unidos, y después de tocar en el puerto de La Guaira, pasará á la boca grande del Orinoco, donde hará un estudio completo de la barra.

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#### EL CANAL INTEROCEÁNICO.

En la sesión del Congreso Comercial Internacional del día 24 de octubre, dedicada al canal por el istmo americano y á los problemas consiguientes, se leyeron varios trabajos interesantes referentes á la vía interoceánica por Nicaragua y Panamá.

El Señor DON JOAQUÍN B. CALVO, Enviado Extraordinario y Ministro Plenipotenciario de Costa Rica y Delegado oficial al expresado Congreso, al tomar parte en la sesión, dijo lo siguiente:

"La idea de unir los dos grandes océanos por medio de un canal á través del Istmo americano, surgió, como es sabido, desde el momento en que se llegó al convencimiento de que no había el paso que desde los días de Colón se creía que existía hacia el mar del Sur.

"No es necesario recomendar los méritos de este proyecto desde luego que él por sí mismo los expone con la sola indicación de lo que importaría al mundo una corta y fácil vía entre el Atlántico, que es el mar de Europa, y el Pacífico, que es el gran océano del Asia, de Australia, y de las extensas costas occidentales del Nuevo Mundo.

“La historia del proyecto, en general, es bien conocida, y en cuanto á la practicabilidad de la obra todos sabemos que han emitido juicio favorable eminentes autoridades en la materia.

“No voy, pues, á tratar de ninguno de estos dos puntos, ni creo tampoco necesario ocupar la atención de este honorable Congreso, extendiéndome en la consideración de las ventajas que ofrece al comercio del mundo entero la gran empresa de unir los dos mares; mi deseo al tomar parte en esta sesión se limita á exponer, aunque de modo breve, para que sea mejor conocida, la posición de Costa Rica y su interés directo en la empresa del canal.

“El territorio de Costa Rica está comprendido entre el de Nicaragua y el de Panamá, las dos partes del Istmo con cuyos nombres se distinguen el proyecto francés de Canal de Panamá, y el de Canal de Nicaragua, que ha sido siempre el proyecto americano. Esta posición ventajosa asegura para el industrial y pacífico pueblo de Costa Rica todos los beneficios de la proximidad como el vecino más inmediato, cualquiera que sea de aquellos lugares el que finalmente la vía atraviese. Pero la frontera costarricense no llega á la línea del Canal de Panamá, mientras que para la vía por Nicaragua es indispensable una parte de nuestro territorio. Y éste no es un hecho nuevo ó que recientes estudios establezcan, sino que es bien conocido desde los días mismos de VASCO NÚÑEZ DE BALBOA. El primer estudio formal sobre el terreno no se llevó á cabo, sin embargo, sino hasta el año de 1581, cuando en cumplimiento de instrucciones superiores, el Capitán ANTONIO PEREIRA, Gobernador de Costa Rica, organizó una expedición y exploró la vía por el Río de San Juan, el Lago y los ríos que desaguan en el Golfo de Nicoya, Costa Rica. Treinta y nueve años después, DIEGO DE MERCADO sometió al Rey Felipe III su famoso informe de enero 23 de 1620, indicando la vía por el río y el Lago, y de allí por el territorio de Costa Rica, sobre la quebrada ó barranca honda, á la Bahía de Salinas, llamada entonces Puerto del Papagayo.

“Ya sea porque la magnitud de la empresa fuera en aquel tiempo superior á las necesidades del comercio, ó como se decía, porque España considerara el canal contrario á sus intereses, la época de la independencia llegó sin que el proyecto hubiera estado jamás en vía de ejecución.

“Después de la independencia el Congreso de Centro América, en el cual estaban representadas Costa Rica y Nicaragua, como Estados de la Federación que sucedió al Gobierno colonial, emitió el 16 de junio de 1825 un decreto disponiendo la construcción del canal, y en aquel mismo año Don ANTONIO JOSÉ CAÑAS, representante diplomático de Centro América en Washington, se dirigió al Secretario de Estado de los Estados Unidos, Mr. HENRY CLAY, informándole de aquella resolución y comunicándole que una compañía formada de respetables ciudadanos americanos estaba lista para tomar á su cargo el trabajo tan pronto como un tratado asegurando la cooperación del Gobierno de

Washington se firmara; que él estaba listo para entrar en las negociaciones de este tratado, y que nada podría ser más agradable para Centro América que ver al generoso pueblo de los Estados Unidos unirse á ella en la idea de abrir el canal, compartiendo la gloria de la empresa, y gozando de las grandes ventajas que habrían de derivarse de la misma.'

"El Gobierno de Centro América no pudo llevar á efecto la empresa, no obstante que, entre los medios que procuró para llegar al éxito deseado, figura el arreglo celebrado con el Rey de Holanda en octubre de 1830; mas, si fueron frustradas las esperanzas puestas en la empresa, han quedado consignadas para honra de Centro América las declaraciones de aquel Congreso que constituyen, como la concesión misma de canal, uno de los documentos públicos de carácter más elevado que hayan sido emitidos por nación alguna de la tierra.

"Disuelta la Federación de Centro América, corresponde á Nicaragua y á Costa Rica directamente este importante asunto, y determinados que fueron los límites entre las dos Repúblicas, por el tratado de 15 de abril de 1858, de igual manera que los puntos que se refieren al canal, los dos Gobiernos otorgaron conjuntamente una concesión, el 1º de mayo de aquel mismo año, á Mr. FELIX BELLY, distinguido escritor francés á quien el Emperador NAPOLEÓN daba su apoyo para llevar adelante la empresa. No habiéndose esto logrado, los dos Gobiernos, en perfecto acuerdo, celebraron el contrato designado con el nombre de Ayon-Chevalier, firmado por Nicaragua el 18 de octubre de 1868 y por Costa Rica el 18 de julio de 1869, el cual, innecesario es decirlo, tampoco dió resultado alguno.

"Algunos años después de la expiración de este último contrato, Nicaragua promovió discusión sobre la validez del tratado y sobre la significación de algunos de sus estipulaciones, todo lo cual Costa Rica mantenía, y la cuestión fué sometida á la decisión del Presidente de los Estados Unidos, Mr. CLEVELAND, quien en su laudo de 22 de marzo de 1888, aceptado por ambas partes, declaró válido el tratado y obligatorio para ambas Repúblicas, é interpretó los puntos que en concepto de Nicaragua eran dudosos. De conformidad con lo que expresan ambos documentos, el tratado y el laudo, aun en el remoto evento de que no se tocaran los derechos naturales de Costa Rica, Nicaragua se ha obligado á no hacer concesiones para objetos de canal al través de su territorio sin pedir primero la opinión de la República de Costa Rica.

"Tres años antes, y cuando aun estaba pendiente esta cuestión, Nicaragua celebró el tratado conocido con el nombre de Zavala-Frelinghuysen, firmado en Washington el 1º de diciembre de 1884, por el cual se daba el derecho de propiedad en el canal á los Estados Unidos, y Costa Rica se adhirió á este tratado con fecha 23 de febrero de 1885; pero las negociaciones quedaron sin efecto, porque habiendo sido negada su ratificación en el Senado, aunque habiéndose acordado la reconsi-

deración del asunto, el Presidente CLEVELAND, al inaugurar su primera administración, retiró del Senado aquel documento.

“Las cosas volvieron, pues, al estado en que se mantenían anteriormente, y Nicaragua en abril de 1887, y Costa Rica en julio de 1888 otorgaron, respectivamente, las concesiones en virtud de las cuales ha estado pendiente en estos últimos años la construcción de la vía americana.

“En el Congreso de los Estados Unidos se viene dando especial atención á esta importante materia desde el año de 1892, y se han creado comisiones encargadas del estudio y locación de la ruta, así como de la influencia del canal en sus diferentes aspectos. Recientemente la investigación no se circunscribe á la vía por Nicaragua y Costa Rica solamente, sino que se extiende á Panamá, y se espera que cuando la nueva comisión nombrada en este año presente sus conclusiones, el Congreso resolverá si se construye por este Gobierno un canal, y en este caso cual de las vías se adoptará.

“Costa Rica realiza la gran importancia de esta obra, la más trascendental, acaso, que se acometa en la época presente, y contribuye á fomentarla consultando su propio interés y los bienes que de ella ha de derivar el progreso general del mundo y en especial las naciones de este continente.”

Le siguió después en el uso de la palabra el Dr. LUIS CUERVO MÁRQUEZ, Encargado de Negocios de Colombia, que se expresó en los términos siguientes:

“Discutir la necesidad de abrir un canal interoceánico que complete la obra del gran BALBOA es inoficioso, porque las necesidades del comercio son cada día más apremiantes y exigen la fusión de las aguas del Atlántico con las del Pacífico en el seno de la tierra americana.

“Tanto la parte comercial como la parte técnica de la obra han sido estudiadas y no dejan duda sobre la conveniencia y practicabilidad de la colosal empresa.

“Cuanto á la vía que deba escogerse, juzgo que tampoco puede suscitar duda alguna. La obra de Panamá representa una suma de esfuerzo intelectual y material acumulados en muchas décadas de trabajo hercúleo que difícilmente podrá igualarse y que sería un crimen de lesa civilización dejar perder.

“La nación colombiana, correspondiendo á sus gloriosas tradiciones, no se ha preocupado sino de los grandes intereses de la humanidad, y al dar la concesión para la apertura del canal por su territorio sólo puso las limitaciones que exigían la soberanía é integridad de su territorio y los intereses del comercio universal.

“Colombia tiene actualmente acreditado en Francia un Plenipotenciario que estudia todas las negociaciones referentes al Canal de Panamá, y de cuyo informe dependerá en mucho la decisión que tome en tan delicado asunto; pero puedo asegurar que está en completa libertad de acción y que para nuestro país le es indiferente el origen

del capital que acometa la obra, siempre que se garanticen los compromisos internacionales hoy existentes.

“El gran pueblo americano, cuya divisa ha sido el respeto para todo derecho, derivará de la realización del Canal de Panamá mayores beneficios que ninguna de las otras grandes naciones de la tierra, y la apertura de la vía interoceánica será un nuevo vínculo que una al pueblo colombiano con la gran República del Norte.”

El Dr. J. J. ULLOA, Cónsul General de Costa Rica en Nueva York, abogó ardientemente por la apertura del canal en Nicaragua, diciendo que “el canal dividirá para unir más firmemente las dos repúblicas de Nicaragua y Costa Rica, al mismo tiempo que hará conocidos á los Estados Unidos en la América Central, en donde hallarán ancho campo para el empleo de maquinaria y capital para el desarrollo de aquel suelo prácticamente virgen, que no demanda sino el golpe de azada de empresas bien dirigidas para triplicar en poco tiempo el valor del dinero, del talento y de los esfuerzos que allí se aplicaren.”

El Ministro de los Estados Unidos en Costa Rica, el Honorable WILLIAM LAWRENCE MERRY, complementó los argumentos en favor del canal á través de Nicaragua, refiriéndose á la economía de las distancias navegables, las condiciones favorables de salubridad, el abasto de agua, la facilidad de obtener materiales de construcción y comestibles, la facilidad de enriquecerse y su posición estratégica.

El Señor H. A. GUDGER, Cónsul de los Estados Unidos en Panamá, y el Señor J. W. HUMPHREYS, delegado de la Cámara de Comercio de Colombia, leyeron largos trabajos, presentando los beneficios que reportaría la construcción del canal por Panamá, opiniones en cuales concurrió el Col. J. L. PEARCY, Cónsul que fué de los Estados Unidos en Colombia.

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## UNIFORMIDAD EN LA NOMENCLATURA DE LAS ESTADÍSTICAS COMERCIALES.

Una de las materias de mayor importancia presentadas al Congreso Comercial Internacional de Filadelfia fué la referente á la necesidad de establecer entre todos los países una clasificación uniforme para las estadísticas comerciales. Presentó este trabajo Mr. CARROLL D. WRIGHT, Comisionado del Trabajo de los Estados Unidos, que manifestó que los obstáculos principales que se debían vencer eran las dificultades presentadas en el método de clasificar las diferentes divisiones de los productos que forman el comercio de importación y exportación, el método de avaluarlos y el de asentarlos según el país del origen y el de su destino, en vez de aquel en donde se efectúan la importación y exportación.

Á este respecto, no está demás hacer notar que en una reunión del Instituto Internacional de Estadísticas, que se verificó el 4 de setiembre en Cristianía, Noruega, Mr. A. E. BATEMAN, de la Junta de Comercio Británica, se ocupó del mismo asunto, opinando que para hacer tan útil y completa cuanto fuese posible la comparación de estadísticas comerciales e internacionales, debían tomarse en consideración de una manera más perfecta los distintos sistemas de anotación que se emplean en diferentes países. También llamó la atención á los diversos modos de proceder en los casos de trasbordos en tránsito y los métodos de proceder con las estadísticas comerciales de los "puertos libres" que han sido creados con el objeto expreso de fomentar el comercio.

El plan propuesto por el Profesor CARLO BETOCCHI, de Napoles, Italia, ante el Congreso Comercial, para el establecimiento de una Oficina Central Internacional de las Cámaras de Comercio, fué recibido con grande atención, pues sus fines tienden, en su mayor parte, á hacer desaparecer los obstáculos á que hace referencia Mr. WRIGHT, porque la creación de una oficina central para la distribución de estadísticas comerciales relativas á todos los países del mundo, las cuales han de ser suministradas por los gobiernos respectivos, daría por resultado la deseada uniformidad en la nomenclatura y clasificación de los productos.

El estudio leído ante el Congreso por Mr. H. LLEWELLYN SMITH, representante del Gobierno británico, trataba de la misma materia de que se ocupó Mr. WRIGHT, y llamaba la atención á los errores provenientes de la diferente clasificación de un mismo artículo en distintos países, á la divergencia en la manera de proceder en lo referente á estadísticas de tránsito y de trasbordo, y á la falta de uniformidad con respecto al período exacto comprendido en las estadísticas anuales, pues algunos países toman el año civil y otros el fiscal como base del cálculo.

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## PRODUCCIÓN DE ORO Y PLATA EN EL MUNDO.

El informe oficial relativo á la producción de oro y plata en todo el mundo durante el año civil de 1898, fué publicado el 26 de octubre del año corriente por la Oficina Directiva de las Casas de Moneda de los Estados Unidos, y contiene datos interesantes acerca de la producción de estos metales durante los últimos tres años.

Se calcula que la producción de oro en 1898 fué de \$287,428,600. Á la cabeza de los países productores está la República Surafricana, y á continuación vienen Australia y los Estados Unidos, con cantidades casi iguales. En seguida están Rusia, el Canadá, la India, México y China. Los ocho países mencionados produjeron el 94 por ciento de toda la cantidad. En las tablas siguientes se verá la producción de

oro y plata en los países pan-americanos durante los últimos tres años civiles:

## ORO.

Países.	1896.	1897.	1898.
Estados Unidos .....	\$53,088,000	\$57,363,000	\$64,463,000
México .....	6,500,000	7,500,000	8,500,000
Argentina .....	315,000	137,700	137,700
Bolivia .....	250,300	343,500	343,500
Brasil .....	1,001,100	1,204,200	1,583,700
Chile .....	611,000	346,000	340,700
Colombia .....	2,200,100	2,227,200	2,263,200
Ecuador .....	132,000	132,900	99,500
Perú .....	110,600	628,000	628,000
Uruguay .....	34,600	38,500	38,500
Venezuela .....	948,500	1,057,400	1,057,400
América Central .....	372,300	465,800	473,700

## PLATA.

	OZAS.	OZAS.	OZAS.
Estados Unidos .....	53,834,800	53,860,000	54,438,000
México .....	45,718,982	53,909,180	56,738,000
Argentina .....	328,170	383,479	383,479
Bolivia .....	6,374,240	8,204,568	8,204,568
Chile .....	3,236,536	2,591,998	2,591,998
Colombia .....	3,407,004	5,047,328	5,483,717
Ecuador .....	7,734	7,734	7,734
Perú .....	3,847,078	3,278,602	1,951,240
América Central .....	808,676	811,892	716,008

Para tener una idea del enorme aumento que ha habido en la producción de oro durante los últimos doce años, basta saber que en 1887 aquélla fué solamente de \$106,000,000. En 1892 ascendió á \$146,000,000, que hasta entonces había sido la más grande en la historia del mundo. Se calcula que la producción del precioso metal en 1898 fué ocho veces mayor que la que hubo en la época en que se descubrió el oro en California. Se considera que el consumo de oro en artes y manufacturas ascendió en 1898 á \$65,000,000, quedando \$222,000,000 para ser usados en forma de moneda.

