

INTERESTING DATA OF PORTO RICO

Description of the Island Prepared by Prof. Wilson.

ITS IMPORTANCE AS A COALING STATION AND MILITARY STRONGHOLD—A GLANCE AT THE POPULATION, INDUSTRIES AND RESOURCES—VALUABLE MINING INTERESTS—PRACTICALLY UNDEVELOPED—THE CLIMATE.

Philadelphia, May 12.—Professor Wilson, of the Philadelphia museum, has prepared some interesting data about Porto Rico, much of which has never been printed, but everything about Porto Rico is of general interest just now. The data statistics are new and authentic. Professor Wilson's report follows:

Porto Rico is the most eastern island of the Greater Antilles in the West Indies, on the east the Lesser Antilles sweep in a great bow toward Trinidad, on the south American coast, forming on the windward the Caribbean Sea. Of these St. Thomas, a Danish island and cooling station, is of greater strategic importance. It is situated west from the capital of Porto Rico, about ninety miles away. A string of seventy islands separates the island from Haiti on the west. The distance of Porto Rico from other principal islands is 2,000 miles to Cape Verde Islands, 1,629 to Key West, and 1,420 to Hispaniola. There are smaller islands which belong to the colony, especially on the eastern coast, but they are of little importance.

The main island is a parallelogram in general outline, two miles from the east to the west and from 57 to 62 miles north and south. It has an area estimated at 3,493 square miles, or one-eighth that of New Jersey. The title island on the coast of Venezuela, on which is the town of Cayenne, is a military post.

POPULATION.—The population in 1887 numbered 765,765, of whom 574,947 were white, 246,847 mulattoes, and 75,850 negroes. Slavery

was abolished in 1873, three years after the colony was declared to be a representative province of Spain and divided into seven departments. Cape San Juan is the northeastern corner of the island. Going thence southward along the east coast the port Ponce is reached, which is nothing but a channel sheltered by the small islands of Obispo, Zamorin and Ramon. There are other ports and anchorages on this coast where the sea is generally calm, prevailing winds being the easterly trades. Near the northeast coast runs the Sierra de Lopillo, in which the peak of El Yunque reaches the highest elevation on the island (3,600 feet). Here the coast is broken and forbidding. The north shore is almost straight and presents no shelter between Cape San Juan and the port of San Juan, which is situated about 100 miles west, which is described further on. Here the sea is full of rocks, over which the swell runs in heavy breakers. Further west to the town and port of Aguadilla with 500 inhabitants. It is the least dangerous port in Porto Rico, but in the winter season vessels cannot reach the shore, rounding Punta de Brannon, which is the northwestern corner of the island, Aguadilla, or San Carlos de Aguadilla is reached on the west coast. It is on the banks of a fine stream of water, it is one of the best ports in the island, and affords a fine anchorage in summer close to shore, but in winter it is unsafe.

Passing Punta San Francisco, the most western point of the island, there comes into view Punta Aguadilla, the place of which forms the northern boundary of the Bay of Mayaguez. The city of this name lies inland a few miles from a river, at the mouth of which its port is located. It has 12,000 inhabitants, military barracks, an iron bridge, a good trade, gaslight, and there are sixteen feet of water in its harbor, but the entrance is difficult. Punta Guanillo forms the southern point. There are no ports all along this coast.

CAPE AGUILA.—Cape Aguilá is the southwestern extremity of the island. Between this and the mouth of Cape Rojo is the Bay of Bani with from ten to twenty feet of water, but not well protected. Navigation along the southern coast requires great care. Between Cape Rojo and Punta de la Luna is a long line of cliffs called La Margarita, between which and the mainland are inland. The coast throughout is of high cliffs, but these cannot be reached without a pilot. The port of Guanico, the largest anchorage ground on the southern coast of Porto Rico, lies fifteen (15) miles east of Cape Rojo, with fifteen feet to thirty-three feet of water over a bottom of sand and broken rock. The coast presents no further interest until we come to Ponce, which port is one of the most important on the island. Still further east is Guayama with the port of Arroyo near by on the south coast. Porto Rico is traversed from east to west by a mountain range dividing the island into two unequal portions, by far the longest slope being on the northern, so that the rivers on that coast are much the longer. From this chain several branches diverge toward the north coast, giving it a rugged appearance. Part of the main range is called Sierra Grande or Barros; its northeast spur is known as the Sierra de Lopillo, that on the northwest is the Sierra La Cruz. The most of the population is located on the lowlands at the southeast of the hill. For lack of roads the interior is accessible only by mule trails or saddle paths, and it is covered with vast forests.

