

the digestive and respiratory organs, the former amounting to 4472 or 1.35 per cent. of the population and the latter to 3904 or 1.18 per cent. of the population, and both causing 8376 deaths or 53.81 per cent. of the total number of deaths. Deaths by typhus and typhoid fevers and small-pox, which are supposed to make such great ravages in the City of Mexico, were in reality insignificant, the deaths by the former amounting in that year to 480 or 0.14 per cent. of the population, and the deaths by small-pox were, in the Federal District, embracing the City of Mexico and twenty-three suburban towns, 217 or 0.047 per cent. of the population of the District which is 473,820. Small-pox only attacks the very poor people, and, strange to say, also foreigners, even in case they have been vaccinated in their country, and to be free from small-pox they must be vaccinated in Mexico.

The months of the greatest mortality during the same year were from February to May, and of the smallest the month of August, showing that the unhealthy months are the dry months, that is before the rains set in.

The mortality in the City of Mexico is indeed very large, and it is due principally to two causes, first, the want of proper drainage and sewerage for the refuse of the city, a trouble which is now almost com-

Porfirio Díaz, and by the suggestion of General Vicente Riva Palacio, then Secretary of Public Works, the Central Meteorological Observatory was established. From that date up to the present, an uninterrupted hourly observation is regularly taken during the day and the night in the Central Meteorological Observatory. Some magnetical observations have also been made, and the Observatory is now thought of being removed to a more suitable spot.

After the establishment of the Central Meteorological Observatory, some official or private meteorological stations have also been established as follows: Aguascalientes (Instituto del Estado); Guadalajara (Escuela de Ingenieros), observer, Agustín V. Pascal; Guanajuato (Colegio del Estado), observer, Genaro Montes de Oca; León (Escuela Secundaria), observer, Mariano Leal; Mazatlán (Observatorio Astronómico y Meteorológico), observer, N. González; Oaxaca (Colegio del Estado), observer, Dr. A. Domínguez; Pachuca (Instituto del Estado), observer, Dr. N. Andrade; Puebla (Colegio Católico and Colegio del Estado), observers, Priest P. Spina and B. G. González respectively; Querétaro (Colegio Civil), observer, J. B. Alcocer; San Luis Potosí (Instituto del Estado), observer, Dr. G. Barroeta; Toluca (Instituto del Estado), observer, S. Enríquez; Veracruz, observer, G. Baturoni; Zacatecas (Instituto), J. A. Bonilla. Dr. Manuel Andrade, of Huejutla; Dr. Matienzo, of Tampico; Father Pérez, of Morelia; Father Arreola, of Colima; Father Castellanos, of Zapotlán; Sr. Pascual Borbón, of Tacámbaro, are enlightened observers to whom the Central Meteorological Observatory is indebted for their valuable co-operation, and also to the telegraph operators of the "Telegraph system," who send, daily, some weather observations to this office.

The staff of the Central Meteorological Observatory is now as follows: Director, Mariano Bárcena; Vice-Director, José Zendejas, C.E.; Second Observer, Francisco Toro; Assistants, Rafael Aguilar, Francisco Quiroga, Angel Robelo, José Torres, and J. I. Vázquez.

pletely remedied, and the second, the unhygienic way of living of the poor classes, among whom takes place the largest mortality.

The very large number of still-births which occurred in the City of Mexico in 1896, almost exclusively among the poor classes, shows the little care that the poor women take of themselves, and is enough to explain the present large mortality.

RAILWAYS.

For many years the government earnestly endeavored to further the construction of railroads in Mexico, but the broken surface of the country made the building of these roads very expensive. Until 1873 the means of internal locomotion were mainly limited to a few wagon roads, over which travelled twenty-four regular lines of diligences, under one management; and bridle-paths from the central plateau over the sierras and terrace lands down to a few points on both coasts.

