

of the coffee tree), which furnishes an exportation of the value of three millions and a half of piastres. Industry, guided by a greater mass of knowledge, has been better directed. The system of taxation that weighed on national industry and exterior commerce, has been made lighter since 1791, and been improved by successive changes. Whenever the mother-country, mistaking her own interests, has attempted to make a retrograde step, courageous voices have arisen not only among the *Havaneros*, but often among the Spanish rulers, in defence of the freedom of American commerce. A new channel has recently been opened for capital, by the enlightened zeal and patriotic views of the intendant Don Claudio Martinez de Pinillos, and the commerce of entrepôt has been granted to the Havannah, on the most advantageous conditions.

The difficult and expensive interior communications of the island, render its own productions dearer at the ports, notwithstanding the short distance between the northern and southern coasts. A project of canalization, which unites the double advantage of connecting the Havannah and Batabano by a navigable line, and diminishing the high price of the transport of native produce, merits here a special mention. The idea of the Canal of Guines had been conceived for more than half a century, with the view of furnishing timber at a more moderate price for ship-building in the arsenal of the Havannah. In 1796, the Count de Jaruco y Mopox, an enterprising man, who had acquired great influence by his connection with the Prince of the Peace, undertook to revive this project. The survey was made in 1798, by two very able engineers, Don Francisco and Don Felix Lemaur. These officers ascertained that the canal in its whole development, would be nineteen leagues long (5000 varas or 4150 metres), that the point of partition would be at the *Taverna del Rey*, and that it would require nineteen locks on the north, and twenty-one on the south. The distance from the Havannah to Batabano is only eight and a half sea-leagues. The canal of Guines would be very useful for the transport of agricultural productions by steam-boats,\* because its

\* Steam-boats are established from Havannah to Matanzas, and from the Havannah to Mariel. The government granted to Don Juan O'Farrill (March 24th, 1819), a privilege on the *barcos de vapor*.