

REPORT

ON THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

ALL FOREIGN NATIONS.

Discard
In B...

EDMUND FLAGG,
SUPERINTENDENT.

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~~VOLUME I.~~

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Comparative statement of the commerce between the United States and Cuba, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845.....	\$6,203,808	\$360,946	\$6,564,754	\$6,804,414	193,183	171,892	9,238	16,193
1846.....	4,713,966	773,170	5,487,136	8,159,632	156,905	177,580	3,404	12,338
1847.....	6,005,617	972,089	6,977,706	12,394,867	233,258	243,515	10,756	18,493
1848.....	6,432,380	464,333	6,896,713	12,853,472	284,304	281,251	23,487	13,435
1849.....	4,641,145	668,068	5,309,213	10,659,956	271,061	284,568	31,577	19,564
1850.....	4,530,256	460,041	4,990,297	10,292,398	249,307	254,018	33,030	29,703
1851.....	5,239,276	1,284,847	6,524,123	17,046,931	355,515	361,732	53,162	29,942
1852.....	5,803,196	714,355	6,517,551	17,861,728	441,418	370,306	48,537	22,780
1853.....	5,773,419	514,540	6,287,959	18,585,755	455,700	365,392	37,362	22,730
1854.....	8,228,116	323,636	8,551,752	17,124,339	467,356	398,049	42,182	25,188
1855.....	7,607,119	397,463	8,004,582	18,625,339	488,146	481,545	32,968	31,196

PORTO RICO.

THE island of Porto Rico, the smallest of the Great Antilles, and one of the most fertile on the globe, lies between $17^{\circ} 55'$ and $18^{\circ} 30'$ N. latitude, and $65^{\circ} 40'$ and $67^{\circ} 20'$ W. longitude. Its entire length is stated to be about 100 miles, and its average breadth about 39 miles, comprising an area of about 3,750 square miles, or about 2,398,370 acres. A ridge of mountains extends east and west through the island. The population is about 500,000, of which nearly one-tenth is composed of slaves.

Porto Rico was discovered by Columbus in 1493, at which period it is said to have had a population of 800,000 souls. In 1509 it was invaded by the Spaniards from St. Domingo; and, in a few years, the natives were exterminated. The island was explored and conquered by Ponce de Leon, the discoverer of Florida, while prosecuting his voyage in search of the fountain of perpetual youth.

Although, during the past fifteen years, agriculture has made great progress on the island of Porto Rico, there yet remains, owing chiefly to the want of labor and good roads, a considerable portion of it uncultivated. Immense plains, which, if planted with the sugar-cane, would reward labor most bountifully, are yet lying untouched by the hand of civilization or culture, because canals are wanting, through which the water by which they are now inundated could be drawn off. The island abounds in excellent timber, but, as yet, it has yielded no profit to the inhabitants. There are, also, different kinds of the more valuable woods for cabinet-makers, such as the acajou, polysander, &c.; but they still repose undisturbed amid the ravines of the mountains.

A remedy for these evils might be found in immigration; but it has ever been the policy of the government to discourage the introduction and settlement of foreigners. The laws to that

end have been particularly severe in regard to all foreigners, especially to those not professing the Roman Catholic religion. Every foreigner arriving in Porto Rico is compelled, before landing, to give some responsible resident as surety for his good behavior. After six months he must either domiciliate or leave the island. Should he select the former alternative, he must embrace the Roman Catholic faith, the only religion tolerated.^(a)

An intelligent traveller, who lived for some time on the island, gives the following information relative to the laws under which foreigners could become denizens:

"Previous to the year 1828, strangers were required to produce the most undoubted evidence of being Roman Catholics, in order to become domiciled; and, having satisfied the authorities on this point, they were further obliged, after five years' residence, to become naturalized. Before a stranger would be permitted to land, he must give security for good political and moral conduct; and supposing that he could gratify the requirements of the law in all these particulars, such were the jealousy and illiberality of the government, that few could be induced to remain in a country where no prospect of success appeared.