INTERESTING CAVES.—There are interesting caves in the mountains, those of Aguas Buenas and Culebra being the most notable. Rivers and brooks are numerous, forty-seven being considerable rivers having long courses. They are short and rapid slopes, which are steep and abrupt. The mountains intercept the northeast trade winds blowing from the Atlantic, and bring their moisture from them so that the rainfall of the north section is very copious.

South of the mountains severe droughts occur and agriculture demand irrigation, but such work is unsystematically carried on. The principal minerals found in Porto Rico are coal, carbonate and sulphate of copper, magnetic oxide of iron in large quantities. Lignite is found at Culebra and Moca, and also yellow sulphur. A large variety of marbles, limestones and other building stones are deposited on the island, but these resources are undeveloped. There are salt works at Guánica and Salinae on the south coast, and at Cape Rojo on the west, and this constitutes the principal mineral industry in Porto Rico.

Hot springs and mineral waters are found at Juan Diaz, San Sebastian, San Lorenzo and Ponce, but the most famous is at Coamo, near the town of Santa Isabel. THE CLIMATE.—The climate is hot, but much alleviated by the prevailing northeast winds. A temperature as high as 117 degrees Fahrenheit has been recorded, but it seldom exceeds 97 degrees Fahrenheit in the shade during the hottest hours; at night it sinks to 68 or 69 degrees. The rainy season lasts from August to December, and the rainfall is at times so copious north of the mountains as to inundate cultivated fields and produce swamps. The rainfall for 1878 was 81 inches. Its mean annual average is 61½ inches. The prevailing diseases are yellow fever, elephantiasis, tetanus, marsh fever and dysentery.

Porto Rico is unusually fertile, and its dominant industry is agriculture and lumbering. In elevated regions the vegetation of the temperate zone is not known. There are more than five hundred varieties of trees found in the forests, and the plains are full of palms, orange and other trees. The principal crops are sugar, coffee, tobacco, cotton and maize, but bananas, rice, pineapples, and many other fruits are important. The wild dog is the most predaceous quadruped on the island and he chiefly attacks pigs and calves. Mice are a pest, but they are kept down by their natural enemy, the snakes, which reach a length of from six to nine feet. Numerous species of ants and bees are found as well as fire-flies or cucuacs. They fly at times in great masses, producing weird and splendid effects in the tropical nights. Poultry is abundant and the seas and rivers are full of the finest of fish.

Railways are in their infancy and cart roads are deficient. Telegraphic lines connect the principal towns, while submarine cables run from San Juan to St. Thomas and Jamaica. DISCOVERED BY COLUMBUS.—Porto Rico was sighted by Columbus on the 16th of November, 1493. Three days later he anchored in the bay; the description of which corresponds to that of Mayaguez. In 1510 and 1511 Ponce de Leon visited the island and founded a settlement and gave it the name of San Juan Bautista. The island has had many vicissitudes, especially at the hands of the

enemies of Spain in times of war, especially the Dutch and English. Buccaneers and pirates harassed its coasts and plundered the people during a large part of the eighteenth century. Landings were effected by the English in 1702 at Areibo, in 1743 at Ponce and in 1797 at the capital, but each time they were repulsed by the Spaniards. An attempt of the people to obtain independence after three years of turbulence was frustrated in 1823. As to the Spanish administration of the island, it differs but little, if at all, from that imposed upon Cuba.

The capital of the province is San Juan Bautista, founded by Ponce de Leon, as already stated. It is located on the small island of Morro, now connected by the mainland by the San Antonio bridge. The district of its name contains 27,000 inhabitants. On the western end of the island Ponce de Leon built the governor's palace, enclosed within the Santa Catalina fortifications, where also are the cathedral, town-house and theatre. This portion of the city is now called Pueblo Viejo. It is an episcopal see subordinate to the archbishop of Santiago de Cuba. There are two tramways and also railways to Ponce and to other places. Its principal exports are sugar, coffee and tobacco.

HARBOR OF SAN JUAN.—The harbor of San Juan is enveloped on the east and south by steep slopes. On the west it is sheltered by the islands of Cabra and Cabrita which a sand bank practically connects with the mainland. It is strongly fortified for the defense of the entrance to the outer harbor. The interior harbor is land-locked, capacious and safe, and is being dredged to a uniform depth from docks to anchorage of 29 feet. Four wards are comprised in the old city. Three are outside of the fortifications, and extending up the hillsides like an amphitheater, presents a picturesque panorama when seen from the harbor. The houses are of stone, usually one story high, and have roof gardens from which fine marine views may be enjoyed. Almost every house has a garden in its patio or court.