## LA COSECHA DE TRIGO EN EL MUNDO ENTERO.

Según los datos suministrados por Mr. BROOMHALL, autoridad inglesa en materia de estadística, la cosecha de trigo en el mundo entero en el año de 1899 sufrirá una disminución general. Esto acontecerá no solamente con relación al trigo, sino respecto de casi todas las clases de cereales. Según la citada autoridad, la cosecha del mundo entero ascenderá este año á 2,496,000,000 *bushels*, lo cual muestra una disminución de 390,000,000 *bushels*, comparada con la del año pasado, y un aumento de 226,000,000 *bushels*, comparada con la de 1897. La

diminución más notable ocurre en América, pues es de 18.6 por ciento, ó sea una diferencia de 168,000,000 *bushels*. La disminución en Europa es casi igual, pues asciende á 163,000,000 *bushels*, pero la proporción es apenas algo más del 10 por ciento. En Asia la disminución fué de 11 por ciento; en África de 30 por ciento, y en Australia de 16 por ciento.

La cantidad de trigo, almacenado ó no, que ha quedado de la gran cosecha del año pasado, se considera mayor que la que se ha tenido en reserva en los últimos años, y dicha cantidad servirá para mantener el equilibrio en los precios. Calcula Mr. BROOMHALL que la reserva de trigo excede en 240,000,000 *bushels* á la del año pasado, pero en presencia de la disminución de 390,000,000 *bushels*, se cree que habrá necesidad de hacer uso de todo el trigo disponible.

Otro punto á que llama la atención el periódico semanal de Bradstreets, al tratar de la cuestión de trigo, es el gran aumento en el precio de los fletes, debido á que el Gobierno inglés ha tomado muchos buques para usarlos como transportes. Este aumento ha sido considerable y equivale á una alza en el precio del grano, cuyos cargamentos tienen que entrar en competencia con los de otros artículos de exportación á Europa. Este estado de cosas explica, hasta un cierto grado, la plétora que se nota en el tráfico de trigo en la Argentina, á lo cual se hace referencia en este número del BOLETÍN.

## EL MERCADO DE CAFÉ EN LOS ESTADOS UNIDOS.

El escrito que se leerá á continuación, y en el cual se trata de las condiciones y necesidades del mercado de café en los Estados Unidos, fué sometido últimamente al Congreso Comercial Internacional de Filadelfia é incorporado en su informe correspondiente al 14 de octubre de 1899. Como se verá, el autor, Mr. A. M. WOOLSON, de Ohio, hace indicaciones muy valiosas á los productores que buscan un mercado para su café. Mr. WOOLSON se expresa así:

“El mercado de café en los Estados Unidos es, sin duda alguna, el primero del mundo, por la sencilla razón de que consumimos una cantidad mayor de este artículo que cualquier otro país.

“Si se examina el resumen estadístico publicado este año por el Gobierno de los Estados Unidos, se observará que durante el año que terminó el 30 de junio de 1898 importamos 6,451,000 sacos de café, ó sean 870,514,455 libras, con un valor de \$65,067,631, á un costo medio de 7.4 centavos por libra, lo cual da un consumo por cabeza de 11.45 libras. Esto demuestra que consumimos casi tanto café como Alemania, Francia, Austria, Bélgica, Holanda, Rusia, Inglaterra y todos los otros países combinados. Puede asegurarse que el mercado de café en los Estados Unidos es el más importante que existe. Es de suponer



que los delegados extranjeros desearían saber cómo hacen los comerciantes americanos para disponer de tanto café. A este respecto debo advertir que antes de 1860 todos los comerciantes al por menor compraban el café crudo, y los consumidores tenían generalmente que tostarlo en sus propias casas, pero el genio inventivo y la habilidad del mecánico americano introdujeron un nuevo sistema de tostar, muy ventajoso para los consumidores, y que dió por resultado la fundación de grandes establecimientos para dicha industria. El pueblo no tardó en acostumbrarse á comprar café tostado en vez de crudo.

“La mencionada industria se ha desarrollado de tal manera, que en la actualidad el 90 por ciento del café importado en este país es vendido después de haber sido tostado.

“Esto es de gran economía para el consumidor, porque la operación es hecha por personas versadas en la materia y que cuentan con las facilidades y la maquinaria necesarias para tostar el grano, dando así un producto de calidad más uniforme. En algunos de los Estados del Sur todavía persisten en comprar el café crudo, pero en el Norte, Este y Oeste el café tostado ha monopolizado el mercado.

“Es de sentirse que una gran cantidad de café venga mezclada con piedrezuelas, que nosotros llamamos diamantes del Brasil. Esto obliga al tostador á separar la substancia extraña del café por medio de máquina. Cada saco contiene por término medio cerca de una libra de estas piedrezuelas. El productor que nos envía el café más limpio se ve recompensado con un precio más alto, pues su artículo es clasificado de superior calidad. Centenares de toneladas de las piedras que vienen mezcladas con el café han sido usadas para empedrar calzadas y paseos. Indudablemente muchos productores piensan que obtienen mayores ganancias mezclando con su café cuantas piedras pueden, pero éste es un error, porque el café crudo es examinado cuidadosamente por peritos, quienes clasifican el café con piedrezuelas como de inferior calidad al que no las tiene.”

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## DESARROLLO COMERCIAL Y INDUSTRIAL DE LA AMÉRICA DEL SUR.

El tema del discurso pronunciado por el Hon. W. I. BUCHANAN, que hasta hace poco fué Ministro de los Estados Unidos en la República Argentina, ante el Congreso Comercial Internacional de Filadelfia, versó sobre el progreso de la América del Sur desde del punto de vista comercial é industrial. Entre otras apreciaciones hechas por el Señor BUCHANAN, se encuentran las que siguen, extractadas de su trabajo: La América del Sur, y especialmente las Repúblicas que quedan al extremo meridional, han llamado más la atención durante los últimos

tres años que ningún otro país del mundo. Francia, Alemania y la Cámara de Comercio Británica enviaron allí comisionados especiales para estudiar el campo con el objeto de adelantar los intereses del comercio de los países que representaban. Pocos son aquéllos que se han detenido á pensar cuán notables son los cambios ocurridos en las producciones de la América del Norte y la del Sur desde hace veinte ó treinta años.

Chile, por ejemplo, y no hace de esto muchos años, producía y vendía casi toda la harina de trigo que se consumía en la costa occidental de Sud y Centro América, casi hasta California, mientras que hoy esta última, Oregon y Wáshington no sólo producen la harina necesaria para su consumo, sino que la exportan para el Sur y para Europa en cantidades enormes. Chile dejó de ser gran exportador de harina para convertirse en notable exportador de salitre, eobre y vinos, y productor de espléndidas frutas que le prometen un brillante porvenir, mientras que sus riquezas minerales y forestales apenas han sido explotadas. No hace mucho tiempo que la Argentina importaba harina de los Estados Unidos y sólo exportaba cueros seos, huesos y lana basta, mientras que hoy exporta 35,000,000 de *bushels* de trigo en grano y molido, y cerca de la tercera parte de esta cantidad en maíz; hace grandes embarques de mantequilla y exporto más de 2,000,000 de carneros helados y centenares de miles de ganado gordo en pie, de las especies lanar y vacuna, una parte de lo cual va al Brasil, en donde ha reemplazado un comercio que fué un tiempo completamente americano.

Hace pocos años que el Brasil no producía sino limitadas cantidades de café y azúcar, y hoy las cosechas de aquel grano alcanzan á cerca de 9,000,000 de sacos, mientras que la región meridional del país promete ser en el porvenir una gran zona productora de ganado.

No hace muchos años que los Estados Unidos ocupaban el primer lugar en los mereados del Río de la Plata y del Brasil en el comercio de cereales y provisiones. Hoy la Argentina y el Uruguay envían al Brasil más de 65 por ciento de estos artículos y hacen la competencia á los de los Estados Unidos en el Viejo Mundo. Habiendo cesado los Estados Unidos de exportar los mencionados productos para las repúblicas del Río de la Plata, se han convertido en exportadores para las mismas de productos manufacturados, indicando el cambio que se ha operado en la naturaleza de sus producciones. El resultado lógico de este movimiento comercial había de ser el establecimiento de facilidades bancarias y líneas de vapores entre los países productores y los de consumo.

De esta manera se despertó la curiosidad del Viejo Mundo en el desarrollo de las nuevas repúblicas productoras, creando así la inmigración para ellas que continúa todavía; y así se explica la existencia de intereses bancarios europeos y de líneas de vapores con Sud América y la falta de estos elementos de origen americano. No cree el

Señor BUCHANAN que este estado de cosas pueda continuar, sino que espera ver realizado pronto cambios en beneficio del desarrollo del comercio entre Sud América y los Estados Unidos, como parecen indicarlo el aumento rápido de la población de los Estados Unidos y la disminución de su ganado, por una parte, y por otra la baratura y excelencia de los productos argentinos y uruguayos en este ramo. Probablemente en el término de cinco años se venderán en los Estados Unidos las carnes del Río de la Plata, al paso que en el mismo lapso de tiempo los productos manufacturados de los Estados Unidos pueden haber suplantado los que del Viejo Mundo tienen consumo en Sud América. Todas las repúblicas de Sud América tienen problemas económicos por resolver y desean que, tanto el Viejo Mundo como los Estados Unidos, participen en los beneficios que produzcan el desarrollo de sus riquezas.

Por lo que respecta á los Estados Unidos, el conocimiento comercial de aquellos países, que hoy han adquirido, continuará desarrollándose, con el resultado de que los capitales americanos convergirán á los países del América del Sur para servir allí de palancas en el fomento de comercio. Se establecerán líneas de vapores bajo el pabellón americano, uniendo con lazos más estrechos todos los países del este continente; y á medida que disminuyan en los Estados Unidos las oportunidades de hacer dinero en la explotación de minas y de los bosques, el capital se dirigirá á la América del Sur. Para esto es necesario que continúe en aquellos países la existencia y la influencia de gobiernos estables, liberales y bien administrados, sin lo cual no puede conseguirse el éxito que se desea. Tan cierto es esto, que es un axioma decir que la paz, la legislación sabia, buenos tribunales y una administración honrada de los negocios públicos, son los resortes de mayor atracción que puede ofrecer un país á la inmigración, al capital y á la industria.

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## CARBÓN ARTIFICIAL EN ALEMANIA.

Mr. P. J. OSTERHAUS, Vicecónsul de los Estados Unidos en Mannheim, Alemania, avisa al Departamento de Estado que asistió á un ensayo del carbón artificial inventado por Mr. GEORGE MONTAG, y que tuvo ocasión de observar que es muy inflamable y que tiene en apariencia buenas condiciones caloríferas. Mr. MONTAG dice que cualquier clase de tierra puede usarse para preparar este carbón, con excepción de la arenisca, pero el Cónsul opina que solamente aquellas tierras que contienen substancias vegetales ó leñosas deben emplearse. Á fin de hacer la tierra inflamable, se mezclan con ella ciertos ingredientes, que son el secreto del inventor, pero como la preparación que resulta debe

tener las propiedades de la hulla, es fácil averiguar la naturaleza de dichos ingredientes, que deben ser substancias muy combustibles, tales como pez, resina, nafta ú otras semejantes.

Se pueden comprar en Mannheim cien kilogramos de dichos artículos por \$2, pero solamente de 6 á 8 por ciento de los mismos se necesita para hacer 50 kilogramos de carbón artificial. Incluyendo el trabajo y los gastos generales, el costo de 50 kilogramos no pasa de 7 centavos. Á fin de apreciar lo barato de este artículo basta comparar los precios de las varias clases de hulla, que han sido durante el año de 17 á 27 centavos por 50 kilogramos. El carbón artificial es de un color negro gríseo, y lo preparan en forma de bloques de tres tamaños diferentes. Estos bloques son duros y quebradizos, y cuando se los arroja en el fuego arden con facilidad. El examen hecho de este carbón artificial dió el siguiente resultado:

	Por ciento.
Agua .....	14.79
Cenizas.....	17.73
Substancias combustibles .....	67.48

La cantidad de calor que produce está expresada de esta manera: Calóciro, 5.716.

## BIBLIOGRAFÍA.

En esta sección del BOLETÍN MENSUAL se tratará de los libros y folletos enviados á la Oficina de las Repúblicas Americanas, que se refieren á asuntos relacionados con los países de la Unión Internacional de Repúblicas Americanas. El canje de publicaciones de Centro y Sud América puede efectuarse por conducto de la "Smithsonian Institution," Wáshington, D. C., por medio de las agencias de distribución que tiene en aquellos países y que son las siguientes:

Argentina: Museo Nacional, Buenos Aires.

Bolivia: Oficina Nacional de Inmigración Estadística y Propaganda Geográfica, La Paz.

Chile: Universidad de Chile, Santiago.

Colombia: Biblioteca Nacional, Bogotá.

Costa Rica: Oficina de Depósito, Reparto y Canje Internacional, San José.

Guatemala: Instituto Nacional de Guatemala, Guatemala.

Honduras: Biblioteca Nacional, Tegucigalpa.

México: Todos los envíos gozan de la franquicia del correo.

Nicaragua: Ministerio de Relaciones Exteriores, Managua.

Paraguay: Oficina General de Informaciones y Canje y Comisaría General de Inmigración, Asunción.

Perú: Biblioteca Nacional, Lima.

San Salvador: Musco Nacional, San Salvador.

Uruguay: Oficina de Depósito, Reparto y Cauje Internacional, Montevideo.

Venezuela: Museo Nacional, Caracas.

El Senhor Don MANOEL DE OLIVEIRA LIMA, Primer Secretario de la Legación del Brasil en Washington, Miembro de la Academia Brasileira y de varios institutos científicos, acaba de publicar una interesante obra con el título "Nos Estados Unidos: Impressões Politicas e Sociaes." (F. A. Brockhaus. Leipzig, 1899.) Dicha obra, notable por el espíritu cosmopolita y la sinceridad que se nota en cada una de sus páginas, es quizás la más interesante que hasta ahora haya escrito un sudamericano con referencia á este país, ó indica inteligencia, laboriosidad y estudio por parte del autor, que en los pocos años que ha llevado de residencia en los Estados Unidos ha sabido comprender tan bien el carácter americano y el mecanismo de sus instituciones políticas y sociales. La obra tiene 524 páginas y va precedida de una introducción explicativa de los móviles á que obedeció la preparación del libro, que no son otros que hacer conocer en el Brasil, en donde "se habla muy bien ó muy mal de los Estados Unidos," la dificultad de los problemas sociales y la grandeza de las instituciones de la gran República americana.

Los once capítulos de que consta la obra son los siguientes: El Problema Negro—Efectos de la Inmigración—Las Cualidades del Pueblo—La Influencia de la Mujer—La Sociedad—El Figurín Político—Catholicismo y Educación—Escritores Americanos—La Política Exterior—Relaciones del Brasil con los Estados Unidos—Política Colonial, y un apéndice que contiene varias notas referentes á la materia de que se trata én el cuerpo de la obra. No es éste el primer trabajo que ha publicado el Senhor LIMA, conocido ya por sus obras referentes al Brasil ó de carácter literario. El autor tiene en preparación otro libro con el título de "Ideas Fundamentais da Política Norte-Americana," que, á juzgar por la manera como trata la materia en el libro "Nos Estados Unidos," debe ser del mayor interés.