"In 1828, however, the leniency and more liberal policy of Don Miguel La Tone, the captain-general, by relaxing the rigor of former requirements, contributed greatly in removing the impediments to the settlement of foreigners on the island. La Tone strictly carried out the spirit of the "*Real Cedula*" of 1815, having for its object the encouragement of agriculture and commerce in the Spanish colonies. Thus, the *domicilio* was procured by paying a trifling sum of money, and by the applicant complying with certain formalities. A considerable immigration was the immediate effect of these measures of La Tone. Lured by the superior fertility of the soil, and the liberal policy of his administration, planters from the neighboring islands of St. Croix and St. Thomas sold their estates, and brought their capital and slaves into Porto Rico. Their example was followed by several planters from the windward British and French islands. Thus seconded by foreign enterprise and foreign capital, the island has continued to prosper, in a most extraordinary degree, since 1828. But, notwithstanding this rapid improvement, and the continued augmentation of its staple exports, this improvement would have been greater, and the exports considerably larger, *but for the oppressive duties upon all articles of necessary consumption, and the frequent heavy exactions made by the government towards the support of the war in Spain.* These causes, by diminishing the profits of the planters, have prevented them from extending their estates. Hence, the progress which has been made in the cultivation of the soil is due rather to the continued influx of new settlers with their important capital, than to the prosperity or increased industry of the old."

The slave population is almost the only producing power on the island; but this is so totally inadequate to the wants of the planters, that they are frequently obliged to procure additional help from Cuba. This, however, greatly augments their expenses; since a robust and good-working slave, who, in Porto Rico, may be valued at \$350, cannot be purchased in Cuba for less than \$600.

Sugar and coffee are the staple productions; while tobacco, hides, woods, cotton, fruit, and rum form also a part, though to no considerable extent, of the exports. Tobacco is cultivated entirely by free labor.

The five principal commercial ports of Porto Rico are San Juan, (the capital of the island,) Arecibo, Mayagüez, Ponce, and Guayama.

SAN JUAN, OR ST. JOHN.

Although possessing a magnificent port, considered one of the best on the island, San Juan is not the first commercial place, as the products exported thence are of a very inferior quality. Of the sugar shipped from this port, as well as from the other ports of the island, the United States receives more than two-thirds of the whole. But a small quantity goes to England,

^(a) Most of the historical part of this Digest is derived from Macgregor.

and, also, though rarely, to France. From the United States are imported cod-fish, and other salt fish; salt meat, boards, lumber, hoops, staves, and butter; from England, boilers for the manufacture of sugar, machinery, small quantities of iron, and heavy supplies of earthenware. Spanish vessels take in cargoes at St. Thomas, and discharge at San Juan, thereby avoiding the duty applicable to all vessels from all other adjacent foreign ports, in the ports of Porto Rico. Generally speaking, the whole island of St. Thomas is but a great entrepot of European and American manufactures destined for the markets of Cuba and Porto Rico—a fact shown by the large amount of importations from St. Thomas into both these islands.

The annual exports from San Juan in 1853 consisted of 11,369,304 pounds of sugar; 5,803 hogsheads of molasses; 376 hogsheads of rum; and 910,966 pounds of coffee.

It is to be regretted that the port of San Juan, one of the best and safest of the island, should be kept in so deplorable a condition. Six or seven years ago, a vessel drawing 16 to 18 feet water could take in a full cargo at the wharf; at present, a ship of the same tonnage can receive only three-fourths of her cargo, and is compelled to leave the wharf in order to get into water deep enough to take in the balance.

ARECIBO, OR AREIBO.

During the last eight years, the commercial condition of this port has been highly prosperous. The imports and exports have greatly increased; splendid mansions have been erected, and several commercial houses established. The harbor, however, is so totally unprotected, that vessels are compelled to anchor in a very wide berth, and frequently, during the prevalence of north winds, are forced to retire from the shore and put out to sea. They sometimes receive cargoes, under sail, without casting anchor. Accidents are, in consequence, so frequent, that seldom does a year pass without having to record the loss of one or more vessels.

Imports are nearly the same as at San Juan; the exports comprise about 10,000 hogsheads of sugar; 3,000 of molasses; 1,000 of rum; 14,000 to 15,000 quintals of coffee; and a considerable quantity of timber for Spain, to be used in the Spanish ship-yards. Arecibo also exports considerable quantities of tobacco to Germany, the United States, and Cuba, amounting, in the whole, to about 2,500,000 pounds.

MAYAGÜEZ, OR MAYAGUAS.

This is the most important port on the island. It possesses large capital, and contains several costly and fine dwellings. Rapidly rebuilt after the great conflagration, by which it was destroyed in 1841, Mayagüez has gained in prosperity; having been before that disaster but an inconsiderable village, it has now become the most important city on the island.