The defenses of San Juan embrace San Felipe del Morro at the entrance to the harbor. It is the principal defense against attacks from the sea, has three rows of batteries which can converge their cross fire on any point in the harbor, and is separated by a

strong wall from the city at its rear. Within this fortification are the light-house, barracks, large water tanks, stores, a chapel and the necessary offices. A tunnel giving access for troops and provisions, communicates with the shore and is defended by a battery. CITY DEFENSES.—San Cristobal defends the city from the land side and extends over the whole width of the island on which the city is built. Firing can be effected in all directions. Two large barracks are there. Higher up the hill is the Caballero fortress with twenty-two cannon, commanding the city and its environs by land and sea. Santiago and Principe are smaller fortifications as are also Alamo and Fort Camuelo, at the entrance of the harbor. Yet these forts are of the pattern of two hundred years ago; the ordnance is old and mostly smooth bore, and the walls are crumbling like most of the forts in Cuba.

According to the latest Spanish statistics, obtained at the bureau of the Philadelphia Commercial Museum, the importations into Porto Rico during 1893 amounted to \$18,945,783, and the exports to \$17,292,525. Articles of import are distributed by countries as follows: From Spain comes wines, rice, oils, flour and textile. From England, machinery textiles, salted provisions, rice and coal. From France a small amount of textiles, some jewelry and perfumery, some fine wines and liquors. From Italy, wines, vermicelli and rice. From Germany, glass and porcelain wares, textiles, paper, cheese, candied fruits, beer, liquors. From Holland, cheese. From Cuba, rum, sugar and tobacco. From the United States, petroleum, iron ware, glass ware, chemicals, textiles, paper, lumber, barros, machinery, carriages, dried and salted meats, butter, grease, codfish, flour, coal, fruits, vermicelli and cheese.

TRADE WITH UNITED STATES.—The trade with the United States during the last five years has been as follows:

Table with 3 columns: Year, Exports to U. S., Imports from U. S.

United States are flour, pork, lard, lumber and shooks. ANGLLO-SAXON UNITY.—Its Consumption Means the Future Peace of Mankind. From the Philadelphia Record. In considering the question of a closer understanding among Anglo-Saxon peoples for the better fulfillment of Anglo-Saxon methods of popular government, for the extension of commercial freedom and for firmer security of the liberty of the individual man not every one understands how broad a basis there is for such an international undertaking. In a late address before the colonial section of the Society of Arts in London it was shown that "the British empire is fifty-three times the size of France, fifty-two times that of Germany, three and a half times that of the United States of America, three the size of Europe, with treble the population of all the Russias. It extends over 11,000,000 square miles, occupies one-fifth of the globe, contains one-fifth of the human race, or 250,000,000 people, embraces four continents, 10,000 islands, 200 promontories and 2,000 rivers. It is estimated that the empire possesses one-third of the sheep of the world, one-fourth of the cattle and one-twelfth of the horses. The total shipping under the British flag is 10,422,000 tons."

This is a potential aggregate the like of which the world has never before seen, whether considered with reference to population or territory. But it is so great that it is unwieldy. Though the Anglo-Saxon has conquered this space on the earth's surface and this domination of a large part of mankind, he holds place and power by the force of racial superiority, and not by reason of numerical strength. Half the English-speaking people of the world are in the United States, the territory of the United States is one of the fairest and most fruitful portions of the earth's surface. The United States in point of war power are strongest where Great Britain is weakest, and weakest where Great Britain is strongest. Suppose that, for purposes of common defense and of common interest, the United States and the British empire should stand together; what combination of the powers could resist them? Anglo-Saxon unity is self-suggestive—not for purposes of aggression; not to make war, but to make future wars impossible by commanding the peace with power to enforce it.

Advertisement for handkerchiefs, garters, socks, and underwear. Includes illustrations of a handkerchief, a garter, and a sock.

Large advertisement for Samter Bros. featuring the headline 'It May Interest You' and 'The Tougher the Boy the Better We Like to Clothe Him.' Includes illustrations of boys in various suits and a bicycle.

Advertisement for hats, featuring the headline 'In Our Hat Department.' Includes an illustration of a hat.

Large advertisement for Samter Bros. featuring the headline 'Swell Bicycle Suits in the New Plaid and Scotch Mixed Bannockburn Tweed, \$3.50, \$4.00, \$5.50 and \$6.00.' Includes illustrations of men in suits and a bicycle.