El "Kolonial Zeitung," correspondiente al 28 de setiembre de 1899, contiene un artículo escrito por el Dr. M. GÜRKE sobre la importancia del cultivo del ramio para las colonias alemanas en África. En el BOLETÍN MENSUAL se ha tratado en diversas épocas sobre el progreso que ha hecho dicho cultivo, y mucho de lo que el autor dice ahora se había publicado ya en los números del BOLETÍN correspondientes á mayo y marzo de 1894, junio de 1895, octubre de 1896, mayo y setiembre de 1897, enero y junio de 1898 y setiembre de 1899. Asegura el Dr. GÜRKE que el cultivo del ramio no ha dado buenos resultados en la América del Norte, Argelia, Egipto, Natal, la Isla de Mauricio y la de la Reunión á causa de las condiciones climatológicas, y que, en realidad, el cultivo de esa planta tiene que ser muy limitado, porque requiere un

clima cálido y húmedo. En el BOLETÍN MENSUAL se manifestó ya que México, la América Central y la del Sur se adaptan muy bien al cultivo del ramio.

En contestación á algunas observaciones hechas en el "Siidamerikanische Rundschau" relativas á la supuesta discordia que existe entre los alemanes residentes en México, el Dr. C. BELOW ha publicado en el "Deutsche Kolonial Zeitung" una relación de las condiciones existentes, según él pudo observarlas en el país. Dice que la situación no es tan mala como ha sido presentada y cita numerosos incidentes relacionados con la vida social de sus compatriotas en México. Recomienda que el cuerpo consular alemán se haga más grande y más fuerte, y que barcos de guerra alemanes visiten con más frecuencia aquellos puertos á fin de que sea mayor la influencia de Alemania.

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## REPUBLICA ARGENTINA.

### ESCASSEZ DE FACILIDADES DE TRANSPORTE PARA CEREAS.

Segundo informação recentemente mandada ao seu Governo pelo Consul francez em Cordoba, existem presentemente nos armazens da estrada de ferro entre Cordoba e Rosario 1,400,000 saecos de trigo ou milho, e nos armazens de outras estradas carregamentos igualmente importantes, todos a espera de embarque para a Europa. Assim acham-se nos da Central Argentina 560,000 saecos, na Buenos Ayres e Rosario, 150,000 saecos, e na franceza de Santa Fé, 60,000 saecos. Si a estas quantidades ajuntarmos 8,000 toneladas guardadas em armazens particlares e o dobro d'isto nas estações intermediarias da via ferrea, encontraremos um total de quasi 400,000 toneladas de cereaes que por falta de vapores e navios a vela disponiveis para o seu embarque, amontoam-se nos portos e estações de chegada, empatam as operações de transporte e armazenagem e retardam a chegada de novos carregamentos do interior.

As operações commerciaes igualmente acham-se paralyzadas ou apenas podem ser executadas em condições desastrosas para os agricultores, pois que os exportadores reensam comprar o cereal aos preços correntes, receiando que continue a escassez de navios e consequentemente a demora nos embarques. Ajunta o consul que os armadores estão presentemente cobrando em media 27 shillings por tonelada de frete, sendo para temer que no fim da colheita do milho o frete suba a 30 shillings, preço exorbitante comparado com os correntes em outros paizes e com o de 15 shillings que durante o anno findo prevalecia na Argentina. Está calculado que o transporte das 400,000 toneladas destinadas a exportação necessitará cerea de 150 navios. Dos 100 navios chegados

no porto do Rio da Prata nos mezes de Agosto, Setembro e Outubro, apenas 60 ou 70 podiam carregar de cereaes. Isto significa que a proxima colheita de trigo encontrará a Republica Argentina com 200,000 toneladas de cereaes ainda não exportadas, dando em resultado a manutenção dos fretes elevados e na operação do productor, pois está averiguado que o exportador fixa suas condições de venda de accordo com o custo do transporte.

A escassez de facilidades de transporte maritimo é na opinião do Senhor RENOZ devida a duas causas—a diminuição das importações e os altos direitos fiscaes pagos por navios nos portos argentinos sob a forma de taxas de ancoragem, de caes, etc.

A informação dada pelo Consul francez pode ser vantajosa aos armadores americanos, indicando a sua actividade em campo remunerador e digno de exploração mesmo por occasião de uma colheita media, mas especialmente de uma extraordinaria.

O Senhor RENOZ tambem informa seu Governo que um syndicato composto de 20 importantes moageiros da provincia de Buenos Ayres recentemente consolidou-se debaixo do nome "Sociedade Nacional de Moageiros," e que o presidente do syndicato, respondendo a uma comunicação que lhe foi dirigida pelo ministro argentino no Brazil acerca da condição e futuro do commercio de farinha no seu paiz, respondera o seguinte: "Ainda que pareça a primeira vista que por motivo da grande distancia que tem de ser percorrida pelos navios que trazem farinhas norte americanas ao Brazil, nós deveresmos levar vantagem em materia de frete, tal não acontece pois que os nossos concorrentes frequentemente mandam seus generos por navios de vela que carregam frete baixissimo, ao passo que nos argentinos somos compellidos a pagar fretes excessivos em razão da grande copia das exportações e da escassez de embarcações." Dediz-se d'esta carta que os armadores americanos poderiam estender mais suas operações, transportando carregamentos, sobretudo farinha para o Brazil.

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## BRAZIL.

### OS IMMENSOS RECURSOS DA REPUBLICA.

Os interesses da vasta Republica do Brazil foram representados nas sessões pan-americanas do Congresso Commercial Internacional reunido em Philadelphia desde o dia 14 de Outubro até o dia 31 do mesmo mez pelo Capitão CORDEIRO DA GRAÇA, delegado do Brazil, e pelo Senhor ALFONSO A. RATIS, delegado do Estado de São Paulo. Aquelle deu uma descripção graphica da immensidade dos recursos do paiz e este o tratou sob o ponto de vista commercial.

Eis o resumo do discurso do Senhor Capitão CORDEIRO:

\* \* \* "Para dar uma idea da riqueza natural que este paiz



offerece á actividade dos seus habitantes, basta mencionar os principaes productos naturaes que se podem exportar. A Republica de Guatemala tem uma população de 1,323,000, enquanto que o Estado do Pará tem sómente 700,000, mas em 1885 as exportações de Guatemala foram dez milhões menos que as do Pará. No mesmo anno as exportações da Republica da Bolívia, que tem uma população de 2,300,000, foram \$12,000,000 menos que as do Pará, e as exportações da Colombia, que tem 3,000,000 de habitantes, não excederam ás do Pará—isto é, \$17,000,000. As exportações do Equador são metade das do Pará; as do Peru (paiz que tem uma população de tres milhões) dous terços das do Pará.

“O valor total das exportações deste Estado, inclusive as do mez de Dezembro do anno passado, chegará a \$20,000,000. Os principaes productos são borracha, cacao, nozes, couros, salsaparilha, oleo de copaiba, guaraná, nenhula, cumarú, baunilha, marfim vegetal, madeiras preciosas, essencias, passas e fructas. A parte septentrional do paiz produz ouro em abundancia. No anno de 1897 a produção da borracha no Estado do Pará só foi de 9,000 toneladas. A produção de cacao foi de 3,000 a 5,000 toneladas. A quantidade de tabaco exportada foi superior a 750 toneladas. A baunilha do Pará vende-se na França de dous até quatro dollares o kilogramma. As favas de cumarú exportam-se em grandes quantidades para a Europa.

“A instrução publica divide-se em instrução primaria, secundaria e tecnica. Existem na capital 49 escolas primarias e 585 no interior. Além destas ha escolas technicas e “O Lyceu” (escola superior), que prepara os alumnos para a Universidade. Devo mencionar tambem a Academia de Musica, a Escola de Bellas Artes, o Lyceu das Artes e Indústrias e a Escola Normal.

“*Commercio e Navegação.*—O commercio de exportação do Pará é muito grande. A communicação entre o Pará e os portos dos Estados Unidos é boa e frequente, e é feita por duas linhas de vapores, a Red Cross Line e a Booth Line. O serviço directo com a Europa—isto é, com Liverpool, Antuerpia, Hamburgo, Havre, Lisboa, e Genoa—é feito por vapores francezes, inglezes, italianos, portuguezes, e allemães.

“Actualmente não ha navios americanos empregados neste serviço.

“*Bancos.*—Ha tres bancos inglezes no Pará: O British Bank, o London and River Plate Bank, e o London and Brazilian Bank. Tambem ha tres bancos nacionais: O Banco do Pará, o Banco Commercial do Pará, e o Banco do Norte do Brazil.

“*Estado do Amazonas.*—Este Estado é o mais extenso da União. Sua riqueza natural é tão grande que dentro do espaço de cinco annos, Manáos, sua capital, transformou-se de uma pequena aldeia em uma das mais agradaveis e lindas cidades da America, tendo contribuido muito para o seu desenvolvimento o espirito patriótico dos Governadores do Estado. A cidade tem lindas ruas e avenidas illuminadas á luz electrica, tramways de trolley, edificios publicos, excellentes escolas, e

apezar das grandes despesas ha sempre depositados na Thesouraria cerca de tres milhões de dollares. A receita para este anno foi orçada em sete e meio milhões de dollares, somma que já foi realizada pelas receitas dos primeiros quatro mezes. A população do Estado é de só 200,000. O Estado do Amazonas sob a administração do Coronel RAMALHO tem feito grandes progressos.

“*Maranhão*.—Maranhão é um Estado de grande riqueza mas até agora pouco explorado. Produz cereaes em grandes quantidades e exporta productos natúraes em quantidade consideravel para a Europa. Este Estado podia fornecer borracha em abundancia mas ainda a industria é pouco explorada. O Estado não tem dividas, nem exteriores, nem interiores.

“*Pernambuco*.—Este Estado prodnz em grande quantidade, assucar, algodão e couros. Tem uma excellente rede de vias ferreas que estendem-se para o interior e penetram nas florestas virgens. Ha grande actividade nos negocios deste Estado.

“Bahia é um dos mais formosos Estados da União. Possui ricas minas de ouro. Outros productos são canna de assucar, café, madeiras preciosas, algodão e tabaco.

“Espírito Santo e Rio de Janeiro são os maiores productores do café. Espírito Santo é ainda pouco explorado, mas o Estado do Rio de Janeiro é já atravessado por um bom systema de estradas de ferro. Rio de Janeiro, a capital da União, está situada em uma das mais lindas bahias do mundo. Seu commercio é enorme e o maior em toda a America do Sul. A febre amarella existe na cidade durante os quatro mezes mais quentes, mas ainda assim, a mortalidade, comparada com a das cidades mais salubres do mundo, é muito pequena. Os suburbios do Rio são considerados os mais lindos do mundo. Tijuca e Corcovado tem uma altura de 700 e 2,200 metros, respectivamente. Petropolis está situada a 3,000 pés acima do nivel do mar, e á distancia de quarenta e cinco minutos por via ferrea da capital. Os estrangeiros residem alli onde não se encontra a febre amarella.

“Devo mencionar tambem a grande obra de engenharia, a Estrada de Ferro Central do Brazil, que foi construida sob a direcção de um brasileiro, ajudado por varios engenheiros americanos. Mas isto foi nos bons tempos d'outr'ora quando os Estados Unidos ainda enviavam para o Brazil, suas vigas e braços de ferro, materiaes para pontes, etc. Agora este commercio tem succumbido á concorrancia de CREUZOT E KRUPP.

“*Minas*.—Agora vou mencionar o Estado de Minas. Si tenho fallado com tanto entusiasmo do Pará, o que posso dizer de Minas? Este Estado tem um clima excellente e produz, além do café, bananas e laranjas, todas as fructas da Europa. Posso dizer sem receio de contradicção que Minas é a California do Brazil. O solo é fertil e encerra incalculaveis thesouros de ouro, diamantes e mineraes. O ferro e manganez são encontrados muito puros e exportados em grande quantidade

para a Inglaterra, França, Belgica, e os Estados Unidos. As estradas de ferro e a navegação dos rios facilitarão o desenvolvimento deste grande Estado.

“São Paulo tem uma enorme rede de estradas de ferro. Sua produção de café é quasi igual á de todos os outros Estados juntos. A industria do café tem sido explorada com prejuizo das outras culturas. Santos é o grande porto de sahida deste Estado. Ultimamente tem sido muito melhorado pela construcção de caes, a que os grandes vapores trans-atlanticos podem chegar directamente.

“Paraná é o Estado das pastagens. O clima é muito suave, ficando o Estado na zona temperada. Os grãos, assim como o café, podem ser cultivados. Os pinheiros abundam neste Estado, assim como nos Estados de Santa Catharina e Rio Grande do Sul. O principal producto do Paraná é o matte, uma bebida tendo todas as boas qualidades do café e do chá sem ter seus defeitos. Exporta-se este producto em grandes quantidades para o Chile e a Argentina.

“Santa Catharina está quasi na mesma condição que o Estado do Paraná, mas goza das vantagens de uma colonização allemã, que tem trazido a este Estado grande prosperidade.

“*Rio Grande do Sul.*—Agora passemos a este importante Estado de criação, com suas immensas pastagens, percorrido por grandes rios navegaveis, onde a fertilidade do solo é enorme. É colonizado por allemães e italianos, os quaes dão-se muito bem alli.

“*Matto Grosso.*—Este Estado, que promete um grande porvenir, ainda tem sido pouco explorado. Neste Estado encontram-se em grande quantidade ouro, diamantes, fibras, ipecaçuanha e, sobretudo, borracha semelhante á do Amazonas. Encontram-se nos campos grandes manadas de gado. Aqui um homem robusto, sem fundos, pode ficar rico dentro de cinco annos. A ipecaçuanha que se vende na Inglaterra a 18 schillings a libra e que acaba de ser exposta á venda nos mercados americanos, assim como a borracha deste Estado, teem attrahido a attenção universal.

“Ficão ainda os Estados de Sergipe, Piahy, e Goyaz. Estes Estados teem immensos recursos naturaes, os quaes ainda teem sido pouco explorados.

“*Exportação.*—O principal producto de exportação no Brazil é o café. Em 1897, o Brazil exportou 25,500,000 libras de borracha; em 1898, 22,600,000 libras, e em 1899, até o dia 30 de Setembro, 18,500,000 libras. Não ha outro paiz do mundo que possa offerecer aos Estados Unidos um mercado tão excellentemente para suas manufacturas, emprezas bancarias, de vias ferreas e de navegação, do que a Republica do Brazil. Para dar uma idea do seu commercio posso dizer que o Brazil occupa o quarto lugar entre as nações que exportam para os Estados Unidos. Em 1897 o Brazil exportou para os Estados Unidos 569,626,828 libras de café, e em 1898, 604,629,040 libras.

“A estes productos que se exportam devem-se juntar os couros, pelles,

madeiras, assucar, manganez, cacao, conchas, oleos e muitos outros artigos. Si considerarmos que estas centenas de milhares de toneladas são embarcadas em navios estrangeiros e que navio algum americano é empregado neste trafico; si considerarmos que estas enormes transacções effectuam-se pelas instituições de credito de Londres, a que os americanos tem de pagar grande quantia em commissões além de avultadas sommas ás companhias de navegação estrangeiras por fretes, seguros, etc., será evidente que ha grande campo para as empresas americanas. Por quanto tempo, meus amigos, fechareis os olhos a estes factos? Sem facilidades de transporte não é possível fazer concurrencia neste commercio com os paizes da Europa.

*“Importação no Brazil dos Estados Unidos.*—Dentro do espaço de dez annos as exportações dos Estados Unidos para o Brazil augmentaram-se de seis e meio a treze milhões. Os principaes artigos importados são trigo, farinha de trigo, cereaes, oleos mineraes e, em pequena quantidade, ferro e aço e fazendas de lã e de algodão.” \* \* \*

Fallando dos interesses do café do Brazil, o Senhor RATIS disse:

\* \* \* “São Paulo tem em Santos o porto de maior exportação de café do mundo. Este Estado, com uma area de 106,939 milhas quadradas e uma população de 2,500,000, pode ser considerado como o Estado agrícola modelo do Brazil, especialmente porque nenhum outro Estado tem offerecido tantas vantagens para a immigração ou feito tantos sacrificios para o desenvolvimento da lavoura. Dos 14,700,000 de saccos de café que representam a colheita total universal em 1897-98, o Brazil produziu cerca de 11,000,000 de saccos, dos quaes quatro quintas partes vieram do Estado de São Paulo.