In 1854 the first railroad was finished, connecting the City of Mexico with Guadalupe, about three miles in length, and another from Veracruz to Tejeria towards the City of Mexico about twelve miles in length; these being the only railroads that were built, up to 1861. During the French Intervention the French army extended the Tejeria road to Paso del Macho, about thirty-five miles further, to the foot of the mountain, so as to be able to transport their army, with the shortest delay possible, out of the yellow-fever zone, toward the central plateau; and an English Company, which had a grant for a road from the City of Mexico to Veracruz, which was supposed at the time to be the only one that could be built in Mexico, extended the Guadalupe road to Apizaco in the direction of Veracruz and not far from Puebla.

No construction of consequence was done immediately after the French Intervention, because the country was generally in a disturbed condition, although several efforts were made in that direction by President Juárez, under whose administration a new and very liberal grant was given to the Veracruz railway company. The Veracruz road was finished in 1873, during Señor Lerdo de Tejada's Presidency, and when General Díaz became President in 1876 he earnestly promoted railroad building; and we now have two trunk lines connecting the City of Mexico with the United States—the Mexican Central to El Paso, Texas, with a branch from San Luis Potosí to the port of Tampico, and another from Irapuato to Guadalajara, which has recently been extended to Ameca, towards the Pacific; and the Mexican National to Laredo, Texas, with several branches. Another trunk line from Eagle Pass to Torreon and Durango, which it is intended shall finally reach the Pacific, has also been built by Mr. C. P. Huntington and his associates. There is besides a line from Nogales to Guaymas, built and owned by the Atchison, Topeka, and Santa Fé

Company; and these four lines connect us with the main systems of the United States, our lines being in fact extensions of the United States railway system.

We have now two lines from the City of Mexico to Veracruz, the old Veracruz road passing by Orizaba, and the Interoceanic, which runs from Veracruz by Jalapa and the City of Mexico and is intended to reach the Pacific. All of our roads, excepting the one built by Mr. Huntington, have had large subsidies paid by the Mexican Government, and in one case, that of the Veracruz railroad, the subsidy paid was \$560,000 per year, for twenty-eight years, or about \$57,471 per English mile, although the average subsidy per mile, according to President Diaz's report, dated November 30, 1896, is \$14,380.

The Tehuantepec railway, running from Coatzacoalcos on the Gulf of Mexico to Salina Cruz on the Pacific, about one hundred and thirty miles in length, has been built at great expense and at a great sacrifice by the Mexican Government. I published in the *Engineering Magazine* for March, 1894,¹ an article stating the different efforts made by the Mexican Government to have that road built, and the advantages that we expected from it as a highway of trade between the Atlantic and the Pacific. The Mexican Government has recently made a contract with Messrs. E. Weetman, Pearson & Son, of London, for the building of good harbors at both ends of the road, and when that is accomplished we expect that a great deal of eastern trade will pass through Tehuantepec.

With the exception of the Tehuantepec road, we have not yet any road running from the Atlantic to the Pacific, although several are in process of construction. The descent of the mountains is on the Pacific slope a great deal more difficult than on the Gulf coast, where the large centres of population are located near the Gulf, and this explains why none of the roads have so far been able to reach the Pacific Ocean.

Our railway system extends now, in the direction of Guatemala, as far as the city of Oaxaca, where we are only about five hundred miles away from our frontier with Guatemala. In other directions, our system reaches the principal cities and commercial and mining centres of the country.

The total mileage of railway in 1895 was 6989½ English miles. President Diaz, in his above mentioned report gives, the total mileage of railways in Mexico as 11,469 kilometres or 7126 miles; and in his message to Congress on April 1, 1897, he stated that the railway mileage had been increased by 238 kilometres 550 metres, finished and received by the Government, and 248 kilometres built, but not yet received officially, making a total mileage of 11,955 kilometres 550 metres, or 7,429 miles.

¹ This paper will appear in this volume.