The surrounding district produces large quantities of coffee, though, since 1840, there has been a sensible diminution in that article. For that year, the exports amounted to 80,000 quintals, while in 1853 they fell to 43,500 quintals.

The coffee of Mayagüez stands in such high repute in America and Germany, that purchases are frequently made in advance of the crop. Hence comes also the best sugar of the island, which is mostly imported in American bottoms into the United States. In 1853, there arrived 83 American vessels, of 13,272 tons, carrying freight to the value of \$223,600; and there cleared 76, of 12,680½ tons, taking cargoes worth \$460,013. The molasses from this port is always of the best quality, and much sought after by American and English shippers.

Besides coffee, in 1853 there were exported 165½ hogsheads of rum; 8,221 hogsheads of molasses; 20,766,033 pounds of sugar; but only 4,463 pounds of tobacco, showing a decrease, compared with the preceding year, of over 50,000 pounds. There were, besides, 1,000 hogsheads of rum mixed with tabasco pepper (*malagueta*), a preparation constituting now a new and profitable branch of domestic industry. Imports from the United States and England are generally similar to the imports into San Juan.

Within the past few years a considerable number of planters, of moderate capital, have en-

gaged in the cultivation of cocoa, with perfect success. A few quintals of it sold to Spanish merchants have found a ready appreciation at Barcelona, and the article is considered equal to the cocoa of Caraccas. It is quite probable that, in the course of a few years, cocoa will be largely exported from Mayagüez, and thus supply the deficit caused by the diminution in the exportation of coffee. In addition to the products already specified, Mayagüez exports also considerable quantities of oranges, citrons, and other fruits, to the United States.

PONCE.

This port is almost as important, in a commercial point of view, as Mayagüez. In 1853, it exported even more sugar and molasses than the latter. But the long droughts frequently destroy entire crops—no rain falling, oftentimes, for five or six successive months. Notwithstanding, by dint of incessant labor, and by means of artificial irrigation, the industrious planter often succeeds in partially overcoming this drawback, and in securing a passable harvest. Like Mayagüez, Ponce possesses some few vessels, which make regular voyages to and from Spain. In 1853, the exports consisted of 27,804,269 pounds of sugar; 13,161 hogsheads of molasses; 1,876,249 pounds of coffee; 72 hogsheads of rum, and some hides. This trade employed 90 vessels from the United States, carrying 15,616 tons, and entering with cargoes of the value of \$173,168; and 80 vessels of 15,208 tons, clearing with cargoes in value \$684,662.

GUAYAMA.

The drought, which afflicts this district even more severely than Ponce, is the chief cause of its commercial decadence. Many of the inhabitants have abandoned their establishments, and gone with their slaves to seek, in the interior of the island, a climate more congenial to the culture of the sugar-cane. The sugar of Guayama shows a fine grain and good color for refinery. In 1853 there entered the port 85 American vessels, having an aggregate of 15,471 tons, importing in value \$255,153; and cleared 83, of 14,873 tons, exporting a value of \$492,338. The total exports of sugar during the same year were 21,920,511 pounds; of molasses, 11,618 hogsheads; of coffee, 306,683 pounds; and of tobacco, 101,862 pounds.

Mayagüez, Ponce, and Guayama are the three places on the island which possess the greatest number of steam-engines, and machines for the manufacture of sugar. This remark applies, in a special manner, to Mayagüez, the climate of which is particularly favorable to the development of labor. In 1850 there were put up here ten machines of from 10 to 16 horse-power each.

The exportation of rum is not in proportion to that of sugar, owing to the large consumption of that article on the island.

Among the secondary ports of the island, Aguadilla and Humacao are the most considerable. In 1853 the former exported 3,092,302 pounds of sugar; 2,438,788 pounds of coffee; 649 hogsheads of molasses; and 469,956 pounds of tobacco. The latter, in the same year, exported 4,183,233 pounds of sugar; 100,000 pounds of coffee; 1,676 hogsheads of molasses; and only 11,220 pounds of tobacco, against 28,300 the preceding year. The great bulk of the coffee shipped from these two ports goes to Trieste, Genoa, and Hamburg. Germany also takes from these ports a considerable quantity of tobacco.