“A receita deriva-se principalmente dos direitos de exportação sobre o café que se pagam no momento do seu embarque para os portos estrangeiros. Os Estados Unidos, que são o paiz maior comprador do café, o admittem livre de direitos, considerando-o uma bebida nacional necessaria ás classes trabalhadoras como um artigo de alimentação. Os Estados Unidos importam annualmente do Brazil café, borracha e outros productos no valor de \$54,000,000, ao passo que exportam para este paiz productos no valor de só \$14,000,000.

“Para estabelecer relações commerciaes mais estreitas entre o Brazil e os Estados Unidos se necessita que se inaugure uma linha de vapores americanos e se estabeleça um baneo americano no Brazil, pelo qual todas as negociações commerciaes possam ser feitas.

“Outro producto que o Brazil, e especialmente o Estado de São Paulo, podia consumir em enormes quantidades é o carvão, que se encontra particlamente no Estado de Pennsylvania em depositos quasi inexgotaveis. Cardiff tem gozado do monopolio deste trafico, ainda que o producto de Pennsylvania seja igual em qualidade ao britannico e, além disto, mais barato.

“São Paulo tem uma industria muito importante em productos de algodão. O algodão é cultivado em todo o Estado, e pode fazer concurrencia com o da Inglaterra ou da Alemanha.

“O fabrico de chapéos de feltro tambem tem assumido grandes proporções. Fabricam-se chapéos não só para o consumo local, mas tambem para os outros Estados. Ha tambem uma fabrica que manufactura os saecos do juta em que se exporta o café.

“Ha immensas cascatas enjas agnas são esperdiçadas, as quaes podiam fornecer força motora para muitos estabelecimentos industriaes.

“São Paulo possui fabricas de cerveja que representam um capital de milhões de dollares. Não muito distante da capital está situada a unica fabrica de cimento de Portland que existe na America do Sul. Este estabelecimento vai passar em breve para uma companhia americana e se espera que possa supprir não só o mercado local, mas tambem outros pontos do Brazil.”

## PRODUCCÃO UNIVERSAL DO OURO E PRATA.

Os algarismos officiaes relativos á produccão universal do ouro e prata no anno de 1898 foram dados ao publico pela Casa da Moeda dos Estados Unidos no dia 26 de Outubro de 1899, e fornecem interessantes informações sobre a produccão desses metaes nos ultimos tres annos.

Avalia-se em \$287,428,600 a produccão total do ouro em 1898, vindo em primeiro lugar a Republica Sul-Africana, e segnindo quasi na mesma proporção a Australasia e os Estados Unidos. Depois vem por ordem a Russia, o Canadá, a India, o Mexico e a China, fornecendo os oito paizes mencionados 94 por cento do total.

O seguinte quadro demonstra a produccão do ouro e prata nos paizes pan-americanos durante os tres ultimos annos:

### OURO.

Paizes.	1896.	1897.	1898.
Estados Unidos .....	\$55,088,000	\$57,363,000	\$64,463,000
Mexico .....	6,500,000	7,500,000	8,500,000
Argentina .....	315,000	137,700	137,700
Bolivia .....	250,300	343,500	343,500
Brazil .....	1,001,100	1,204,200	1,583,700
Chile .....	611,000	340,000	340,700
Colombia .....	2,200,100	2,227,200	2,263,200
Equador .....	132,900	132,900	326,500
Peru .....	116,600	624,000	628,000
Uruguay .....	33,600	38,500	38,500
Venezuela .....	948,500	1,057,400	1,057,400
America Central .....	372,300	465,800	473,700

### PRATA.

	Onças.	Onças.	Onças.
Estados Unidos .....	58,834,800	53,860,000	54,438,000
Mexico .....	45,718,982	53,903,180	56,738,000
Argentina .....	328,170	383,479	383,479
Bolivia .....	6,374,240	8,204,568	8,204,568
Chile .....	3,236,536	2,591,998	2,591,998
Colombia .....	3,407,004	5,047,328	5,483,717
Equador .....	7,734	7,734	7,734
Peru .....	3,847,078	3,278,602	1,951,240
America Central .....	808,676	811,892	716,008

Pode-se formar uma idea do enorme augmento de produção de ouro nos ultimos doze annos considerando que, em 1887, a produção total era de 106 milhões de dollares, e em 1892 havia subido a 146 milhões, isto é, ao maximo conhecido na historia do mundo. Calcula-se que a produção de 1898 é oito vezes maior do que a produção do ouro ao tempo das descobertas da California (1849). O consumo do ouro nas artes e manufacturas é avaliado em 65 milhões, deixando um excedente de 222 milhões disponiveis para moeda.

### PRODUÇÃO UNIVERSAL DO TRIGO EM 1899.

Os calculos referentes á produção universal do trigo no anno de 1899 fornecidos pelo elaborador de estatisticas inglez, Senhor BROOMIALL, indicam uma diminuição geral em todas as partes. Esta feição não se limita aliás á produção do trigo sómente, mas estende-se a quasi todos os outros cereaes. Segundo a auctoridade citada, a colheita total de trigo no mundo é de 2,496,000,000 bushels, o que mostra uma diminuição de 390,000,000 comparado com o anno passado e um excesso de 226,000,000 bushels comparado com 1897. A diminuição maior deu-se nas Americas onde se aponta um decrescimo de 18.6 por cento ou seja uma differença de 168,000,000 bushels. O decrescimo na Europa é quasi igual em quantidade, 163,000,000 bushels, mas a proporção excede apenas ligeiramente de 10 por cento. Á Asia attribue-se um decrescimo de 11 por cento, á Africa de 30 por cento e á Australasia 16 por cento.

As reservas apparentes e não apparentes de trigo, sobras da colheita inexecutada do anno passado, são eomtudo maiores que as dos annos precedentes e compensarão os futuros preços. A estimativa de BROOMIALL orça a reserva de trigo em 240,000,000 bushels mais do que o anno passado, mas diante do decrescimo de 390,000,000 bushels de produção, pode-se antever com certeza que todos os supprimentos aproveitaveis serão requeridos.

Outro ponto para o que a attenção foi ehamada pelo seminario de Bradstreets, ao commentar a situação do trigo, é o grande accrescimo nos fretes maritimos resultante do emprego de navios por fins de transporte pelo Governo Britannico. Tal accrescimo foi consideravel e equi-vale a um augmento especial de varios centavos nos preços do trigo, cujas carregamentas são compellidas a competir com o commercio geral de exportação em materia de fretes para a Enropa. Esta condição serve para explicar, até certo ponto, a congestão no trafico do trigo que se está dando na Argentina e á qual fez-se referencia neste numero do BOLETIM.

## O MERCADO AMERICANO DE CAFÉ.

A seguinte informação sobre as condições e exigências do mercado de café nos Estados Unidos foi recentemente apresentada ao Congresso Internacional Commercial de Philadelphia e faz parte da sua acta de sessão de 11 de Outubro de 1899. O auctor, Senhor A. M. WOOLSON, do Ohio, fornece aos produtores em busea de mercado para seus eafés muitas suggestões valiosas, conforme se pode ver da seguinte transcripção:

O mercado americano de café é sem duvida alguma o melhor do mundo, pela simples razão que nós bebemos mais eafé que qualquer outro paiz. De accordo com o resumo estatístico publicado este anno pelo Governo dos Estados Unidos nós importamos no anno findo a 30 de Junho de 1898, 6,451,000 saccas de café, ou 370,514,455 libras, subindo a \$65,067,631 tomando o custo medio de 7.4 centavos por libra, o que perfaz um consumo avaliado em 11.45 libras por eabeça.

Estes algarismos indicam que nós consumimos quasi tanto café como a Allemanha, França, Austria, Belgica, Hollanda, Russia, Inglaterra, e outros paizes combinados. Por isso pode-se pretender com inteira segurança que o mercado americano de eafé é o mais importante de todos. É de presumir que os delegados estrangeiros desejem saber como os negoeiantes americanos se tornam possuidores de tanto café. Em relação a isto direi que antes de 1860 os commerciantes a retalho compravam o café verde e era elle torrado nas casas dos compradores; porem o genio inventivo e a pericia do mechanico americano aperfeiçoaram os antigos processos de torrefacção com manifesta vantagem dos consumidores, e a percepção d'estas vantagens levou a construeção de varios grandes estabelecimentos de torrar café. O povo acostumouse assim rapidamente a comprar café torrado em vez de verde, pois é natural ao Americano descartar-se de quejandas responsabilidades.

Esta industria desenvolveu-se n'uma extensão tal que presentemente 90 por cento de todo o café importado no paiz é vendido pelos commerciantes ao consumidor depois de torrado. Demais isto offerece real beneficio ao consumidor pois a torrefacção é feita por individuos peritos na profissão, perfeitamente aparelhados com todas as machinas uecessarias e facilidades de executar o processo do qual resulta um producto uniforme e mais desejavel. Alguns poucos lugares no Sul parecem adherir com a maxima tenacidade ao consumo directo do café verde, mas no Norte, Leste, e Oeste o café torrado virtualmente monopoliza o campo.

É para lamentar que tanto do eafé importado contenha pequenas pedras, ou como nós as chamamos diamantes do Brazil; isto obriga o torrefactor a separar por machina estas substaneias estranhas. A media é de quasi uma libra de pedras por sacca. O produtor que nós manda o café mais limpo é recompensado com a classificação mais alta e consequentemente melhor preço obtido pelo seu producto. Temos usado

centenares de toneladas d'essas pedras vindas com o café em calçar nossas rnas e passeios. Sem duvida muitos productores pensão que o café misturado com pedras lhes rende mais, o que é um erro pois o café verde é todo classificado por peritos que collocam o café com pedras abaixo do café livre de impurezas.

### NOTICIAS BIBLIOGRAPHICAS.

Os livros e folhetos offerecidos á Bibliotheca que se referem a assumptos com relação aos paizes da União Internacional das Republicas Americanas se mencionam nesta secção. A permuta de publicações com as do Brazil effectua-se por meio do Smithsonian Institution, Washington, D. C., que as envia á Bibliotheca Nacional do Rio de Janeiro.

O Senhor MANOEL DE OLIVEIRA LIMA, primeiro secretario da Legação do Brazil em Washington, membro da Academia Brasileira e de varios estabelecimentos scientificos, acaba de publicar nma interessante obra sob o titulo "Nos Estados Unidos: Impressões politicas e sociaes." (F. A. Brockhaus. Leipzig, 1899.) Esta obra, notavel em razão do espirito cosmopolita e da sinceridade que transparece em cada nma das suas paginas, é talvez a mais interessante que até agora ha sido escripta por um Sul-Americano acerca d'este paiz, e denota a intelligencia, actividade e estudo do seu auctor, o qual nos poucos annos que conta de residencia nos Estados Unidos conseguiu comprehender perfeitamente o caracter americano e o mechanismo das suas instituições politicas e sociaes. A obra abrange 524 paginas, precedidas de um prefacio explicativo dos intnitos do livro, que são tornar conhecidas no Brazil, "onde se falla ou muito bem ou muito mal dos Estados Unidos," a difficuldade dos problemas sociaes e a grandeza das instituições da grande Republica norte-americana.

Os onze capitulos em que se divide o livro tem as seguintes epigraphes: O Problema Negro—Effeitos da Immigração—As Qualidades do Povo—A Influencia da Mulher—A Sociedade—O Figurino Politico—O Catholicismo e a Educaçãõ—Escriptores Americanos—Politica Externa—Relações do Brazil com os Estados Unidos—Politica Colonial. Ha mais um appendice contendo varias notas relativas a assumptos tratados no corpo do livro. Não é este o primeiro trabalho publicado pelo Senhor OLIVEIRA LIMA, que já é bem conhecido pelas suas obras relativas ao Brazil on de indole litteraria. O auctor está preparando outro livro com o titulo "Idéas Fundamentaes da Politica Norte-Americana," que deve ser do maximo interesse a julgar pelo modo pelo qual se acha tratado o assumpto no livro "Nos Estados Unidos."



# BULLETIN MENSUEL

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### RÉPUBLIQUE ARGENTINE.

#### RARETÉ DES VAPEURS POUR L'EXPORTATION DES CÉRÉALES ARGENTINES.

D'après les informations que M. le Consul de France, à Cordoba, a adressées récemment à son gouvernement, il existe actuellement dans les dépôts du chemin de fer de Cordoba à Rosario 1,400,000 sacs de blé ou de maïs; dans ceux du Central Argentin 560,000 sacs; dans ceux de Bueno-Aires et Rosario 150,000 sacs, et dans ceux du chemin de fer français de Sauta-Fé 60,000 sacs, qui attendent leur expédition pour l'Europe.

Si, à cette quantité, on ajoute celle de 8,000 tonnes déposées dans des granges particulières et deux fois autant dans les gares intermédiaires des réseaux ferrés, on arrive à une quantité approximative de 400,000 tonnes de céréales qui, faute de voiliers et de vapeurs disponibles pour leur embarquement, encombrant les ports et les stations d'arrivée, rendent difficiles les opérations de traction et d'emmagasinage et retardent l'arrivée de nouveaux convois venant de l'intérieur. Les transactions en sont même paralysées ou ne s'opèrent que dans des conditions désastreuses pour les agriculteurs puisque les exportateurs se refusent à acheter le grain aux prix courants, de crainte que la rareté des navires ne se perpétue et ne les empêche d'assurer, avant longtemps, l'expédition à l'extérieur de leurs commandes. Les armateurs, dit le consul, font payer actuellement, en moyenne, 27 shillings par tonne de fret, et il est à craindre, ajoute-t-il, qu'à la clôture de la récolte du maïs ils demanderont 30 shillings, prix vraiment excessif si on le compare à celui exigé par les chargeurs opérant en d'autres pays et à celui en cours l'année dernière, à pareille époque, et qui atteignait à peine 15 shillings.

On calcule que le transport des 400,000 tonnes de céréales actuellement destinées à l'exportation nécessitera environ 150 navires. Or, dans le courant des mois d'août, septembre et octobre, il arrivera dans les ports du Rio de la Plata 100 vapeurs dont 60 à 70 seulement pourront charger du grain. Il s'ensuit que la prochaine récolte de blé surprendra l'Argentine avec 200,000 tonnes de céréales non encore exportées, fait qui aura pour résultat de maintenir la cherté du fret et de grever les dépenses du producteur; et il est en effet avéré que l'exportateur fixe ses conditions d'achat suivant le prix plus ou moins élevé du fret. Le Consul dit que cette rareté toujours croissante de navires a pour causes: d'une part la diminution de l'importation, de l'autre les droits fiscaux très élevés que paient les bâtiments dans les ports argentins, sous forme de droits d'ancrage, de séjour, de quai, etc.

Les renseignements ci-dessus mentionnés par M. le Consul de France peuvent servir d'avertissement utile aux armateurs américains, et indiquent à leur activité un champ fructueux à exploiter surtout les années de bonne récolte et même de récolte moyenne.

Le Consul de France informe aussi son gouvernement qu'un syndicat composé des vingt principaux meuniers de la province de Buenos-Ayres s'est dernièrement constitué, sous le nom de "Société nationale des fabricants de farine," et que le président de ce syndicat, en réponse à une note que lui avait adressée le Ministre de la République Argentine au Brésil, relativement à la situation et à l'avenir du commerce des farines dans le pays de sa résidence, vient de lui envoyer une lettre dans laquelle il lui signale ce qui suit:

"Bien qu'à première vue on puisse croire que, vu la plus grande distance qu'il faut parcourir les bâtiments qui transportent au Brésil les farines de l'Amérique du Nord, nous possédions, en faveur des nôtres, un avantage en ce qui concerne le coût du fret, il n'en est pas ainsi pourtant, puisque nos rivaux envoient bien souvent leur marchandise par voiliers et en payant un fret très bas, tandis qu'ici, par suite de la grande abondance des produits d'exportation et la rareté des navires, nous devons payer un fret trop élevé."