President Diaz's Railway Policy.—President Diaz deserves a great deal of credit for his efforts to promote in Mexico, material improvements, and especially in railroad building. When he came into power, in 1877, public opinion was very much divided as to the policy of allowing citizens of the United States to develop the resources of the country by building railroads, working mines, etc. Our experience of what took place in consequence of the liberal grants given by Mexico to Texan colonists made many fear that a repetition of that liberal policy might endanger the future of the country by giving a foothold in it to citizens of the United States who might afterward, if circumstances favored them, attempt to repeat the case of Texas. President Lerdo de Tejada seemed to share such fears judging by his policy in this regard. But President Diaz, as a broad-minded and patriotic statesman, believed that the best interest of the country required its material development, and that it would not be advisable to discriminate against citizens of the United States, as that country was more interested than any other, on account of its contiguity to Mexico, in developing the resources of our country by building an extensive system of railways, and would, therefore, be more ready than any other to assist in building them. He trusted, at the same time, that when the resources of the country should be more fully developed, it would become so strong as to be beyond reach of the temptation by foreign states or individuals. The results of the work done in Mexico so far show that General Diaz acted wisely, and proved himself equal to the task before him.

Many in Mexico, and myself among the number, thought that, as the railroads were such lucrative enterprises, especially in a country endowed with so many natural elements of wealth as Mexico, it would not be judicious to give their promoters any pecuniary assistance, in the shape of subsidies or otherwise, the more so as the finances of the country were then in a critical condition, and it would not be wise to increase its burdens by large pecuniary subsidies in aid of private enterprises. My opinion in this case was based mainly on what I had seen in the United States, namely: that long lines of railways are built in this country without any pecuniary assistance from the Government, and that when the Government subsidized any one line it became a source of great dissatisfaction and very unpleasant questions, which are yet unsettled. We feared also that such large subsidies as were asked by the railway promoters would amount in the end to so large a sum as to make it impossible for Mexico to pay it, discrediting the country. But in this case General Diaz's view seems to have been the right one, in so far as that it afforded a great inducement for the immediate building of large trunk lines of railways, which, without subsidy, might have been delayed for several years. He thought it

worth while to spend large sums of money for the purpose of having railways built without delay, rather than trust to the fluctuations of confidence and credit in the foreign exchanges, that would enable the prospective companies to obtain the funds necessary to build their roads, trusting, at the same time, that the material development of the country promoted by the railroads would yield revenue enough to pay all the subsidies granted. Fortunately all railroad subsidies contracted by Mexico have been punctually paid, and their amount forms now a large item of our national debt. To pay some of them the mistake was made of negotiating a sterling loan on Europe, to pay a silver debt; but even in that way the transaction is not altogether a bad one.

General Diaz's policy was to give a railway subsidy to anybody asking for it without investigating the responsibility of the concern, with the idea that if the road was built the country would get the benefit of the same, and if it was not built nothing would be lost, as there was in all grants, a clause to the effect that if no building was done within a given time, the grant should by that mere fact be forfeited, the forfeiture to be declared by the Administration.

The system of subsidizing railways has a great many drawbacks, but at the same time commands some decided advantages, like giving the government the strict supervision over the roads who have to submit to it for its approval, tariffs for freights and passengers, the free carrying of the mails, the duty of the company to present to the government a yearly statement of its traffic, receipts, etc., and other similar advantages. In all grants to subsidized railroads there is a stipulation that at the end of ninety-nine years the road-bed would revert to the Mexican government.

President Diaz's Statistics on Mexican Railways.—Before I close this chapter I think it will not be out of place to quote some remarks of President Diaz concerning our Mexican railroads, which occur in his above-mentioned report.

"In 1875 we had 578 kilometres 285 metres of railway, in 1885 we had 5915 kilometres, in 1886, 6018 kilometres, in November, 1888, 7940 kilometres, in June, 1892, 10,233, and including the tramways and other local and private lines, the amount was 11,067 kilometres; in September, 1894, we had 11,100 kilometres; in April, 1896, 11,165 kilometres, and now we have 11,469 kilometres. . . .

