

country is retailed for thirty-five or forty cents gold per pound.

The duty on imported butter is fifty per cent. ad valorem, and the revenue collected from this source last year amounted to \$421 gold.

The best butter to be found comes from the German colony at San Bernardino; that which is imported from Europe is very good, but not equal to what is made by American factories. The superior quality of the American butter would insure its rapid sale.

Butter is but little seen on tables generally, and those hotels which use it charge extra for it.

Let butter manufacturers cater to the whims of the people by placing on their small cans, pictures of the President of Paraguay, or of some of the leading statesmen, which would catch the eye of the people and cause it to be talked about. This would give popularity to the brand, and ought to lead to quick and profitable sales. Nothing of this sort exists in the country.

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#### THE TRADE OF THE AMAZON REGION.

The British Consul at Para reports that the exports of rubber from the Amazon region through the port of Para last year had a value of nearly £3,500,000, of which Great Britain took over £1,750,000, while nearly all the remainder went to the United States. The quantity was 15,226 tons, the total sent from the Amazon being 20,981 tons. That which did not pass through Para was sent almost entirely from the city of Manaos, which is about 1,000 miles up the river.

The Consul makes the statement that the rubber supply of the region is regarded by competent authorities as inexhaustible, because the tree is being continually reproduced by nature. Some areas have become exhausted, but after being abandoned for a time they recover, and many districts have never been tapped at all. The area producing Para rubber is estimated at a million square miles, and it is probable that further exploration will show this estimate to have been too small. The richest zones now worked are along the banks of the southern tributaries of the Amazon, and on the islands of the main stream.

During the thirty years that the Amazon has been open to navigation by all nations, many lines of steamers have been established to carry on river traffic. The boats of the Amazon Company, running from Para, go up the main stream 2,000 miles to Iquitos, in Peru, and even 500 miles higher when the water permits. The company operates a fleet of thirty-five boats, and in addition to the line on the main stream they