Fajardo and Naguaba have some trade with the French West Indies, with St. Thomas and St. Croix, consisting chiefly in an exchange of live animals and provisions for the imports from those islands. Their sugar, however, amounting annually to about 5,000 hogsheads, is almost exclusively sent to the United States.

SUGAR.—Previously to 1820, scarcely enough sugar was produced for the consumption of the island. According to official statements, the quantity exported from all parts of the island of Porto Rico in 1839 amounted to 69,245,783 pounds, valued at \$2,423,602; while in 1853 the quantity of sugar exported amounted to 110,605,859 pounds, valued at \$3,318,175; showing an increase in fourteen years of over fifty per cent. The United States alone received in 1853 74,710,336 pounds, valued at \$2,244,309, or over two-thirds of the whole quantity exported.

COFFEE.—The quantity exported in 1839 was 8,538,362 pounds, valued at \$853,000; and in 1849, 8,615,311 pounds, valued at \$516,918. In 1853, it amounted to 11,580,604 pounds, valued at \$694,836. Despite this seeming increase, it is a well-known fact that the cultivation of coffee is on the decline. The Hanseatic cities receive nearly one-half of the whole exportation of coffee, while the United States take but an inconsiderable quantity.

MOLASSES.—In 1839 there were exported 3,311,719½ gallons, of the value of \$496,759; in 1849, 4,328,135½ gallons, valued at \$649,220; and in 1853, 46,630½ hogsheads, valued at \$466,307. The United States received of the quantity exported in 1853 to the value of \$363,612, nearly three-fourths of the total exportation.

COTTON.—The cultivation of cotton declines yearly, and has become at this time insignificant. In 1839 there were exported 1,183,973 pounds, valued at \$189,435; while in 1853 the whole amount did not exceed 280,565 pounds, valued at \$28,056.

RUM.—The value of rum exported in 1839 was \$16,241, and in 1853, \$17,106. The exportation of this article bears no proportion to that of molasses, as rum is immoderately consumed by the common people on the island.

The commerce of Porto Rico with foreign nations during six years, from 1848 to 1853, both inclusive, is illustrated by the following statements:

Statement of the values of the principal articles imported into Porto Rico, 1848—1853.

[Made up from the "Balanzas Generales."]

Articles.	1848.	1849.	1850.	1851.	1852.	1853.
Olive oil.....	\$86,019 50	\$99,989 50	\$89,197 15	\$79,959 70	\$99,932 63	\$122,707 00
Liquids.....	193,638 94	187,259 70	228,132 07	206,431 09	348,868 17	342,903 68
Meats.....	71,712 40	96,375 29	83,278 73	92,607 11	91,734 16	67,218 67
Spices.....	5,967 42	6,450 50	14,657 46	14,895 22	(a) 15,533 18	10,657 34
Fruits, &c.....	20,139 56	27,838 98	28,959 19	56,672 74	56,621 56	43,340 81
Rice.....	38,580 26	40,598 31	43,987 37	46,809 78	145,498 58	83,965 75
Cereals, &c.....	598,958 91	580,415 98	688,809 82	1,000,319 92	1,193,123 23	698,701 40
Lard and butter.....	84,149 12	80,733 92	88,158 34	74,671 74	91,658 76	69,578 30
Cheese.....	97,314 76	25,196 73	30,697 76	43,888 50	67,014 58	33,837 50
Fish.....	365,902 00	304,488 41	436,990 91	381,908 51	400,232 21	342,002 02
Other edibles.....	116,866 63	112,706 09	116,020 52	164,037 40	166,031 64	135,732 06
Cottons.....	521,310 87	755,987 23	651,105 34	625,525 14	599,201 22	677,841 81
Woolens.....	35,094 03	49,291 34	47,544 04	50,594 36	48,744 18	75,777 62
Linens.....	369,446 65	405,699 83	318,130 17	253,582 22	267,459 22	222,494 65
Silks.....	68,940 44	61,578 08	62,186 03	8,645 38	93,880 46	78,496 07
Tobacco.....	199,929 18	143,120 94	185,580 84	222,056 45	138,440 21	194,374 56
Skins and peltries.....	72,409 53	58,030 87	85,049 14	121,449 15	134,141 93	106,406 23
Wood.....	232,360 60	211,196 42	316,291 80	307,088 66	254,947 98	216,867 15
Metal.....	98,196 60	32,633 34	24,619 34	35,446 71	71,738 55	33,074 29
Glass.....	12,024 97	15,963 04	20,829 16	14,727 11	32,957 23	25,973 74
Iron nails.....	36,505 36	58,275 68	58,170 54	51,273 36	42,294 96	39,741 36
Iron ware.....	19,059 48	23,738 56	35,403 97	42,445 57	65,179 66	36,383 21
Machines, and parts thereof, for sugar manufactories.....	9,855 12	28,839 28	24,983 44	27,729 16	21,166 48	15,207 50
Agricultural implements.....	22,174 05	22,781 25	22,582 36	49,120 67	89,706 05	38,013 91
Soap.....	127,431 30	124,330 00	112,436 75	156,884 90	215,940 35	97,312 10
Medicines.....	33,909 82	33,667 40	31,955 38	30,374 79	30,617 56	36,192 61
Furniture.....	61,338 02	44,173 47	44,945 02	45,756 27	84,488 03	34,568 64
Perfumery.....	19,438 15	18,206 61	15,028 08	17,355 00	35,167 50	25,029 00
Candles.....	46,632 15	16,806 63	62,678 40	65,267 22	68,945 92	48,017 38
Gold and silver.....	234,116 00	612,155 00	740,062 50	783,475 25	392,981 00	735,630 75
Unenumerated.....						
Total.....	4,469,751 62	4,981,583 89	5,222,029 98	6,073,870 02	6,298,205 65	5,335,910 26

