

into the United States from Egypt were \$4,277,618; sugar imports, \$3,034,273—trade carried on British vessels. The public is reminded that only ten years ago Egyptian cotton was introduced into the United States. The trade has increased with marvelous rapidity, the larger part of the Egyptian cotton having been consigned to Boston commission agents and sold to New England mills. In 1896 the exports from the United States were largely agricultural implements, iron, steel, machinery, oil, perfumery, distilled spirits, woods and manufactures of the same. The Consul-General says that if Americans would send back with the vessels which take out the Egyptian cotton, cargoes of such goods as are in demand in Egypt the trade would be profitable. Egypt has not only doubled her cotton exports in twenty-one years, but new sugar factories and great engineering works have been erected there. The trade in iron, steel, tin, etc., is in the hands of Syrians and Arabs, whose stocks are brought from Belgium and England or through German commission houses. Almost all the cotton piece goods trade is in the hands of German and French firms. Mr. Harrison suggests a long list of articles, embracing bolts, door frames, carriages, boots and shoes, gas meters, confectionery, flour, sewing machines, wagons, typewriters, etc., which he thinks would be preferred in Egypt to those manufactured and sent thither from England, France and Germany. There should be a good market in Egypt for such Canadian manufactures as are above enumerated.

BICYCLES IN MEXICO.

No bicycles are manufactured in the Republic of Mexico. Several firms buy all the component parts of machines and put them together afterwards, but the complete wheel is not manufactured in Mexico. All the parts are procured from the United States, and almost all the machines manufactured in the United States are represented in Mexico. The chief importers of bicycle parts are Messrs. Howe & Co., of Monterey; Messrs. Moler & Degrees, of Mexico City; and Messrs. Pomery & Co., of Guadalajara. The prospects for increased traffic in goods of high quality are promising. The entire component parts of each wheel, however, are demanded, owing to the number of different makes in the country. The duty on parts of bicycles not nickel plated is two cents per kilogram (2.2046 pounds); on parts nickel plated, it is twenty cents per kilogram.

With reference to the future of bicycles in Mexico, it may be interesting to state that for the last four years the demand therefor has increased each successive year more than five per cent. over that of the preceding year.