"We stand first in railroad building of all the Latin-American countries. During the years 1877 to 1892 Mexico built more railroads than any other Latin-American State, being 11,165 kilometres; the Argentine Republic takes the second place, with 8108 kilometres, and Brazil the third, with 6193 kilometres, built during the years mentioned. The average number of kilometres built per annum in Mexico during this period was 689, the maximum having been reached in

1881-82.....	1938 kilometres
1882-83.....	1727 "
1887-88.....	1217 "
1889.....	1263 "

The number of passengers carried in

1876.....	4,281,327
1890.....	19,531,395
1893.....	22,781,343
1895.....	24,269,895

The freight handled in

1876.....	132,915 tons
1890.....	2,734,430 "
1893.....	3,798,360 "
1895.....	4,117,511 "

The gross receipts in

1876.....	\$2,564,870
1890.....	21,019,960
1893.....	26,121,624
1895.....	28,758,450

"The subsidies paid for railroads up to December, 1892, averaged \$8935 per kilometre of road built and in operation at that date. This average is much less than that of the subsidies paid by other Latin-American countries, the Republic of Chili having averaged \$17,635 per kilometre, and the Argentine Republic \$31,396.

"The railroad system of the Republic has given the capital direct and rapid connection with our principal states. Throughout the length of the central plateau to the frontier, Mexico City is connected with the capitals of the states of Querétaro, Guanajuato, Jalisco, Aguascalientes, Zacatecas, Chihuahua, and San Luis Potosi by the Mexican Central Railway, and with Durango by the Mexican International; with the states of Mexico, Guanajuato, Michoacan, San Luis Potosi, Coahuila and Nuevo Leon by the Mexican National; with the cities of Puebla, Orizaba, Cordoba, Veracruz, and Jalapa by the Mexican Railway and by the Interoceanic, and with Tehuacan and Oaxaca by the Mexican Southern from Puebla. Three lines connect the capital with the northern frontier; the Central, which terminates in Ciudad Juarez; the National, which runs to Nuevo Laredo; and the International, which, from its junction with the Central at Torreon, runs to Piedras Negras. And as to our various ports Guaymas is connected with Nogale on the northern frontier; Manzanillo with Colima; Matamoros with Reynosa and San Miguel; Tampico with San Luis Potosi and Monterrey; Veracruz with Jalapa and Mexico; and the first really Interoceanic railway of the Republic across the Isthmus of the Tehuantepec, united the Atlantic and Pacific oceans by connecting the port of Coatzacoalcos, on the gulf, with the port of Salina Cruz on the Pacific coast. Southward from the capital of the Republic the Interoceanic traverses the State of Morelos, and the Mexico, Cuernavaca and Pacific Railway has its line located to the City of Cuernavaca and is pushing on through the state of Guerrero to the port of Acapulco. In the peninsula of Yucatan, the lines connecting Campeche and Merida are nearly finished; while the port of Progreso has rail communication with Merida."

Financial Condition of Mexican Railways.—Our railroads are doing remarkably well, and their traffic, especially domestic, is daily increas-

ing and grows in much larger proportion than the foreign, or international traffic; and they are paying the interest on their debt, which is due and paid in gold, notwithstanding that they collect their freights in silver, which has been for several years at a great discount, losing at the present rate of exchange about one hundred per cent. in the operation; but their business is such that they can afford to suffer that loss.

In the statistical section of this paper will be found a list of our railroads, their mileage, earnings, and several other data, showing that they are in a prosperous condition, all of which will be of interest to those who desire to have a more intimate acquaintance with the railway system of Mexico. I will only insert here the following statement of the annual building and earnings of the Mexican railways, supplementing it with a comparative statement showing the tonnage moved by the principal railway lines, for the ten years ending December 31, 1896, which shows a great increase in their business, and consequently in their earnings.

ANNUAL BUILDINGS AND EARNINGS OF MEXICAN RAILWAYS.

YEAR.	MILES OF ROADS BUILT.		ANNUAL EARNINGS.
	Each year.	Total.	
1873.....	—	359,306	\$2,097,104.55
1874.....	5,393	364,699	2,665,496.18
1875.....	47,087	418,001	2,799,696.13
1876.....	2,265	414,052	2,563,241.00
1877.....	3,739	417,791	3,213,434.17
1878.....	40,748	458,539	3,400,799.89
1879.....	91,950	550,488	3,828,718.65
1880.....	120,328	670,817	4,504,135.39
1881.....	429,858	1,100,675	5,679,193.37
1882.....	1,204,118	2,304,792	9,883,719.51
1883.....	1,073,404	3,378,196	12,102,583.34
1884.....	282,523	3,660,719	11,089,136.39
1885.....	73,614	3,734,332	10,656,551.42
1886.....	49,099	3,783,432	11,373,667.63
1887.....	323,084	4,106,516	13,310,218.79
1888.....	756,522	4,863,060	16,121,267.79
1889.....	390,650	5,253,096	18,788,142.29
1890.....	784,744	6,037,752	20,919,287.14
1891.....	495,015	6,532,711	23,762,172.87
1892.....	352,171	6,884,842	25,363,922.29
1893.....	14,829	6,870,015	25,359,244.06
1894.....	118,810	6,888,811	—