Ainsi que le démontre la lettre ci-dessus, les armateurs américains auraient une autre occasion d'étendre leurs opérations sur le fret à destination du Brésil, notamment les farines.

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## BRÉSIL.

### GISEMENTS MONAZIFÈRES.

*Bahia.*—Des gisements monazifères d'une grande importance viennent d'être découverts à Bahia dans la propriété de Mr. PASSOS fils, député de cet Etat; on les croit plus riches en métaux rares que les fameux sables de Prado explorés également de Bahia. Diverses analyses d'échantillons ont été faites, et d'un kilog. de minerai il été retiré: 140

grammes d'oxalate de corium, 305 grammes de sulfate de thorium, 120 grammes d'oxalate de zincornium, 95 grammes de carbonate de cerium, 20 grammes de fer et 420 grammes de micaline, de chaux et d'argile.

#### IMPORTATIONS DE POMMES DE TERRE ET DE LÉGUMES AU BRÉSIL.

La légation de Belgique au Brésil vient d'écrire à son gouvernement que l'apparition de la peste à Porto a rendu impossible l'importation au Brésil de certains articles, tels que les pommes de terre, les oignons, les fruits, les conserves alimentaires, etc., que le Portugal expédiait auparavant en très grandes quantités dans ce pays. Pour la pomme de terre, le prix à Rio de Janeiro a augmenté récemment de 50 pour cent (15 milreis au lieu de 10), et le moment semble favorable pour les exportateurs des États-Unis pour chercher à placer ces articles sur le marché du Brésil.

En 1898, les exportations de pommes de terre de Belgique se sont élevées à 156,823,404 kilogrammes, dont 345,650 kilogrammes ont été expédiés au Brésil.

Il résulte, d'autre part, d'une communication du Consul de France à Bahia, que la situation est la même dans cette ville et qu'il y a lieu de croire qu'elle durera encore quelque temps.

Les principales maisons de la place de Bahia se livrant à l'importation des pommes de terre, aux, oignons, fruits, conserves alimentaires, huiles et vins, sont les suivantes: CONDE FILHO & CIE.; BERNARDO LOPES & CIE.; MOTTA SILVA & CIE.; SILVA & CIE.; FORTUNATO PINHO AVELAR & CIE.; CASTILLO BRANCO FERREIRA; MATHEUS DOS SANTOS & CIE.

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## CHILI.

### LE PORT DE PUNTA ARENAS.

"Le Moniteur Officiel du Commerce" du 28 septembre 1899 publie un article très intéressant sur les conditions présentes et futures de Punta Arenas qui peut-être rangée parmi les villes de l'Amérique du Sud qui se développent avec une rapidité presque phénoménale. Il y a peu d'années, Punta Arenas était tout bonnement un petit village avec quelques pauvres maisons; à présent, il est en train de devenir une grande ville avec des édifices splendides, de larges rues éclairées à l'électricité et présentant un aspect général florissant. En outre des constructions spacieuses où se trouvent des clubs et les administrations publiques, on y a bâti récemment un théâtre qui égale en dimensions et en élégance ceux de Santiago et de Valparaiso.

Le territoire de Magellan, qui a près de 200 kilomètres carrés, abonde de toutes espèces de richesses agricoles et le stock du bétail s'accroît remarquablement chaque année. Il existe à Punta Arenas un grand

marché pour les commerçants en laine, peaux, bœuf (salé et sec), graisse et suif. On estime qu'il y a dans ce territoire de 60,000 à 100,000 têtes de bétail, de la valeur de 30 shillings à 2 livres sterling par tête que l'on peut envoyer en Europe ou utiliser dans les usines de viande conservée établies dans le district. A Punta Delgada, WALDRON et WOOD ont déjà fondé un établissement de ce genre qui marche très bien. Il y aurait également de bonnes affaires pour la tannerie.

On estime que l'année dernière on a exporté de Punta Arenas des peaux de vache et de bœuf pour près de 200,000 dollars; il y a également eu une exportation considérable de peaux de mouton. Si ce district continue à se développer dans les mêmes proportions que les dernières années, le Chili prendra bientôt rang parmi les plus grands producteurs de laine du monde. De nombreux steamers appartenant aux lignes européennes font escale mensuellement à Punta Arenas et le Gouvernement chilien, en vue de faire face aux nécessités de ce port, inaugurera sous peu, entre Valparaiso et Punta Arenas, un service pour voyageurs et marchandises avec les deux transports *Casena* et *Angamos*. À présent les allemands occupent la première place pour le commerce dans ce port, qui mérite l'attention des autres nations.

#### PROJET DE CONSTRUCTION D'UN BASSIN DANS LE PORT DE VALPARAISO.

Le Consul de France à Valparaiso a fait connaître à son Gouvernement que les dernières tempêtes ont détruit en grande partie les quais du port de cette ville et rendu nécessaire la construction d'un bassin.

Un exemplaire (texte espagnol) du projet présenté à cet effet au Gouvernement chilien par la Compagnie des docks flottants, est déposé à "l'Office national du commerce extérieur," 3, rue Feydeau (Paris), où les intéressés pourront en prendre connaissance tous les jours non fériés, de 10 heures à midi et de 2 heures à 5 heures.

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## COLOMBIE.

### FAITS DIVERS.

Une compagnie anonyme au capital de \$4,000,000 est en formation pour établir à Medellin une importante fabrique de tissus de coton.

Il résulte d'un rapport adressé au Ministre de l'intérieur de cette République, par la Direction de la statistique nationale de ce même pays, que les exportations par les ports colombiens au cours de l'année 1898 se sont élevées à \$19,735,733.84 or, et les importations à \$11,346,028.12 or. La balance commerciale pour ladite année se solde donc par une somme de \$8,389,705.72 or, en faveur de la Colombie.

## GUATEMALA.

## DROITS DE RÉEMBARQUEMENT DES MARCHANDISES ÉTRANGÈRES.

Un arrêté du Président de la République de Guatemala en date du 6 septembre 1899, dispose, qu'à compter du même jour, on percevra dans les douanes des ports de la République deux pesos par kilogramme de poids brut pour droits de réembarquement sur les marchandises étrangères. Antérieurement, la taxe de réembarquement était seulement de 1 peso par 50 kilog. de marchandises, poids brut.

## HAÏTI.

## PERSPECTIVES AGRICOLES ET COMMERCIALES.

Le futur développement d'Haïti, d'après les conditions existantes, a formé le sujet du discours que M. J. NICOLAS, Consul-Général de la République d'Haïti à New York, a prononcé devant le Congrès Commercial International à Philadelphie. Ce fonctionnaire a donné de nombreux détails très intéressants sur les progrès intellectuels et politiques de ce pays qui indiquent le caractère énergique de cette République et a exprimé le désir prédominant des habitants de resserrer plus étroitement les liens d'amitié qui les unissent au peuple des Etats-Unis.

En parlant de la perspective agricole et commerciale, ce fonctionnaire s'exprime ainsi :

\* \* \* \* \*

“Les principaux articles exportés d'Haïti sont: le café, le cacao, le bois de campêche, le bois d'acajou, le bois jaune, le coton, la cire, le miel, les peaux et les cuirs, le bois de gaïac, la gomme de gaïac, les coquillages de mer, les écailles de tortue, les écorces d'orange, le gingembre, le rhum, etc.

“La dépréciation du prix courant du café a affecté Haïti de même que les autres pays qui produisent le café. C'est pour cette raison, due à l'excès de production, que Haïti a commencé à donner une nouvelle impulsion à son agriculture en lançant l'industrie sucrière, la culture du tabac, celles du ricin et du coton, toutes sur une assez vaste échelle.

“Malgré la grande consommation du pays, Haïti exporte annuellement de 70,000,000 à 86,000,000 livres de café, et afin de soutenir avantageusement la concurrence des autres marchés productifs et surtout pour maintenir la place que son café a toujours occupée sur les marchés européens où il est préféré à cause de son parfum et de son goût exquis, le Gouvernement a encouragé l'établissement de machines pour

nettoyer et le préparer proprement pour l'exploitation. Les machines ont été achetées pour la plupart aux États-Unis. Il existe cependant encore un champ ouvert pour de nouvelles demandes de machines, demandes qui deviendront de plus en plus nombreuses au fur et à mesure que la concurrence deviendra de plus en plus active.

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“En prenant l'année 1893 comme moyenne, le total du commerce extérieur d'Haïti s'est monté à \$19,770,867.91, les exportations figurant pour \$12,163,059 et les importations pour \$7,607,817, sans compter l'importation spécifique de \$1,131,235 en or américain.

“Pour se faire une idée de l'importance du développement du commerce de Haïti avec les États-Unis, il faut remarquer que l'importation des produits américains est plus grande que toutes les importations réunies de France, d'Angleterre et d'Allemagne.

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“En 1872 les importations des États-Unis s'élevaient à \$2,487,210; en 1893 elles se montaient à \$5,389,169.05. On peut ainsi voir que les importations des États-Unis ont presque triplé en vingt et un ans, une preuve convaincante que le commerce avec les États-Unis a augmenté considérablement. Ce développement augmentera au fur et à mesure que Haïti construira des chemins de fer qui lui permettront de faire connaître et d'exploiter les ressources des localités les plus éloignées.

“C'est aux États-Unis que les rails et les locomotives pour le chemin de fer du Cap Haïtien ont été achetées; c'est aussi là que cette République s'est procurée tout le matériel pour les tramways de Port-au-Prince et de Aux Cayes; c'est aussi aux États-Unis que M. B. PROPRIETE, concessionnaire du nouveau chemin de fer a l'intention de s'adresser pour ses matériaux, et c'est là que le Gouvernement d'Haïti a acheté ses ponts et le matériel pour ses fonderies et son bassin à radoub à Port au Prince.

\* \* \* \* \*

“Pendant les trois années qui viennent de s'écouler, la production du cacao et du coton a doublé.

\* \* \* \* \*

“En dehors de la culture du tabac et de l'industrie sucrière qui, comme il a été déjà dit plus haut, ont été reprises sur une vaste échelle, il existe dans le pays des savonneries, des chandelleries, des fabriques d'allumettes et de glace, des brasseries, des fabriques de vermicelle, de macaroni, de faïence, des briqueteries et des manufactures de cigares. Les fabriques d'alcool et de rhum sont plus particulièrement les spécialités des villes de Port-au-Prince et de Aux Cayes.

“Des mines de charbon, de fer, de porphyre, de gypse, de soufre et d'autres minéraux ont été découvertes et on sait qu'elles existent dans les différentes parties du pays. On va bientôt en exploiter une de fer et de gypse. A cet effet, une compagnie, au capital de cinq millions de dollars (\$5,000,000) a été récemment organisée à New-York et ses

ingénieurs sont déjà sur place et à la besogne. On anticipe avec confiance que ces deux articles trouveront un marché aux Etats-Unis, les demandes pour le fer devenant de plus en plus importantes. Quant au gypse, Haïti a l'avantage sur la Nouvelle-Ecosse qui fournit cet article aux Etats-Unis, en étant capable de le délivrer pendant toutes les saisons de l'année.

“Haïti est en communication avec tous les pays civilisés du monde par deux câbles sous-marins: l'un, le câble transatlantique français; l'autre, la compagnie du câble des Etats-Unis et d'Haïti.

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“La question de crédit est un obstacle au développement du commerce entre Haïti et les Etats-Unis, et il serait à désirer que les fabricants prolongeassent le crédit afin que les acheteurs pussent faire profiter des mêmes privilèges les marchands d'Haïti.

“Les personnes qui ont parcouru l'Amérique Centrale et les Antilles, vous diront que les trois mois de crédit qui sont généralement accordés par les maisons de commission américaines, sont insuffisants pour ces pays.

“Nul ne peut espérer trouver dans ces pays l'énergie notable qui est déployée à Chicago et à New York dans les affaires. C'est pourquoi il serait à désirer que, comme en Europe, les maisons de commission accordassent au moins neuf mois de crédit aux marchands de ces pays.

“Il existe encore une autre défectuosité, c'est la paucité ou le manque d'un système d'agiotage entre Haïti et les Etats-Unis.

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## MEXIQUE.

### LE COMMERCE DU BOIS DANS L'ÉTAT DE TABASCO.

L'Etat de Tabasco est celui où l'exploitation des bois précieux a pris depuis longtemps le plus d'importance. Le terrain si fertile y produisait des arbres d'une grosseur extraordinaire, et leur transport jusqu'à la mer était facile, grâce au magnifique réseau de cours d'eau qui sillonne le pays. Mais l'exploitation, faite souvent d'une manière inconsidérée, a fini par déboiser les forêts, au moins dans leurs parties accessibles, des beaux échantillons de cèdres et d'acajous. Il n'y reste plus maintenant que des arbres de seconde qualité, c'est-à-dire de moins de dix-huit pouces, et les principaux exploitants de San-Juan-Bautista ont dû transporter leur industrie au delà des limites de Tabasco, dans le nord de Chiapas, jusqu'au Guatemala.

Certaines maisons y ont acheté des forêts à l'Etat en toute propriété, d'autres ont conclu avec lui des contrats en vertu desquels elles ont acquis le droit exclusif, durant un temps déterminé, d'abattre les cèdres et acajous dans les régions dont la concession leur est donnée. Ce contrat donne aux concessionnaires le droit de couper les cèdres et

acajous ayant au moins deux mètres de circonférence à la base, d'exploiter les arbres à caoutchouc, ainsi que les autres gommés et résines. La redevance est d'une demi piastre par cèdre ou acajou, de 24 piastres par tonne de caoutchouc et de 18 piastres par tonne de chicle. L'exploitant peut aussi élever du bétail dans sa concession, moyennant une redevance annuelle de 50 centavos par tête.

Mr. MARTIN, un Belge, établi à San Juan-Bautista, vient d'obtenir de cette manière de très belles forêts sur un des affluents de l'Usamacinta.

L'exploitation des bois précieux a donc, comme on le voit, remonté les rivières et se trouve maintenant à près de 500 kilomètres de leur embouchure, dans la région du nord de Chiapas et même au Guatemala. On y trouve des arbres énormes. Le Consul de Belgique écrit qu'on lui a montré 61 pièces de bois d'acajou équarri qui représentaient ensemble un poids total de 140 tonnes.

Les exploitants font en ce moment de beaux bénéfices. La tonne de bois d'acajou équarri sur le haut Usamacinta leur revient, rendue à la mer, à 18 piastres, et les prix de vente sont: 60 piastres pour la 1<sup>ère</sup> qualité, 35 pour la 2<sup>ème</sup> qualité, c'est-à-dire pour les bois de moins de 18 pouces, 22 pour la 8<sup>ème</sup> qualité, c'est-à-dire de moins de 14 pouces.

L'abatage se fait par entreprise. L'ouvrier reçoit 6 piastres par tonne de bois abattu et équarri. Il peut arriver de cette façon à gagner 1½ piastre par jour. Une fois équarries, les pièces de bois sont jetées à la rivière et on laisse au courant le soin de les amener jusqu'à un certain point, où chaque propriétaire repêche les bois portant sa marque. On en fait des radeaux qui descendent le fleuve jusqu'au port d'embarquement, à Frontera ou à Carmén. Sur certaines rivières, il faut des mois entiers pour que le courant amène le bois à l'endroit où les radeaux sont formés. C'est aussi à cause de ce mode de transport que l'exportation se trouve souvent interrompue durant la saison sèche.

Il serait difficile maintenant d'acquiescer de l'Etat, dans de bonnes conditions, des forêts riches en bois précieux. Les maisons de San-Juan-Batista ont acquis en propriété ou en location toutes les parties bien situées le long des cours d'eau. Les forêts encore disponibles sont situées derrière ces bandes de terrains déjà aliénés qui s'étendent sur les deux côtés des rivières, et alors les frais de transport deviennent trop grands pour qu'on puisse actuellement faire l'exploitation avec bénéfice.