(a) The Balanza gives this sum as \$107,257 34, which is an error.

Commerce of Porto Rico with foreign nations, 1848—1853.

[Made up from the "Balanzas Generales."]

Countries. (c)	1848.		1849.		1850.		1851.		1852.		1853.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Spain and Balearic Islands.....	\$940,292	\$598,568	\$696,377	\$471,341	\$1,157,178	\$280,425	\$1,297,616	\$528,402	\$5,806,297	\$321,983	\$1,302,225	\$329,045
Cuba.....	198,774	62,592	111,623	26,787	199,793	2,491	245,101	23,048	160,343	66,635	108,778	61,369
Foreign Antilles.....	1,908,642	264,404	2,586,890	204,928	2,337,425	234,199	1,955,479	368,617	2,034,228	295,691	2,340,400	344,928
United States.....	871,600	2,467,553	899,614	2,100,930	968,020	2,468,481	1,187,847	2,526,892	1,173,184	2,438,130	798,529	2,655,809
Austria.....		61,961		61,734		48,668		67,505		6,963	51,302	
Bremen and Hamburg.....	11,452	295,291	24,387	240,884	21,234	343,634	41,329	440,231	183,474	219,803	148,618	273,636
Sardinia.....	22,520	113,729	24,469	131,487	4,976	296,178	1,739	173,014	2,264	158,427	11,485	118,847
Denmark.....		23,842	2,923	36,689						46,301	1,733	64,708
France.....	16,568	472,806	8,136	457,728	15,034	734,921	42,510	63,205	34,927	272,702	83,185	253,179
England.....	13,502	965,121	43,143	1,522,630	79,357	1,644,696	282,971	1,253,329	267,435	429,587	29,069	712,493
Canada and Newfoundland.....	138,269	228,829	113,116	163,374	271,221	496,134	268,736	332,492	306,308	196,413	274,835	322,400
Venezuela.....	230,570	17,296	254,839	7,522	129,297	10,253	750,598	2,176	278,579	2,711	219,588	8,200
Total.....	4,403,751	5,295,136	4,961,583	5,402,371	5,222,029	5,677,219	6,673,870	5,761,374	6,268,265	4,632,329	5,205,919	5,299,227

(c) Belgium, Holland, and other countries, are given in the original; but the amounts for these countries being comparatively small, and only for a few of the years designated in the table, they are omitted. The true totals, however, are given, though they do not, for the reason assigned, correspond in every instance with the sum of the particulars.

Number and tonnage of vessels entering the ports of Porto Rico in the years 1848—1853.

