

All figures are reduced in this list to Canadian dollars, at the rate of exchange for the year in question.

PRINCIPAL PLACES EXPORTING TO MEXICO.

It would seem that the geographical position of the United States gives her a great advantage over Canada, but the extent of this advantage is not nearly so great as would at first appear. The cost of freight from main shipping points in the United States is equal to, in nearly all cases, that from main points in Canada.

The Mexican trade and navigation returns do not give the countries from which the various imports come, nor to which the various exports go. Enquiry from various sources, however, shows that :

Wool—Comes from South America and England.
Tea—From England, New York and San Francisco. There are no through shipments of tea from producing countries.
Woolen Goods—From Europe.
Silk—From France, China, and Japan.
Drugs and medicines—From St. Louis, Mo., New York and Europe. A great many of the standard patent medicines are manufactured in the country.
Plough-shares—From Waynesboro, Pa.; South Bend Ind.; Louisville, Ky., and Atlanta, Ga.
Pumps and turbines—From Milwaukee, Chicago, Cincinnati.
Tools—From St. Louis and Europe.
Boilers engines and general machinery and leather belt-
ing—From Indianapolis, Barberton, Ohio, York, Pa., and Europe.
Pianos and musical instruments—From Europe, Chicago and New York.
Printing presses—From Chicago and Cincinnati.
Clocks and watches—From Europe and New York.
Carts and wagons—From South Bend, Ind., Cincinnati, Brighton, O., St. Louis and Sterling, Ill.
Wheelbarrows—From Columbus, O.
Rifles, guns, etc.—From Europe and Chicago.
Explosives—From San Francisco, Etna, Ind., Williamsburg, Del., Quebec, Canada, and Goes, O.
Manufactures of rubber—From New York.
Asbestos—From Europe.
Soap—From Europe.
Perfumery—From Europe.
Tents—From St. Louis.
Coal—From Baltimore, Alabama, Colorado, and England.
Coke—From Norfolk, Va., and Baltimore.
Horses—From Nashville, Tenn., California and Kentucky.
Hogs—From Kansas City.
Quicksilver—From Europe.
Condensed milk—From Illinois.
Cork—From Africa.
Hops—From Germany and San Francisco.
Cod liver oil—From New York.
Rope and cordage—From St. Louis.
Sacks—From Europe and St. Louis.
Lead and manufactures—From Chicago.
Zinc and manufactures—From Europe.
Paper—From New York, St. Louis and Europe.
Sulphate of copper—From Omaha, Kansas City and Europe.
Caustic soda and potash—From Europe.
Soda ash—From St. Louis.
Calcium carbide—From Merritton, Canada.
Wood pulp—From Detroit, Jackson, Mich., and Europe.
Woods—From Texas, Louisiana, Mississippi. Better grades: Chicago and St. Louis.
Barrels—From Chicago and St. Louis.
Wooden boxes for packing—From Florida, Saginaw, Mich, Wansaw, Wis.
Railway ties—From Texas.
Telegraph poles—From Chicago and British Columbia.
Railway coaches—From St. Charles, Minn., and Mount Vernon, Ill.
Canned meat and fish—From San Francisco and New York.
Lard—From Kansas City.
Butter—From San Francisco and Kansas City.
Cheese—From Germany, France and Holland.
Leather—From Europe.
Prepared calf, patent leather, kid and chamois—From France.

Carriages and harness—From St. Louis, Cincinnati and Brighton, O.

Boots and shoes—From St. Louis, San Francisco and New York.

Agricultural implements—From St. Louis, Chicago, Cincinnati, and Toledo.

Biscuits—From New York, Kansas City and France.

Groceries—From New York and San Francisco.

Candles and Paraffin—From Ivorydale, O., Whiting, Ind., and Europe.

Pails and buckets—From Detroit, New York and Chicago.

Furniture—From Chicago, Two Rivers, Wis., Three Rivers, Mich.

Steel and iron—From Europe, Pittsburg, Chicago and Milwaukee.

Pig iron—From Alabama.

Sheet iron and tin and iron girders—From Europe.

Stoves—From St. Louis.

Glass and manufactures and porcelain—From St. Louis and Germany.

Looking glass—From France.

Jute and linen—From Europe.

The greatest shipping point to Mexico in the United States is St. Louis, and next to her come New York, Chicago and San Francisco. The distance by rail from St. Louis and San Francisco to Mexico City is 2,500 miles; to Chicago is over 3,000 miles. The distance from New York to Tampico is 1,956 by water, and to Vera Cruz, 2,068 miles. The freight rates from New York to Mexico City are less for corresponding articles, than from St. Louis and San Francisco, and, of course, Chicago. Toronto and Montreal and surrounding and intermediate points can easily obtain competing freight rates with principal United States shipping points, via New York and water. The distance from Tampico and Vera Cruz ports in the Gulf of Mexico, to Barcelona, Spain, is 5,840 miles, and it is twenty-four days' journey to Liverpool by circuitous route.

RAILWAY AND STEAMBOAT COMMUNICATION.

Mexico has some forty railways, with total mileage of 7,384 miles. The Tehuantepec Railway is the only line crossing the Republic from the Gulf of Mexico to the Pacific, and is of very little importance, as it only crosses the Isthmus of Tehuantepec from Coatzacoalcas to Salma Cruz. The one other connection from the Pacific coast is the Sonora Railway, from Guaymas to Nogales, on the Arizona border, which connects with the Southern Pacific at Benson, in the State of Arizona, which connects in turn with the Mexican Central Railway at El Paso, Texas, on the border line of the Republic of Mexico. There are, however, four lines in course of building, to the Pacific Coast, the Mexican Central being now within 90 miles of Penitas, on the Coast. The Cuernavaca Railway, running from Mexico City via Cuernavaca and Chilpancingo, will reach the coast. A road is in course of construction from Chihuahua, from Porfirio Dias, is already built to Durango, 125 miles from the coast. A road is in course of construction from Chihuahua, a point on the Mexican Central, to the Pacific coast, and will probably have Guaymas as its terminal. The four points of entrance to the United States, by rail, are Nogales, El Paso, Porfirio Dias and Laredo.

The principal Gulf ports of the country, with connections by rail, are Tampico, Vera Cruz, Coatzacoalcas and Progreso, and these connect with the whole interior of the Republic. On the east coast the White Star line of steamers connects San Francisco with all the Pacific ports. A United States shipping company has recently inaugurated a new line of steamers between San Francisco and the Pacific ports, touching at Lodos Santos, San Quintin, San Jose Del Cabo, Mazatlan, San Blas, Manzanillo, Acapulco, Puerto Angel, Salma Cruz, Tonalá and San Benito.

On the Gulf side, the New York and Cuba mail connects New York with Tampico and Vera Cruz via Havana. They also touch at Progreso, Tuxpan, Fontera and Campeche. The steamers of the Mexican Gulf Steamship Co., and the Spanish Transatlantic Co. sail between New York and Vera Cruz, the former touching also at Tampico.

The Morgan Line, the Clyde Line and the Lone Star Line all sail between New York and New Orleans and Galveston, Texas, connecting with the Mexican International Ry. and the Mexican National Ry. at San Antonio, Texas.

The Campania Sud Americana de Vapores, sailing under the Chilian flag, but owned mostly by British subjects, and the