Il existe aussi de magnifiques forêts plus au sud, dans l'Etat de Chiapas, mais elles ne sont pas traversées par des cours d'eau, de sorte qu'il ne sera possible de les mettre en valeur qu'en y construisant des chemins de fer. Les personnes qui désireraient entreprendre l'exploitation des forêts pourraient s'en faire céder directement par les particuliers. En ce moment, une maison importante de San-Juan-Batista est en négociations pour vendre d'énormes étendues moyennant 400,000 piastres à une compagnie qui s'est constituée pour les exploiter.

Dans l'Etat de Tabasco même, les forêts ont été écrémées; les gros arbres d'acajou ont disparu. Toutefois, il en reste, d'excellente qualité,



quoique de petite dimension, sur tout le littoral entre Coatzacoalcos et Frontera. On les expédie par les petits ports de Tonalá, Santa Ana et Chiltepec. Quant au bois de teinture, il en existe encore de grandes quantités. C'est d'ailleurs un bois qui repousse en une quinzaine d'années, tandis qu'une forêt d'acajon est l'œuvre des siècles. La maison Valenzuela possède de grandes forêts de bois de campêche dans le district d'Usamacinta.

L'exploitation totale de Tabasco, en y comprenant celle du Nord de Chiapas et de quelques parties du Guatemala, voisines de la frontière, s'élève annuellement à environ 24,000 tonnes de bois d'ébénisterie et 50,000 tonnes de bois de teinture. Les expéditions se font par Frontera et Carmen.

Voici les noms des principales maisons de San Juan-Batista exploitant les bois de cèdre et d'acajou avec le chiffre de leurs exportations en 1898: BULNES ET CIE., 5,500 tonnes; ROMANO ET CIE, successeurs, 4,800 tonnes, presque tout en destination pour New-York; Valenzuela, 2,000 tonnes d'acajou et 3,000 tonnes de bois de teinture; the Guatemalan and Mexican Mahogany Export Company, 4,000 tonnes, MARTIN ET CIE. Ces maisons possèdent des étendues énormes de forêts au delà de la frontière de Tabasco. La maison BULNES a acquis, en 1881, 120,000 hectares dans l'État de Chiapas sur un affluent de l'Usamacinta, au prix de 50 centavos seulement l'hectare. On n'exploite dans ces forêts que l'acajou et le cèdre, mais elles renferment d'autres essences en abondance. Dans la collection que la maison ROMANO se dispose à envoyer à l'Exposition universelle de Paris, se trouvent des échantillons de bois extraordinaires qui auraient une grande valeur pour l'ébénisterie de luxe. Ces bois ne sont pas dans le commerce, certains d'entre eux ne se rencontrent que dans la montagne; leur transport jusqu'à la rivière est trop dispendieux. D'autres ont un poids spécifique supérieure à celui de l'eau, de sorte qu'il n'y a pas moyen de les diriger vers la mer en les confiant au courant des rivières.

#### L'INDUSTRIE DES TISSUS DANS LA RÉPUBLIQUE.

D'après les tableaux qui ont été dressés en vue de la perception des impôts sur la filature et les tissus de coton, durant la dernière année fiscale, il y a eu au Mexique 125 filatures, fabriques de tissus et d'impressions. Ces fabriques comptent 491,443 broches et 14,759 métiers; 23,731 ouvriers y travaillent. Elles ont consommé, du 1<sup>er</sup> juillet 1898 au 30 juin 1899, 13,071,130 kilogrammes de coton; elles ont produit 5,375,882 pièces de tissus divers et 965,711 kilogrammes de filasse. La valeur de ces articles est de 14,963,299 piastres.

L'industrie des manufactures de coton paraît être actuellement une des industries les plus prospères de la République. Il paraît que plusieurs factoreries font des dividendes de 40 pour cent l'an et que pratiquement il n'y a pas de concurrence, la production étant de loin inférieure à la demande intérieure.

## FAITS DIVERS.

Le vapeur *Seneca* de la ligne "Ward" est parti récemment de Vera-Cruz pour la Havane et autres ports enbains avec un très important chargement composé en majeure partie de café provenant de Oaxaca et de Coatepec; de tabac provenant du canton de Tuxila et d'une grande quantité d'œufs. L'exportation du bétail du Mexique à Cuba continue sur une vaste échelle. Elle s'effectue à bord de vastes bâtiments aménagés d'une façon spéciale.

MM. LIONS frères et ADRIEN REYNAUD viennent de monter près d'Atlixco, Etat de Puebla, une grande fabrique de cotonnades. Cette nouvelle fabrique est située à trois kilomètres environ de la petite ville d'Atlixco à laquelle elle est reliée par une ligne de tramways que l'on a précisément inaugurée le même jour. Les bâtiments tout neufs, sont vastes et largement aérés, toute la fabrique est éclairée à l'électricité et elle est dotée de machines, pour la plupart françaises, du dernier modèle. Près de cinq cents personnes y seront occupées toute l'année.

## NICARAGUA.

## ACQUISITION D'UN NOUVEAU NAVIRE DE GUERRE.

"Le Nouveau Monde" du 7 octobre 1899 contient un entrefilet annonçant que le gouvernement de la République du Nicaragua a fait l'acquisition d'un nouveau navire de guerre qui a été baptisé *Osorno*. Le même entrefilet dit aussi que récemment le Président ZOLAYA a eu, dans le Golfe de Fonseca, une entrevue avec le Président du Honduras, M. SIERRA, et qu'il y a lieu de considérer cette entrevue comme une ratification des liens fraternels qui unissent déjà les deux républiques voisines.

## PÉROU.

## DEMANDE DE CATALOGUES D'APPAREILS ÉLECTRIQUES.

Le Ministre de France à Lima a informé récemment son gouvernement que plusieurs ingénieurs et mécaniciens-électriciens français, domiciliés au Pérou, ont sollicité l'intervention de la Légation française, en vue d'obtenir des catalogues relatifs aux articles de leur spécialité. Ces demandes visent spécialement: Matériel d'éclairage, fils, cordons flexibles, douilles, lampes, générateurs pour la transmission de la force électrique, appareils de télégraphie, téléphonie, etc.

Ce fonctionnaire écrit aussi que des catalogues de machines-outils à travailler le bois sont demandés à Lima.

## AFFAIRES INTÉRIEURES.

Le Recueil Consulaire du Royaume de Belgique pour l'année 1899 contient un rapport très détaillé sur les affaires intérieures de la République Péruvienne que M. C. RENOZ, Consul de Belgique à Lima, a fait parvenir à son gouvernement, le 27 octobre 1898. Ce fonctionnaire écrit, au sujet de la Loi du timbre en vigueur au Pérou, qu'il y a deux espèces de timbre; les timbres fixes ou papier timbré, et les timbres adhésifs. Les uns et les autres sont émis tous les deux ans et ne peuvent être employés que pendant le cours des deux années pour lesquelles ils ont été créés. Le papier timbré ne s'emploie que pour les actes officiels ou judiciaires et les timbres adhésifs pour les transactions commerciales.

Les timbres actuellement en usage sont de cinq valeurs différentes, savoir: 5 sols, 1 sol, 25 centavos, 10 centavos, et 2 centavos.

Pour l'application de la taxe, on suit les règles suivantes:

Chaque exemplaire du manifeste d'un navire à voile ou à vapeur, venant de l'étranger, sans itinéraire fixe, doit être revêtu d'un timbre de 5 sols. Cette taxe n'est que 2 sols au lieu de 5 pour les navires à itinéraire fixe et qui font escale dans plusieurs ports péruviens. Pour les navires qui arrivent sur l'est, elle est réduite à 1 sol.

Les lettres de change, tirées de l'étranger, doivent être revêtues des timbres nécessaires, soit au moment de l'acceptation, soit au premier endossement dans le pays, soit au moment du paiement.

Les lettres de crédit sont exemptes de l'impôt du timbre.

Les chèques sur les banques ne portent qu'un timbre de 2 centavos, quel que soit le montant de la somme qu'ils représentent. Toute infraction à la loi est punie d'une amende de quatre fois la valeur des timbres omis. Cette peine est appliquée à celui qui a accepté le document, aussi bien qu'à celui qui l'a émis. Le fisc perçoit donc, en ce cas, huit fois la taxe ordinaire.

Le Consul donne une description graphique des efforts faits par le gouvernement à fin d'établir un complet changement de système monétaire et cite les lois du 11 et du 29 décembre qui prescrivent que les droits de douane seront payés en livres sterling, à raison d'une livre sterling pour 10 sols fixés par le tarif douanier.

Les lignes télégraphiques du Pérou s'étendent graduellement et atteignent aujourd'hui une longueur totale de 3,000 kilomètres et les rapports pour les années 1896 et 1897 montrent une augmentation de recettes et une réduction de dépenses. M. le Consul RENOZ considère qu'il faut chercher la cause du peu de mouvement des lignes télégraphiques dans l'élévation du tarif. La taxe est, en effet, pour tous les points du territoire indistinctivement, de 40 centavos par dépêche ne dépassant pas dix mots, y compris l'adresse et la signature. Au-dessus de ce nombre, chaque mot supplémentaire coûte 4 centavos. Les trop fréquentes interruptions du service ont également une influence fâcheuse sur les recettes. Les poteaux, qui sont en bois, pourrissent

et tombent; les fils, en fer galvanisé, s'oxydent rapidement et se brisent, principalement sur la côte, d'où des intermittences de recettes et des sources continuelles de dépenses. Pour assurer un service stable, il faudrait avoir des poteaux en fer et des fils en bronze phosphoreux.

Le tarif postal péruvien, pour la correspondance en destination de l'étranger, a encore été augmenté depuis le 1<sup>er</sup> janvier 1898. D'après la statistique péruvienne, le mouvement général des postes a été de 7,174,857 pièces en 1896 et de 12,760,771 pièces en 1897, soit près de 78 pour cent de plus que l'année précédente.

Parmi les voies de communication dont l'établissement se poursuit actuellement, il faut citer la route centrale ou du Pichis.

L'impérieuse nécessité d'établir une voie terrestre entre la capitale du pays et la région basse de Montana, porta le gouvernement péruvien, il y a une couple d'années, à ouvrir une artère jusqu'à un point navigable d'un des principaux affluents de l'Amazonie. Il existait déjà à cette époque, à partir de la Oroya, un chemin passant par Iarma et traversant toute la vallée du Chanchamayo jusqu'à un point nommé San-Luis de Shuaro. Il convenait, évidemment de profiter de ce qui était déjà fait; seulement, la principale difficulté consistait à choisir une rivière qui permit réellement de descendre ensuite par eau, sans encombre et en toute saison, jusqu'à l'embouchure de l'Amazonie. Les avis, à cet égard, étaient très différents. Les ingénieurs du gouvernement recommandaient le Pichis; d'autres, qui avaient aussi fait des explorations dans ce dédale de cours d'eau, prétendaient qu'il existait des rivières, entre autres le Mayo, beaucoup plus propices à la réalisation du projet:

Finalement, après la victorieuse démonstration de la navigabilité du Pichis, faite par un petit bateau à vapeur qui remonta le courant depuis Iquitos jusqu'à la rivière susdite, ce fut la route du Pichis qui l'emporta, et les travaux commencèrent. On a déjà terminé 145 kilomètres dans la direction de la rivière et on calcule qu'il n'en reste plus qu'une trentaine à faire pour arriver au point terminus de la route ou Puerto Bermudez, d'où partiront plus tard les petits bateaux à vapeur qui feront le service entre ce port et celui d'Iquitos. Le Pichis se jette dans le Pachitea, et celui-ci dans l'Ucayali qui, comme on sait, prend le nom de fleuve des Amazones, à sa jonction avec le Marañon. Après l'achèvement de la route de Pichis, le voyage entre les deux océans s'effectuera de la manière suivante: du Callas à la Oroya, en chemin de fer, 220 kilomètres; de la Oroya à Puerto Bermudez, à cheval, environ 300 kilomètres; de Puerto Bermudez à Iquitos, en bateau à vapeur, approximativement 1,500 kilomètres; et d'Iquitos aux bouches de l'Amazonie, 3,500 kilomètres. Total: 5,520 kilomètres.

On estime que le trajet de Lima à Iquitos pourra alors se faire en une dizaine de jours et même moins, ce qui sera un immense progrès sur les deux ou trois mois qu'il faut aujourd'hui pour le même voyage.

L'activité pour atteindre ce but est grande. Pendant l'année 1897, il a été dépensé de ce chef une somme de 356,353 sols, ce qui, vu l'état actuel des finances, prouve tout l'intérêt qu'on attache à l'exécution de cet important projet.

Un rapport favorable est fait des conditions agricoles du pays; le café et le cacao étant spécialement désignés comme augmentant en quantité et en valeur. Quoique la production du coton augmente tous les ans, ce produit ne figure pas aussi largement qu'autrefois dans les exportations, mais cette circonstance peut être due probablement à la consommation des fabriques de tissus qui se sont établies depuis lors dans le pays. Les exportations et les importations du saindoux ont diminué d'où l'on peut conclure que la production de saindoux national a augmenté. La laine d'alpaca, dont l'exportation annuelle atteint une valeur de 2,000,000 sols, est la principale branche commerciale de la partie méridionale du Pérou.

Le mouton, le lama et l'alpaca sont élevés dans la région andine des départements d'Arequipa, de Puno, de Cuzco et d'Apurimac, dont les plaines sont situées à environ 4,000 mètres au dessus du niveau de la mer; cependant la laine de l'alpaca est la plus estimée et vaut le double des deux autres espèces. La tonte de l'alpaca se fait tous les deux ans, généralement pendant la saison des pluies, et chaque animal donne de 1 à 2 kilogrammes d'une laine de 20 centimètres de longueur. On a remarqué que lorsque les pluies sont peu abondantes, la laine est moins belle. Jusqu'à présent, le seul marché pour la vente des laines d'alpaca est Liverpool, quoique les exportateurs péruviens aient maintes fois cherché d'autres débouchés. Parfois même, il a fallu réexpédier à Liverpool des laines qu'on ne serait parvenu à vendre à New-York qu'avec une perte trop grande, les américains semblant préférer s'approvisionner à Liverpool. Ce système prouve seulement la grande force de l'habitude.

Comme les acheteurs du continent européen font la même chose, la suprématie du marché de Liverpool, qui compte, en outre, sur la forte consommation des fabriques de Bradford, est largement assurée pour les laines d'alpaca. La production de cette laine n'a pas varié depuis vingt ans; elle conserve une moyenne annuelle de 45,000 quintaux ou 2,000 tonnes. On l'exporte en balles de 130 à 150 livres. L'élevage de l'alpaca ne se pratique qu'au Pérou. Les essais d'acclimatation tentés en Australie et dans d'autres pays n'ont pas réussi. Aujourd'hui il est strictement défendu d'exporter un de ces animaux vivant.

La principale industrie qui existe au Pérou est l'industrie minière et les usines installées dans le pays pour le traitement des minerais augmentent continuellement. Le changement le plus notable à constater dans cette industrie est l'importance que l'on attache aux mines de cuivre dont l'extraction dans le district de Cerro de Pasco est seulement ralentie par suite du manque de transport.

M. RENOU, en traitant la question du caoutchouc est de l'avis des

autres écrivains, et recommande d'établir des plantations destinées à suppléer à la destruction inévitable qui se produit dans les forêts, et cela à cause des méthodes employées actuellement pour extraire la sève des arbres. Il considère cependant cette destruction comme un événement éloigné car les forêts au Pérou sont très riches en caoutchouc, et il donne les raisons suivantes en faveur de cette République comme champ d'opérations: les droits d'exportation peu élevés et la salubrité du climat.

L'Angleterre et l'Allemagne occupent le premier rang dans le commerce du Pérou, les Etats-Unis viennent après; les articles de provenance anglaise étant: les tissus de coton, les sacs d'emballage, le mercure, les huiles de colza et de palme, les voies portatives, les fers, les machines, les soieries, les draps communs, les papiers, la dynamite et la soude caustique; tandis que les produits importés d'Allemagne sont les suivants: les chapeaux, les machines agricoles et minières, les tissus de laine et la bière.