COMPARATIVE STATEMENT, SHOWING APPROXIMATE TONNAGE MOVED BY THE UNDERMENTIONED RAILWAYS FOR THE TEN YEARS ENDED DECEMBER 31, 1896.

(Compiled from published reports and information furnished by the respective railway companies.)

YEAR.	CENTRAL RAILWAY.	NATIONAL RAILWAY.	INTEROCEANIC RAILWAY.	MEXICAN RAILWAY.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.
1887.....	346,898	77,935	141,090	273,194	839,117
1888.....	477,530 Inc. 34.4	372,800 Inc. 378.3	197,231 Inc. 39.7	318,893 Inc. 16.7	1,366,454 Inc. 62.7
1889.....	540,479 Inc. 13.1	428,314 Inc. 14.8	186,222 Dec. 5.5	354,321 Inc. 11.1	1,509,336 Inc. 10.4
1890.....	609,382 Inc. 12.7	472,045 Inc. 10.2	281,769 Inc. 51.3	384,584 Inc. 8.2	1,747,780 Inc. 15.7
1891.....	867,657 Inc. 42.3	502,856 Inc. 7.3	277,866 Dec. 1.3	409,185 Inc. .6	2,057,564 Inc. 17.7
1892.....	1,091,785 Inc. 25.8	588,505 Inc. 17.	365,191 Inc. 31.4	367,980 Dec. 10.	2,413,461 Inc. 17.3
1893.....	860,187 Dec. 21.2	552,123 Dec. 6.5	380,805 Inc. 4.3	385,923 Inc. 4.8	2,179,038 Dec. 9.7
1894.....	898,484 Inc. 4.4	558,382 Inc. 1.1	444,191 Inc. 16.6	433,637 Inc. 12.3	2,334,694 Inc. 7.1
1895.....	1,047,038 Inc. 16.5	636,193 Inc. 13.9	464,976 Inc. 4.4	453,289 Inc. 4.5	2,601,496 Inc. 11.4
1896.....	1,231,025 Inc. 17.5	782,106 Inc. 22.9	479,744 Inc. 3.1	756,330 Inc. 66.8	3,249,205 Inc. 24.8
	7,970,465	4,971,259	3,219,085	4,137,336	20,298,145

(S.) A. BLAKE.

CITY OF MEXICO, May 19, 1897.

TELEGRAPHS.

We have quite a number of miles of telegraph lines in Mexico, and our service is now as good as that of any other country. The first telegraph line built and owned in Mexico by a private company, liberally assisted by the government, extended from Veracruz to the City of Mexico. On November 5, 1851, the first section was inaugurated from the City of Mexico to Nopalucan, and on May 19, 1852, to Veracruz.

In 1853 another company established a line from the City of Mexico towards the north to Leon in the State of Guanajuato, and in 1865 a line was finished to San Luis Potosi.

In 1868 and 1869 a private company, called the "Jalisco Company" established the line between the City of Mexico and Guadalajara, which was soon afterwards extended to Manzanillo and San Blas. After the restoration of the Republic in 1867, the Mexican government began to

build lines to the principal centres of population of the country, and in 1890 it bought the Jalisco line, and in 1894 the Veracruz.

From 1869 to 1876 the States of Michoacan, Oaxaca, and Zacatecas established several lines in their respective jurisdictions. When General Diaz became President in 1876, the National Telegraphic Lines only had 7927 kilometres.

In 1885 the Federal Government transferred to the States, without any cost, all the telegraphic lines which were considered of local interest, keeping only such as could be called trunk lines.