Nationality.	1848.		1849.		1850.		1851.		1852.		1853.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Spanish.....	406	26,621	429	28,530	423	26,454½	479	36,346	554	46,660	529	32,251½
United States.....	323	54,250	306	48,360	251	55,948½	427	67,412	447	73,442	415	67,180
Bremen.....	11	2,454	13	2,221	9	1,601	21	4,320	24	4,703	19	4,542½
Danish.....	18	2,949	29	2,881	19	2,623	25	4,306	31	4,713	29	4,823
Dominican.....	5	190	3	119	3	151	3	128	3	216	1	51
French.....	97	16,806	77	9,916	97	11,515½	53	4,954	61	8,172	62	7,674
Hamburg.....	12	2,621	19	1,746	22	4,855	15	3,676	22	2,265	21	4,697
Portuguese.....	1	82			1	76						
Dutch.....	1	86	4	142	3	278	4	349	22	718	4	281½
English.....	129	17,256	177	27,067	196	21,211½	273	34,120	229	29,941	209	24,684½
Venezuelan.....	3	104			1	70			8	549		
Prussian.....	1	160	1	206			2	294			5	1,436
Swedish.....	1	202	1	200	2	266	1	210	5	916		
Sardinian.....	7	1,423	12	2,706	12	2,682½	10	2,074	5	1,615	5	1,113
Hanoverian.....			2	296	1	103	4	698	3	710	2	223
Oldenburg.....			1	228	2	456	7	1,391	8	1,762	16	2,432½
Total.....	c 1,436	1 118,910	1,695	124,851	1,306	122,042½	1,324	161,586	1,432	175,826	c 1,328	c 131,663½

(a) To make this total, add 1 for Austria.

(b) To make this total, add 408 for Austria.

(c) To make these totals, add 1 to the column of number of vessels, and 177 to that of tonnage, for Austria.

The tonnage of American vessels arriving in 1853 at Porto Rico amounted to 67,180, or nearly one-half of the total tonnage of the island, double that of all the Spanish, and nearly triple that of all the English vessels.

Ports mostly visited by American vessels were Mayagüez, 97 vessels; Ponce, 69 vessels; Guayama, 50 vessels; and Porto Rico (San Juan), 45 vessels.

Statement of the quantities of the principal products of Porto Rico, 1848—1853.

[Made up from the "Balanzas Generales."]

Years.	Aguardiente	Cotton.	Coffee.	Sugar.	Hides.	Tobacco.	Molasses.	Black cattle.
	Hogsheads.	Pounds.	Pounds.	Pounds.	Pounds.	Pounds.	Gallons.	Head.
1848.....	984½	182,457	9,613,074	191,298,754	745,880	2,457,449	3,867,474	4,372
1849.....	1,941½	304,052	8,615,311	190,742,517½	519,070½	2,430,580½	4,328,135½	3,700
1850.....	572½	241,574½	11,783,604	112,129,420	544,752	2,973,308	4,965,313	4,376
1851.....	347½	366,581	12,111,971	118,416,304	622,796	6,478,664	4,827,558	6,053
1852.....	113½	218,790	11,370,763	93,631,326	508,820	5,565,720	3,357,900	6,220
1853.....	648½	280,565	11,580,604	110,605,859	507,251	3,703,457	4,896,228	6,019

The foreign Antilles, and among them, especially, St. Thomas and St. Croix, have the largest amount of the imports into Porto Rico. Indeed, the former, as already observed, may be considered merely as an entrepot for European and American manufactures, serving the Spanish merchants, from its proximity to the Spanish West Indies, as a market for all their merchandise. It will be seen that the United States occupy the first rank as regards the amount of exports, taking more than one-half of the total exportations. They receive two-thirds of all the sugar, and three-fourths of all the molasses exported; these being the principal articles entering into the export trade of Porto Rico. The exportation to the United States amounted in 1853 to \$2,340,000, chiefly for sugar and molasses.

Spain holds the second rank in importations into, and only the fourth as respects exportations from, Porto Rico, since the foreign Antilles import more into the island; and the United States, England, and the Hanseatic cities take more from it than does Spain, despite all differential duties in her favor, both as respects shipping and trade.

GENERAL REGULATIONS.

Tonnage Duties.—Ships entering the ports of the island of Porto Rico will pay, if foreign, \$1 the ton; if national, 37½ cents the ton, as per register.

(The sections marked 1, 2, 3, 4, in the *General Regulations* of Cuba, are also applicable to Porto Rico.)

National vessels bringing full cargoes of coals will pay no tonnage duties, although the number of tons be less than indicated by their register; foreign vessels will, however, pay 50 cents per ton, in compliance with the royal decree of December 23d, 1848. But, whenever a ship, either national or foreign, brings other cargo besides coals, no matter whether the coals be equal to, or more than, the amount of her tonnage, she will pay the tonnage duty in accordance with said decree.