#### COLONISATION DE LA RÉPUBLIQUE.

Le "Nouveau-Monde," du 4 novembre 1899, publie un article très intéressant au sujet de la colonisation au Pérou qui dit que le Gouvernement Péruvien s'est préoccupé de la mise en valeur des quantités considérables de terrains dont il dispose dans l'immense étendue de son territoire national. Dans ces dernières années, les efforts du Gouvernement Péruvien ont porté plus spécialement sur les régions inter-andines, au milieu desquelles se trouvent des vallées particulièrement favorisées par la salubrité du climat et la fertilité du sol. Jusqu'à ce jour, cependant, ces tentatives de colonisation n'ont obtenu que des succès partiels. Le manque de bras, les difficultés de communication, la baisse des produits agricoles, café, coca, etc., le prix élevé des transports sont autant d'obstacles qui s'opposent à la colonisation sur une grande échelle de régions qui, à divers point de vue, offrent de réels avantages. Le courant d'émigration qui emporte chaque année des milliers de travailleurs vers l'Amérique du Sud est absorbé par le Brésil et la Plata; le Pérou ne reçoit que des isolés, généralement des Italiens, attirés par la présence de leurs compatriotes établis en assez grand nombre au Pérou, et quelques rares Français. Parmi eux, les ouvriers agricoles proprement dits sont en petit nombre; l'éloignement de cet élément de population s'explique suffisamment par le cours des salaires agricoles; un ouvrier indigène employé sur une hacienda de canne à sucre n'est payé, en moyenne, que 80 centavos, ou un sol par jour. L'agriculteur européen ne peut donc trouver de place au Pérou que comme chef ou propriétaire d'exploitation. C'est dans ces conditions qu'ont été installés les colons européens de Chanchamayo.

Les débuts de la colonisation de cette vallée remontent à plus de vingt-cinq ans, mais ce n'est que depuis quelques années qu'une impulsion plus énergique a été donnée à l'agriculture.

La vallée du Chanchamayo, dont le centre de population le plus con-

sidérable est la Merced (2,000 habitants) tire son nom du fleuve formé par la réunion des rivières Oxabamba et Tulumayo et se trouve située sur le versant oriental de la Cordillère des Andes. Elle est unie en communication avec la côte du Pacifique par le chemin de fer du Callao à la Oroya (219 kilomètres); une route muletière relie ce dernier point à la Merced (deux jours de cheval). Le nombre des haciendas de cannes à sucre est de 18; celui des plantations de café, de 282; le nombre des ouvriers employés sur ces exploitations est d'environ 5,000, chiffre qui est bien loin de répondre aux besoins et aux demandes des agriculteurs.

La canne à sucre, généralement transformée sur place en eau-de-vie, est vendue et consommée dans les villages d'Indiens de l'intérieur; la production annuelle est de 18,000 hectolitres environ.

Le café, dont la production peut-être évaluée à 800,000 kilogrammes, est exporté sur les marchés d'Europe où cette provenance commence à être avantageusement connue. Le prix du café sur place a varié entre 10 et 14 soles le quintal de 46 kilogrammes auquel il faut ajouter, pour l'exportation, le coût du transport du Chanchamayo au Callao, soit environ 5 soles par quintal.

Le salaire d'un journalier indigène est, dans la région, de 50 centavos; un menuisier gagne 3 soles; un maçon, un mécanicien ou chaudronnier, jusqu'à 4 et 5 soles par jour.

La province de Paucartambo, située à environ 75 kilomètres à l'est du Cuzco, mérite d'attirer l'attention des prospecteurs forestiers. Jadis très prospère du temps des Espagnols, cette province fut dévastée vers la fin du siècle dernier par une incursion des sauvages Huaehipairis et Thyeneris. Les forêts de Paucartambo, écrit l'agent consulaire français au Cuzco à son gouvernement, abondent en riches produits naturels de toute sorte. On y trouve de la vanille, du cacao, divers baumes très estimés, et principalement du caoutchouc et des bois fins pour l'usage de l'ébénisterie.

Dans le courant de l'année dernière, M. TANAKA, agent de la maison MARIOKA ET C<sup>o</sup>, de Tokio, a passé avec quelques planteurs des environs de Lima des contrats relatifs à l'introduction d'ouvriers japonais agricoles au Pérou. Un contingent de 500 hommes devait, dit-on, débarquer au Callao vers le mois d'avril ou de mai derniers. Cependant l'année 1899 s'écoule sans que l'on ait encore signalé le vapeur qui devait les amener de Yokohama.

Ci-après est le décret du 7 novembre 1896 qui définit les conditions auxquelles les colons peuvent se rendre acquéreurs des terrains compris dans la région dite de la montagne (région inter ou extra-andiue).

Les terrains de la montagne s'acquèrent par achat, concession ou colonisation, dans la forme suivante:

1<sup>o</sup>. Par achat en payant au fixe 5 soles au minimum par hectare, moyennant quoi l'on acquiert un droit perpétuel sur les terrains achetés.

2<sup>o</sup>. Par concession, en versant annuellement et d'avance, pendant les trois premières années un droit d'un sole par hectare. Dans les années suivantes on payera la même somme pour les terrains cultivés et le

double pour ceux qui ne le sont pas; le défaut de paiement des droits à l'expiration d'une année aura pour résultat la perte indéfectible de la concession, et les terres retourneront au domaine de l'État sans aucune indemnité.

3°. Par contrat de colonisation qui se fera dans chaque cas spécial, moyennant le versement par le concessionnaire d'une garantie effective de son accomplissement, à raison de dix soles par hectare de terrain concédé; durant le délai qui sera fixé dans chaque contrat, les terres seront respectivement exemptes de tout paiement et, passé ce délai, elles rentreront dans les mêmes conditions que les terrains acquis par concession conformément à l'article 2, sauf une clause expresse en sens contraire;

4°. Les terrains nécessaires pour des constructions d'utilité publique ou qui doivent être conservés comme bois seront employés à ces fins, sans qu'il soit accordé au propriétaire d'autre indemnité qu'une compensation par d'autres terrains;

5°. Les propriétaires et concessionnaires de terrains de montagne demeureront soumis en tout temps aux lois et résolutions qui seront adoptées relativement à l'exploitation des produits des bois.

## ETATS-UNIS.

### EXPORTATION DES MANUFACTURES.

Un examen des chiffres d'exportation pour les articles manufacturés pendant le mois de septembre, démontre que les envois de cette branche de commerce ont été plus considérables en valeur que pendant aucun mois de l'année 1898, et n'ont été surpassés que par quatre mois seulement en 1899. Le total de ces exportations pendant le mois de septembre se montait en 1898 à \$25,020,047, et en 1899 à \$31,373,264, soit une augmentation de plus de \$6,350,000, pendant que le tant pour cent de l'augmentation pendant les neuf mois finissant le 30 septembre était un tant soit peu plus élevé. Les tableaux ci-dessous qui donnent les chiffres pour chaque mois des trois dernières années montrent comment le montant des exportations des marchandises américaines manufacturées a augmenté constamment de mois en mois.

Mois.	1897.	1898.	1899.
Janvier.....	\$20,621,179	\$22,998,808	\$25,806,870
Février.....	20,248,989	21,048,631	24,489,860
Mars.....	25,876,861	28,214,450	36,025,733
Avril.....	24,014,351	25,992,552	33,015,970
Mai.....	26,458,000	27,031,700	30,816,314
Juin.....	25,873,997	27,216,869	31,812,755
Juillet.....	23,002,784	25,983,116	29,932,034
Août.....	22,809,927	25,805,485	34,158,777
Septembre.....	22,749,114	25,020,047	31,373,264
Octobre.....	22,247,998	25,416,046	.....
Novembre.....	21,688,294	26,471,131	.....
Décembre.....	23,370,317	28,283,688	.....
	279,652,721	307,924,994	.....



D'après ces chiffres on estime que le montant des exportations des marchandises manufacturées pendant l'année sera de \$370,000,000 et peut-être de \$375,000,000. Le total des exportations des manufactures de fer et d'acier pendant les neuf mois finissant le 30 septembre, montre une augmentation de \$59,990,665 en 1898 à \$76,567,438, ou une augmentation pendant deux ans de près de 70 pour cent. Cette augmentation s'est produite malgré les pertes en quelques articles, notamment les vélocipèdes, dont le commerce après avoir atteint son zénith semble s'être ralenti, car depuis 1897 il y a eu une diminution constante dans la valeur des exportations de cet article.

Les exportations de rails d'acier ont diminué matériellement en ce qui concerne l'Amérique Anglaise, mais en Asie et en Océanie elles ont augmenté de \$376,087 en 1898 à \$1,372,966 en 1899, une partie de cette augmentation étant due sans aucun doute à la construction du chemin de fer "Trans-Sibérien" et à la grande activité déployée dans la construction de chemins de fer dans l'Empire Chinois. L'augmentation des fibres textiles pendant les neuf mois est principalement sous le titre de "Corde," dont la valeur pendant les neuf mois de 1898 était de \$995,097 et pour la même période de 1899 de \$1,800,277.

## URUGUAY.

### RECETTES DOUANIÈRES.

La Direction générale de statistique du gouvernement de l'Uruguay vient de publier les résultats du dernier exercice économique (1898-99). Il résulte de cette publication que l'importation a donné à la douane une recette totale de \$8,358,696 et l'exportation \$1,375,945, soit en totalité \$9,734,641.

Pour l'exercice antérieur, la recette n'avait été que de \$9,567,640, dont \$8,191,003 pour l'importation et \$1,376,637 pour l'exportation.

L'accroissement, d'un exercice à l'autre, est minime; il suffit toutefois pour attester qu'il y a tendance à une amélioration positive et continue de revenu public.

### LE MUSÉE COMMERCIAL FRANÇAIS DE MONTEVIDEO.

Le Ministre de France à Montevideo a récemment informé son gouvernement que la colonie espagnole de Montevideo vient de provoquer dans cette ville la création d'un musée commercial qui sera, en même temps, une sorte de dépôt de marchandises de la métropole. Cette initiative a d'ailleurs été prise également, dit-on, à Buenos-Ayres, et semble répondre à une mesure générale qui s'appliquerait à tous les grands centres du continent latino-américain. Dans la capitale de l'Uruguay, un local a déjà été spécialement aménagé à cet effet.

Le ministre donne aussi dans son rapport, le texte du règlement de cette institution. Le voici :

A côté de l'École de commerce, un musée (l'exposition permanente d'échantillons) a été organisé par les soins de la Chambre de commerce française. Ce musée sera un centre de propagande commerciale et facilitera l'enseignement pratique de l'École de commerce. Le rouage, le fonctionnement du Musée sera des plus simples.

(1) Les échantillons seront distribués en groupes;

(2) Tout en faisant l'enseignement pratique, les professeurs et les élèves de l'École de commerce étudieront et classeront les échantillons;

(3) A chaque groupe seront attachés un ou plusieurs courtiers actifs et intelligents, nommés par la Légation, sur la proposition de la Chambre de commerce;

(4) Les courtiers correspondront et s'entendront avec les commerçants, fabricants et artistes intéressés;

(5) Après cet accord, les courtiers feront la place et provoqueront les offres.

#### MONOPOLE DES ALCOOLS.

Parmi les nombreux projets que le gouvernement de l'Uruguay se propose de présenter prochainement au Corps législatif est celui de réserver à l'État le monopole de la vente des alcools. L'auteur du projet est M. CAMPISTEGUI, actuellement Ministre des finances, qui obtiendra ainsi, assure-t-on, un accroissement de 800,000 piastres au moins dans les revenus, déduction faite de tous les frais d'administration et d'exploitation du monopole.

En dehors des avantages économiques que l'État pourrait en retirer, le monopole projeté permettrait aussi de combattre victorieusement la consommation d'alcools vénéneux que des spéculateurs sans scrupule n'hésitent pas à vendre ou à employer.

Aux termes de ce projet, les distilleries actuellement établies dans la République seraient les seules à fabriquer les alcools de première distillation et ne pourraient vendre leurs produits qu'à l'usine centrale de rectification.

Après promulgation de la loi, et ceci mérite l'attention spéciale des importateurs de vins étrangers, la graduation des vins de provenance étrangère serait limitée à 13° sous 15° centigrades de température; l'excédent alcoolique paierait un droit plus ou moins élevé.

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## VENEZUELA.

### LES PÊCHERIES DE PERLES DU VENEZUELA.

Le "Bulletin commercial" de Bruxelles donne les renseignements intéressants suivants au sujet des pêcheries de perles du Venezuela.

Les pêcheries de perles de l'île Margarita, sur la côte septentrionale du Venezuela, sont connues depuis environ trois siècles, c'est-à-dire

depuis la découverte de l'Amérique. Actuellement encore, cette industrie est surtout pratiquée par les naturels de l'île, et on estime que la somme totale qu'ils reçoivent annuellement de ce chef s'élève à environ 500,000 francs. Il est à remarquer, toutefois, que cette somme est loin de représenter la valeur réelle des perles recueillies dans ces parages. Les perles sont achetées aux indigènes par un très petit nombre de négociants, qui opèrent pour le compte de maisons européennes.

La pêche des huîtres perlières n'est soumise à aucune réglementation au Venezuela, et les barques qui y sont affectées n'ont à payer qu'une taxe annuelle d'environ 120 francs. On compte environ 400 barques dont les propriétaires se livrent à cette pêche, mais aucune n'est pourvue d'appareils de plongeurs. Le mode de procéder des indigènes est très primitif; ils se servent d'une sorte de drague pesante en métal, qui râcle le fond de la mer et que l'on retire lorsque l'on suppose qu'elle contient une certaine quantité d'huîtres.

D'après le Ministre des Etats-Unis à Caracas, les meilleurs bancs d'huîtres perlières du Venezuela se trouvent à proximité de quelques petites îles situées près de l'île Margarita. Il paraît d'ailleurs que l'on trouve, sur ces îles, d'énormes quantités d'écailles, dont une bonne partie pourrait être utilisée pour la production de la nacre.

Etant donnée la richesse des bancs d'huîtres perlières du Venezuela, il est assez probable que des bateaux munis de scaphandres ou de cloches à plongeurs y obtiendraient d'excellents résultats.

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## LE CANAL TRANS-ISTHMIEN.

La session du Congrès commercial international du 24 octobre 1899 a été entièrement consacrée à la discussion des routes commerciales du monde et plusieurs documents très importants traitant cette question ont été lus.

Señor Don JOAQUIN BERNARDO CALVO, Ministre Pléipotentiaire de Costa-Rica, fut présenté par le Président, Monsieur J. C. MONAGHAN, Consul des Etats-Unis à Chemnitz, Allemagne, comme une des autorités les plus compétentes, ayant des connaissances très étendues sur une entreprise aussi gigantesque que la construction du grand Canal Isthmien. Les remarques de Señor CALVO sont publiées entièrement ci-après:

«L'idée d'unir les deux grands océans au moyen d'un canal à travers l'Isthme américain est venue, comme on sait, dès le moment où l'on fut convaincu que le passage que l'on croyait exister du côté de la mer du sud, du temps de Christophe Colomb, n'était pas une réalité.

«Il est inutile d'insister sur la grande importance d'une pareille entreprise, un simple coup d'œil suffira pour démontrer les avantages matériels que le monde gagera par la création d'une voie fluviale courte et facile entre l'Atlantique qui est une mer d'Europe et le

Pacifique qui est le grand océan d'Asie, d'Australie et des grandes côtes de l'ouest du Nouveau Monde.

“L'histoire générale du projet est très connue, et quant à la praticabilité du travail, nous savons tous que des autorités très versées dans la matière se sont prononcées absolument en sa faveur. C'est pourquoi je ne veux pas m'étendre sur l'un ou l'autre de ces points, ne pensant pas qu'il soit nécessaire d'attirer l'attention de cet honorable congrès sur les avantages qui seraient offerts au commerce du monde entier par le percement de cet isthme qui mettrait en communication les deux océans. Mon but, en prenant part à cette session, se borne à exprimer, aussi brièvement que possible, la position de Costa Rica et ses intérêts directs dans l'entreprise de ce canal.