In 1893 we had 37,880 English miles of telegraph lines, of which 24,840 belonged to the Federal Government, the remainder belonging in about equal parts to the States, private companies and railways.

The following statement, which I take from the *Anuario Estadístico de la Republica Mexicana, 1895*, shows the telegraphic lines belonging to the Federal Government, to the States, to private companies and to railroads :

Federal Lines.....	43,416 k 780 m
State Lines.....	5,544 068 "
Private Company Lines.....	4,730 980 "
Railroad Lines.....	9,761 611 "
General Total.....	63,453 k 439 "

On November 30, 1896, the total mileage of our telegraph lines was, according to the President's report of that date, 45,000 kilometres, 27,962 English miles, and that amount was increased, according to the President's message of April 1, 1897, to 45,259 kilometres, 28,123 miles.

In 1891 the operations of the various lines throughout the Republic involved the transmission of 1,050,000 messages, of which about 800,000 were private, and the remainder official. The receipts from this branch of the public service amounted to \$469,305 collected at 767 offices ; the expenditure included for repairs an average of \$3 per kilometre, and for salaries a total of \$671,431.

The proceeds of the Federal telegraphic lines were, according to President Diaz's report of November 30, 1896, as follows :

Fiscal Year, 1883-1884	\$239,051
" " 1890-1891.....	462,076
" " 1893-1894.....	524,634
" " 1895-1896.....	537,308

In the statistical portion of this paper will be found a detail statement of the earnings and expenses of the national telegraphic lines of

Mexico for the 27 fiscal years which elapsed from July 1, 1869, to June 30, 1896, and such data as it is possible to obtain for the ten years which elapsed from July 1, 1869, to June 30, 1879.

Cables.—Up to 1887 there was no communication between Mexico and foreign countries. In 1880 the Mexican Cable Co. built their cables from Galveston to Tampico, Veracruz and Coatzacoalcos, on the Gulf of Mexico, and a telegraphic line from Coatzacoalcos to Salina Cruz, on the Pacific, which was extended to Central and South America. Cables had been laid between Jicalango and El Carmen and between the rivers Grijalva and Coatzacoalcos, and now through those cables we are in direct communication with the United States and Europe.

POSTAL SERVICE.

Our postal service has improved considerably of late. It was until recently quite imperfect on account of the difficult and expensive ways of communication. It used to be slow and so expensive that it was almost prohibitory, and up to 1870 the single postage of a letter, weighing one quarter an ounce was 25 cents, and double for any distance exceeding sixty miles. After Mexico entered into the Universal Postal Union, in 1870, the postage of letters for foreign countries was reduced to 5 cents, and that reduction made it necessary to reduce the home postage from 25 to 10 cents. Recently it has been reduced again from 10 to 5 cents.

There were in the whole country, in 1883, one head post-office at the national capital, 53 first-class post-offices, 265 second class, for the most part inefficient, and 518 postal agencies, little better than useless. The entire service as it was being rendered at 837 stations. The evils resulting from the very high postage were further aggravated by the insecurity of the mails. The revenue of the postal department in that year amounted to \$817,244.

The total number of post-offices and postal agencies in 1893 was 1448, and the mail pouches are now transported on railways over a total distance of 10,000 kilometres, or more than 6000 miles. Over the remaining distances in the interior the mails are conveyed either by stages or by foot or mounted carriers.

President Diaz gives in his report of November 30, 1896, the following statistics about our postal services :

	Post Offices.	Postal Agencies.
1877.....	53.....	269
1888.....	356.....	719
1892.....	356.....	1430
1895.....	469.....	1471
1896.....	471.....	1500

President Diaz states in his same report that the total number of pieces distributed by our mails in the year 1878 was 5,169,892, while in the year 1896 the number increased to 24,000,000.

For the purpose of communicating with foreign countries, especially before railroads were finished, the Mexican government granted large subsidies to steamship companies, running especially between Mexican and United States ports, and their amount increased considerably the expenses of our post-office department.

In the statistical part of this paper I shall insert the statement of the earnings and expenses of the postal service in Mexico, in the twenty-seven years elapsed from July 1, 1869, to June 30, 1896.