Vessels loaded with coals only, are exempted from local duties, with the single exception of the fee (§23) to the captain of the port for entering and clearing.

National or foreign vessels entering the ports will pay, in addition to the duties specified, 12½ cents per ton, as per register, for the purpose of deepening the harbor.

Vessels arriving in the harbor of San Juan, under whatever circumstances, or for whatever purpose, will pay 12½ cents per ton for dredging and keeping the port navigable.

National vessels to or from the island of St. Thomas will pay, at whatever port, the tonnage duties applicable to the flag.

Comparative statement of the commerce between the United States and Porto Rico, and other Spanish West Indies, (except Cuba,) exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic pro- duce.	Foreign pro- duce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845....	\$688,149	\$20,775	\$708,924	\$2,026,253	51,150	28,575	629	622
1846....	675,441	25,905	701,346	2,277,110	51,284	30,056	487	1,373
1847....	825,079	33,985	859,064	2,141,929	38,063	26,767	1,746	1,879
1848....	801,722	37,012	838,734	2,106,296	45,438	35,241	513	1,150
1849....	523,292	33,234	556,526	1,964,861	47,534	25,870	2,192	3,898
1850....	816,062	93,591	909,653	2,067,866	41,768	30,744	3,074	3,108
1851....	961,410	57,209	1,018,619	2,480,329	48,336	36,320	7,874	6,013
1852....	1,015,563	39,542	1,055,105	3,001,223	58,885	35,010	12,061	5,544
1853....	810,411	54,143	864,554	2,800,936	47,838	30,815	15,844	9,429
1854....	990,886	60,997	1,051,883	2,850,353	52,228	31,014	8,710	8,528
1855....	1,144,581	38,937	1,183,518	2,475,998	43,249	34,190	7,830	5,592

TARIFF OF PORTO RICO. (a)

[Approved August 2, 1849; modified August 8: in force from November 1, 1851.]

Regulations.

1. The products of the island, except timber, are free from all export duty, both municipal and of the government.
2. National products in national ships will pay, on their introduction, 7 per cent.; and the like in foreign ships will pay 12 and 15 per cent. Foreign products in foreign ships will pay 23 and 29 per cent.; the like, though they may come from the ports of Spain, in national vessels, will pay 16 and 20 per cent. (b)
3. In these duties are absorbed the $\frac{1}{2}$ per cent. *consulado*; $\frac{1}{2}$ per cent. for the construction of moles, custom-houses, and their warehouses; and $\frac{1}{2}$ per cent. for the construction of roads and bridges in the interior; and 2 per cent. extraordinary duty established by royal order of the 28th of January, 1845, on the importation of foreign products.
4. * * * * *
5. Articles, the duties on which are less than those generally stated in the list, such as 1, 2, $2\frac{1}{2}$, 3, 4, and 6 per cent., to which are subject fine wares (*prenderia fina*), quicksilver, cochineal, implements of husbandry, &c., will not be subject to the duties of *consulado*, roads, and aqueducts.

(a) See Comparative Tariffs No. 3, Part II.

(b) This last difference (9 per cent.)—that is, the difference between the last duty named, viz., 20, and its corresponding duty on the like not "from the ports of Spain," viz., 29, or a difference of 9—appears to be payable only on such articles as are also made in Spain; that on flour is $8\frac{1}{2}$ per cent. in favor of Spanish vessels.

6. One per cent. Balanza duty will continue to be collected on all the duties of importation and exportation, in accordance with the royal order of November 5, 1824, with the exception of those called *fixed* and *sole*, those of tonnage, anchorage, and local imposts.

7. Alembics, trees for planting, plants and seeds, manures, and machinery for agriculture, will pay a duty of 1 per cent., if they come from foreign ports and in foreign bottoms; their introduction being free in national ships, when from national ports.

8. Imports, not products of the countries whence they come, will pay an additional duty of $2\frac{1}{2}$ per cent. on the duties already imposed.

9. Merchandise, fruits, and effects from foreign islands, in the neighborhood of Porto Rico, introduced into ports open for such goods, by national vessels, will pay the same duties as if brought in foreign bottoms.