“Le territoire de Costa Rica s'étend entre ceux du Nicaragua et du Panama, les noms des deux parties de l'isthme ayant servi à distinguer les deux entreprises : l'une française, le canal de Panama ; l'autre américaine, le canal de Nicaragua. Cette position avantageuse donne au peuple industriel et pacifique de Costa Rica tous les bénéfices de proximité, comme étant les voisins les plus rapprochés, quelque soit la route que l'on traverse finalement. Mais la frontière de Costa Rica ne touche pas à la ligne du canal de Panama, tandis qu'une portion de notre territoire est indispensable à la route à travers le Nicaragua. Et ceci n'est point une nouvelle découverte ni le résultat de récents travaux d'arpentage, c'est un fait très connu depuis le temps de VASCO NUÑEZ DE BALBOA. Néanmoins, les premiers travaux d'arpentage du pays ne furent commencés qu'en 1591, quand, pour se conformer à des ordres supérieurs, le Capitaine ANTONIO PEREIRA, Gouverneur de Costa Rica, organisa une expédition et explora la route qui passait par la rivière San Juan, le lac et les rivières débouchant dans le golfe Nicoya, dans la République de Costa Rica. Trente-neuf ans plus tard, DIEGO DE MERCADO, soumit au roi Philippe III son fameux mémoire du 23 janvier 1620, indiquant la route suivant la rivière et le lac et de là traversant le territoire de Costa Rica le long du Quebrada, on Barrauca Honda, jusqu'à la baie de Salinas, appelée à cette époque Puerto del Papagayo.

“Soit que l'importance de l'entreprise fût alors supérieure aux nécessités du commerce, ou, comme on disait, que l'Espagne considérât que le canal était contraire à ses intérêts, l'ère de la liberté arriva sans qu'on eût jamais mis à exécution ce projet.

“Après l'indépendance, le congrès de l'Amérique Centrale, dans lequel Costa Rica et Nicaragua étaient représentés comme Etats de la Fédération, lesquels succédèrent au Gouvernement colonial, autorisa par un décret du 16 juin 1885 la construction du canal et, la même année, DON ANTONIO JOSÉ CANAS, Représentant Diplomatique de l'Amérique Centrale à Washington, écrivit au Secrétaire d'Etat, Ministre des Affaires Etrangères, pour l'informer de cette décision en disant qu'une compagnie composée de respectables citoyens américains était prête à

entreprendre les travaux aussitôt que le traité avec les Etats-Unis assurant la coopération de ces derniers serait signé; qu'il était prêt à entrer en négociation pour ce traité et que rien ne serait plus agréable à l'Amérique Centrale que de voir le peuple généreux des Etats-Unis se joindre à elle dans le percement du canal, partager la gloire de cette entreprise et jouir des grands avantages qui en résulteraient.

“Le gouvernement de l'Amérique Centrale ne put mener à bien cette vaste entreprise quoique, parmi les moyens employés pour atteindre le résultat désiré, figurât aussi l'arrangement conclu avec le roi de Hollande en octobre 1830. Mais, quoique les espérances fondées sur l'entreprise fussent frustrées, la déclaration de ce Congrès qui fait honneur à l'Amérique Centrale et qui constitue comme la concession du canal lui-même un des documents publiques les plus intéressants qui ait jamais été publié par aucune nation de la terre, est devenue un fait accompli.

“La Fédération Centrale américaine ayant été dissoute, cette importante matière concerna seulement directement le Nicaragua et Costa Rica, et la ligne de frontière entre les deux républiques ayant été déterminée par le traité du 15 avril 1858 aussi bien que les points se rapportant au canal, les deux gouvernements conjointement accordèrent une concession le 1<sup>er</sup> mai de la même année à M. FÉLIX BELLÉ, un écrivain français distingué auquel l'Empereur Napoléon prêta son appui afin qu'il pût mener à bout l'entreprise. Ceci n'ayant pas réussi, les deux gouvernements alors, d'un commun accord, passèrent un contrat connu sous le nom de Ayon-Chevalier, signé par le Nicaragua le 16 octobre 1868 et par Costa Rica le 18 juin 1869. Il est inutile de dire que ce dernier contrat n'eut aussi aucun succès.

“Quelques années après l'expiration de ce dernier contrat, le Nicaragua discuta la validité du traité et la signification de quelques-unes de ses stipulations que Costa Rica maintenait dans sa forme originale, et la question fut soumise au Président des Etats-Unis, M. CLEVELAND, qui, dans sa décision du 22 mars 1888, acceptée par les deux parties, déclara le traité valide et engageant les deux républiques et interpréta les points qui, dans l'opinion du Nicaragua, étaient douteux. D'après les stipulations de ces deux documents et pour que les droits naturels de Costa Rica ne fussent pas lésés, le Nicaragua s'engageait à n'accorder aucune concession pour la construction d'une voie fluviale traversant son territoire, sans avoir consulté préalablement la République de Costa Rica.

“Trois années auparavant et pendant que la question était encore pendante, le Nicaragua fit le traité connu sous le nom “Zavala-Frelinghuysen,” signé à Washington le 1<sup>er</sup> décembre 1884, par lequel le droit de construction du canal était transmis aux Etats-Unis, et Costa Rica le 23 février 1885 accepta ce traité; mais les négociations échouèrent, le sénat des Etats-Unis en ayant refusé la ratification quoique l'on fût convenu de reconsidérer la question; le Président CLEVE-

LAND, alors, au début de sa première administration, retira le projet du sénat.

“Les choses retombèrent alors dans les mêmes conditions qu'auparavant et le Nicaragua au mois d'avril 1887 et Costa Rica au mois de juillet 1888, accordèrent respectivement des concessions qui furent la base des négociations pendant les dernières années pour la construction de ce canal.

“Le Congrès des Etats-Unis a apporté un soin tout spécial à l'examen de cet important projet depuis l'année 1892, et des commissions furent organisées et chargées de faire une étude élaborée et soignée en vue de choisir la meilleure route et d'étudier aussi l'influence du canal sous ses différents aspects. Récemment, les investigations ne se sont pas bornées à la route traversant seulement le Nicaragua et Costa Rica mais ont inclu aussi le Panama, et on espère que quand la nouvelle commission qui a été désignée cette année présentera ses conclusions, le congrès décidera alors si le canal sera construit par ce gouvernement et, dans ce cas, laquelle des deux routes sera choisie.

“Costa Rica réalise la grande importance de ces travaux, les plus considérables peut-être qui aient jamais été entrepris dans ce siècle et contribue à les encourager, consultant son propre intérêt et l'impulsion que ce canal donnera au progrès du monde en général et principalement au développement des vastes ressources des nations de ce continent.”

Ce discours terminé, M. le Dr. LUIS CUERVO MARQUEZ, Secrétaire de la Légation colombienne, prit ensuite la parole et s'exprima ainsi:

“Discuter la nécessité du percement d'un canal inter-océanique pour compléter l'œuvre du grand Balboa, cela est inutile, car les besoins quotidiens du commerce du monde deviennent tous les jours de plus en plus pressants et exigent que les eaux de l'Atlantique soient mises en communication avec celles du Pacifique dans le Continent américain.

“Le côté commercial ainsi que le côté technique de cette œuvre ont été examinés avec soin et il ne peut y avoir aucun doute sur la praticabilité de cette grande entreprise. Quant à la route qui doit être choisie, aucune incertitude ne peut exister, à mon avis.

“Les travaux de Panama représentent une accumulation d'efforts matériels et intellectuels qui ne pourront être égalés nulle part avant de nombreuses années, et ce serait un crime contre la civilisation de permettre qu'ils fussent perdus.

“La nation colombienne, suivant ses glorieuses traditions, n'a considéré dans cette affaire que les intérêts de la civilisation, et quand la concession pour le percement de ce canal dans son territoire fut accordée, elle la donna sans restriction excepté en ce qui concerne la souveraineté et l'intégrité de son territoire et les intérêts du commerce universel.

“La Colombie a aujourd'hui un Représentant Plénipotentiaire accrédité auprès du Gouvernement Français, pour étudier toutes les

questions relatives au canal de Panama et, du rapport de ce haut fonctionnaire dépendra, dans une large mesure, la décision qui sera prise à l'égard de ce sujet si délicat; mais je puis vous donner l'assurance que nous avons une entière liberté d'action et qu'il est indifférent à notre pays de quelle source proviendra le capital employé pour les travaux, pourvu que les garanties internationales qui existent maintenant ne soient pas mises en cause.

“Le grand peuple américain, dont l'étendard est le porte-respect de tous les droits, réalisera que les bénéfices qu'il obtiendra de l'achèvement du canal de Panama seront plus grands que ceux d'aucune autre nation du monde, et le percement de ce canal resserrera plus étroitement les liens d'amitié et de fraternité qui unissent le peuple de Colombie et la grande République du Nord.”

Un grand partisan du canal de Nicaragua est l'Honorable J. J. ULLOA, Consul-Général de Costa-Rica, qui dit que le canal divisera les deux Républiques de Nicaragua et de Costa-Rica pour les unir ensuite plus étroitement et donnera aussi accès aux Etats-Unis dans l'Amérique Centrale où ils trouveront un grand champ d'exploitation pour les machines et les capitaux pour le développement d'un sol pratiquement vierge qui n'a besoin seulement, pour rendre le triple en très peu de temps de la valeur de l'argent, que les travaux soient vigoureusement et soigneusement poursuivis.

Le Ministre des Etats-Unis à Costa-Rica, l'Honorable WILLIAM LAWRENCE MERRY, a ajouté quelques arguments en faveur du canal à travers le Nicaragua en faisant valoir l'économie de distances navigables, les conditions sanitaires favorables, la quantité d'eau qu'on pourrait retenir, la facilité avec laquelle on pourrait obtenir les matériaux de construction et les provisions de bouche, le profit que les localités environnantes tireraient et sa valeur stratégique.

Mr. H. A. GUDGER, Consul des Etats-Unis à Panama et Mr. J. W. HUMPHREYS, délégué de la Chambre de Commerce de Colon, lurent aussi des rapports démontrant les bénéfices (à leurs points de vue respectifs) qu'on obtiendrait en perçant un canal qui suivrait la route du Panama, ces opinions étant aussi partagées par M. le Colonel J. L. PERCY, ancien Consul des Etats-Unis à Colon.

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## LA PRODUCTION DE L'OR ET DE L'ARGENT DU MONDE.

Les chiffres officiels de la production de l'or et de l'argent dans toutes les parties du monde pendant l'année 1898 ont été publiés le 26 octobre 1899 par le “Mint Bureau” des Etats-Unis, et les données sur le rendement de ces métaux pendant les trois dernières années sont des plus intéressantes. La production totale de l'or pour l'année 1898 est

estimée à \$287,428,600, la République Sud-Africaine (Transvaal) occupant le premier rang, l'Australie et les Etats-Unis venant après et presque dans la même proportion. Viennent ensuite, par ordre, la Russie, le Canada, l'Inde, le Mexique et la Chine; les huit contrées ci-dessus fournissant 94 pour cent du total général.

Les tableaux qui suivent montrent la production de l'or et de l'argent dans les pays "Pan American" pendant les trois dernières années :

## OR.

Pays.	1896.	1897.	1898.
Etats-Unis .....	\$53,088,000	\$57,363,000	\$64,463,000
Mexique .....	6,500,000	7,500,000	8,500,000
République Argentine .....	315,000	137,700	137,700
Bolivie .....	250,000	343,500	343,500
Brcsil .....	1,001,100	1,204,200	1,583,700
Chili .....	611,000	340,000	340,700
Colombie .....	2,200,100	2,237,200	2,263,200
Equateur .....	132,900	132,900	39,500
Pérou .....	116,600	628,000	628,000
Uruguay .....	31,600	38,500	38,500
Venezuela .....	948,500	1,057,400	1,057,400
Amérique Centrale .....	372,300	465,800	473,700

## ARGENT.

	Onces.	Onces.	Onces.
Etas-Unis .....	58,834,800	53,903,180	54,138,000
Mexique .....	45,718,982	53,903,180	56,738,000
République Argentine .....	328,170	383,479	383,479
Bolivie .....	6,374,240	8,204,568	8,204,568
Chili .....	3,236,536	2,591,998	2,591,998
Colombie .....	3,407,004	5,047,328	5,483,717
Equateur .....	7,734	7,734	7,734
Pérou .....	3,847,078	3,278,602	1,951,240
Uruguay .....			
Venezuela .....			
Amérique Centrale .....	808,676	811,892	716,008

On peut se faire une idée de l'énorme augmentation de la production de l'or pendant les 12 dernières années, si on la compare avec la production totale de 1887 qui ne se montait seulement qu'à \$106,000,000 et atteignait en 1892 le chiffre de \$146,000,000 qui a été la plus forte somme qui ait jamais été obtenue, dans n'importe quelle année dans les annales du monde. On estime que la quantité d'or obtenue en 1898 est 8 fois plus grande que celle qui a été découverte en Californie en 1849. L'or employé dans les arts et les manufactures est évalué à \$65,000,000, laissant \$222,000,000 disponibles pour la fabrication de la monnaie.



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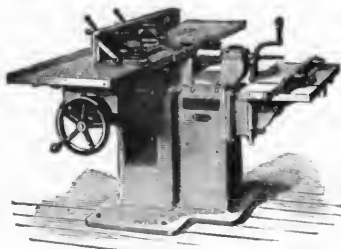
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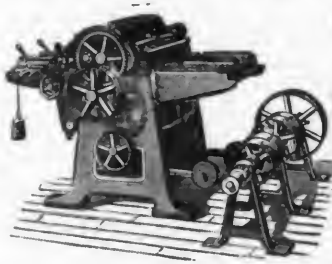
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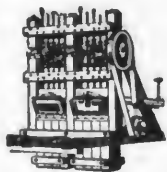
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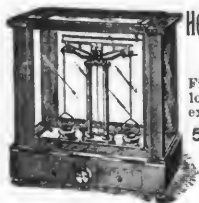
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## UNITED STATES CONSULATES.

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

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

## ARGENTINE REPUBLIC—

Buenos Ayres.  
Cordoba.  
Rosario.

## BOLIVIA—

La Paz.

## BRAZIL—

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

## CHILE—

Antofagasta.  
Arica.  
Coquimbo.  
Iquique.  
Valparaiso.

## COLOMBIA—

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

## COSTA RICA—

San José.

## DOMINICAN REPUBLIC—

Puerto Plata.  
Samana.  
Santo Domingo.

## ECUADOR—

Guayaquil.

## GUATEMALA—

Guatemala.

## HAITI—

Cape Haitien.  
Port au Prince.

## HONDURAS—

Tegucigalpa.  
Utilla.

## MEXICO—

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

## NICARAGUA—

Managua.  
San Juan del Norte.

## PARAGUAY—

Asunción.

## PERU—

Callao.

## SALVADOR—

San Salvador.

## URUGUAY—

Colonia.  
Montevideo.  
Paysandu.

## VENEZUELA—

La Guayra.  
Maracaibo.  
Puerto Cabello.

## 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 2.938 bushels.  
 Kiloliter (1,000 liters) equals 1.308 cubic yards.

## METRIC LIQUID MEASURE.

Milliliter ( $1/1000$  liter) equals 0.0388 fluid ounce.  
 Centiliter ( $1/100$  liter) equals 0.388 fluid ounce.  
 Deciliter ( $1/10$  liter) equals 0.845 gill.  
 Liter equals 1.0567 quarts.  
 Decaliter (10 liters) equals 2.6418 gallons.  
 Hectoliter (100 liters) equals 26.418 gallons.  
 Kiloliter (1,000 liters) equals 264.18 gallons.

## METRIC MEASURES OF LENGTH.

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

## METRIC SURFACE MEASURE.

Centare (1 square meter) equals 1,550 square inches.  
 Are (100 square meters) equals 119.6 square yards.  
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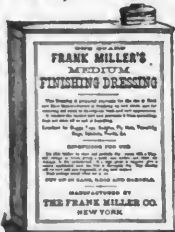
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