PUBLIC LANDS.

The Spanish government considered itself the owner of lands in Mexico, and it granted them to private parties under certain very liberal regulations. The Indians having been the original owners, and needing the lands to raise their food, and textiles for their clothing, could not be entirely deprived of them, and a large portion of the land was left to each municipality to be held generally in common by the inhabitants of the same. Large tracts of land remain, however, which had not been granted either to the Indians nor to the Spanish settlers, and these we called vacant lands—Terrenos Baldios. The Mexican government succeeded Spain in the ownership of public lands, and with a view to make them available for colonization an easy system to dispose of them at a comparatively low price was established.

The greatest difficulty was to find the public lands, as they had never before been surveyed, and a great many were occupied without title by private parties. As such survey would be very expensive, the Mexican government devised a plan of contracting that work with private companies, paying them with one-third of the land measured, and in that way large portions of the public lands have been surveyed.

It appears from President Diaz's report to his fellow-citizens, dated November 30, 1896, that up to 1888 private companies had surveyed 33,811,524, hectares of public lands, for which they received in payment for their work one-third or 11,036,407 hectares. In the four years from 1889 to 1892, 16,820,141 hectares of public lands were surveyed by private companies, of which 11,213,427 hectares belonged to the government, and in that way in less than ten years it was possible to survey 50,631,665 hectares. Out of this amount the government sold to private parties and to colonization companies 1,607,493 hectares, and to private companies who were in possession of public lands held by them without any title, which we call *demacias*, 4,222,991 hectares. At the same time the government has been trying to divide the lands held in common by the Indian towns between the inhabitants of the

same, and up to 1888 it had distributed in that manner 67,368 hectares among 2936 titles, and from 1889 to 1892 180,169 hectares among 4560 titles. In accordance with the provisions of our public land laws we sold to private parties, who pre-empted the lands for purchase, which we call "*denuncio*," 3,635,388 hectares among 1504 titles, and from 1889 to 1892 1,353,137 hectares among 1218 titles. From July 1, 1891, to August 18, 1896, 9,677,689 hectares of land were surveyed, of which 6,504,912 hectares belong to the government, and the balance, 3,172,777 hectares, belong to private companies.

Every year the Department of Fomento publishes under authority of law a price-list of public lands, which have different prices in each state and are sometimes divided into three classes; the first, second, and third having each a different price. The following is the official price of public lands fixed by the Department of Fomento for the fiscal year 1895-1896:

STATES	PRICE PER HECTARE	STATES	PRICE PER HECTARE
Aguascalientes.....	\$2.25	Oaxaca.....	\$1.10
Campeche.....	1.80	Puebla.....	3.35
Coahuila.....	1.00	Queretaro.....	3.35
Colima.....	2.25	San Luis Potosi.....	2.25
Chiapas.....	2.00	Sinaloa.....	1.10
Chihuahua.....	1.00	Sonora.....	1.00
Durango.....	1.00	Tabasco.....	2.50
Guanajuato.....	3.35	Tamaulipas.....	1.00
Guerrero.....	1.10	Tlaxcala.....	2.25
Hidalgo.....	2.25	Veracruz.....	2.75
Jalisco.....	2.25	Yucatan.....	1.80
Mexico.....	3.35	Zacatecas.....	2.25
Michoacan.....	2.25	District federal.....	5.60
Morelos.....	4.50	Territore de Tepic.....	2.00
New Leon.....	1.00	Territory of Lower Cal...	0.65

In the statistical part of this paper I shall insert some data about the sales of public lands by the Mexican government from 1867 to 1895, and a statement of the titles issued from the years 1877 to 1895.

IMMIGRATION.

It has always been the aim of the Mexican government from the time of the independence of the country, to encourage the immigration of foreigners, because Mexico being so large and the population so scanty, it was considered a necessity to promote the development of the country, to increase the population by inducing the settlement of foreigners, and different laws have been issued for that purpose.

Since the restoration of the Republic new laws have been sanctioned to encourage colonization, which allow colonists and the companies bringing them free importation of their personal goods and such articles