10. Foreign refined white sugar, in loaf, crushed, or powdered, will pay a fixed rate of \$8 the quintal; and the like from the island of Cuba, \$4. The foreign white sugars will pay \$4 the quintal, and that of Cuba \$2.

11. Virginia leaf-tobacco will pay a fixed rate of \$4 the quintal; that of Manilla, of the same quality, \$5 the quintal; that in *carrots*, foreign, \$7 the quintal; foreign cigars, \$2 the 1,000; the leaf-tobacco of Santo Domingo \$5 the quintal; the same of Cuba \$3 the quintal; cigars of Cuba \$2 the 1,000; and cigarettes thence, \$1 the 100 (small paper bundles).

12. Notwithstanding that, in the tariff, salt is designated as an article of importation, and an appropriate duty assigned thereto; nevertheless, since by royal order, bearing date the 4th day of August, 1851, the public sale of the salt-works of the island was ordered, and such order has been executed; the exclusive privilege of introducing this article, whether of national or foreign production, on the payment of the specified duty, having been conferred upon the purchaser, by rescript of the tribunal of intendency of the 7th June, 1851, notice is hereby given, that, until otherwise ordered, no other person will be allowed to *verify* such importation.

13. Various pieces of cloths being designated in the list, of a determinate number of yards, which they usually measure, no allowance will be made for any less number, unless the deficiency exceed 6 per cent. on the piece, and notice thereof be given at the time of the entry.

14. Cinnamon in sticks and in bundles may be sold at auction in the warehouse of damaged goods, though they may not have been damaged; the duty being payable according to the price at which they sell, unless the amount exceed the value stated in the tariff, in which case they will pay what is there required.

15. Oil, grease, ham, bacon, sausages, cheese, salt, lard, butter, fish, (pickled or dry), cocoa, and other articles of the same sort, subject to leakage or loss, shall be considered at the weight and measure they are of at the time the duties are paid at the custom-house, whenever they are less than appears in the manifest; but whenever greater than ten per cent., the excess will be subject to such penalties as the superintendency may impose, to which, in every case, the representation will be made.

16. From *agua ras* (spirits of turpentine), and liquids of all kinds, and from whencesoever, fruits in spirituous liquors, or simple sirup, capers, olives, pomatums, hair-oil, and other articles that are generally imported in wooden vessels, clay, crystal, glass, and other brittle wares, will be deducted 1 per cent., in consideration of leakage, spilling, and breakage.

17. On mirrors, crystal, glass, earthen vessels, and vessels of clay, will be deducted 3 per cent., in consideration of breakage.

18. Dry or jerked beef imported from Buenos Ayres, or from other places not less distant, will be allowed for damage, &c., a deduction from manifest exhibit of 10 per cent.

19. On jerked beef from Yucatan, the United States, Costa-Firma, and other places at equal distances, 4 per cent. will be deducted on the same account.

20. Should the weight of a cargo of jerked beef, or a part of one, not appear on the manifest, the *administrador* will take the charge of the unloading, and the rates thereon shall be paid,

without any deduction, even for damage by the sea. In this case, the master will be also amerced for the defect of his manifest, in such manner as the superintendency adjudge.

21. If, of the jerked beef on the manifest, any part should prove to be spoiled, so that it must be thrown overboard, it shall be deducted, and no allowance of duty shall be made on the remainder; and if any excess appear, the owners shall be subject to the penalties that may be imposed by the superintendency, to whom the case shall be made known.

22. If in the event of storm, or other extraordinary accident, the articles imported shall have suffered considerable damage, so that the owners or agents do not abide by the allowances assigned, the custom-house officer will cause the articles which deserve consideration to receive a scrupulous examination, at which competent persons shall engage, appointed by that officer and those interested, who shall inspect the damage; and the allowance adjudged, if it exceed 6 per cent., shall be made known to the superintendency for such decision as it shall make.

23. As a general rule, all articles not included in the tariff will be subject to the rates pointed out for those to which they are analogous.

24. The rate of anchorage will be continued as it exists up to this time, in all the custom-houses of the island; and at the capital, the contribution, also, established for the aqueduct by royal order. That for the light-house will also be collected under the regulations established.

25. The duty, hitherto existing under the name *amortizacion*, on the vessels entering in ballast, is repealed.

26. The custom-house will continue to receive the local duties that may be found in force, imposed by competent authority.

* * * * *

One-fourth part of the duties may be paid in Spanish gold, as formerly.