

tables show that about 84 per cent of the imports in 1922 came from the United States and that about 13 per cent of the exports were sent to the United States.

MANUFACTURES.

The manufacturing industries are small and not complexly organized. Basketry, rope, and simple household articles, such as chairs and straw mats, are made by hand in large quantities for domestic use. Small wood-turning shops that produce chiefly curios for tourist trade are common. Small cabinet shops produce cabinet work of real excellence, especially in mahogany. A plant for the extraction of dye liquor from logwood was successfully operated at Grande-Rivière du Nord for a few years. It burned down but was rebuilt and is now in operation. One company manufactures cigarettes at Port-au-Prince. The capital also has the only considerable ice factory in the Republic, but ice is made at small plants in other cities. Plants for cleaning and preparing coffee for market, known as "usines à café," are common, and some of them are rather large. Considerable cotton is ginned in plants in several of the larger cities, and some cotton-seed oil is made. The largest of these plants is in St.-Marc. Crude plants for making unrefined brown sugar (see Pl. VII, A) are common but are of small capacity. The "Hasco" sugar mill, owned and operated by the Haytian-American Sugar Co. at Port-au-Prince, is a large and modern plant, which is said to be capable of grinding 250,000 tons of cane annually, but it has not yet been operated to its full capacity. Several small brick plants supply virtually all the domestic demand for bricks. (See pp. 503-507.) Most of the domestic supply of salt comes from several evaporating works. (See pp. 509-510.)

TRANSPORTATION.

As most of the area of the Republic is exceedingly mountainous inland transportation is very difficult. All the larger cities are on the coast, where the bulk of the freight can be handled by water. Throughout the periods of both the colony and the Republic the coastwise traffic and passenger service in small sailing vessels has been great. These small vessels bring in large quantities of goods to the larger cities for sale or export.

HIGHWAYS AND TRAILS.

In colonial days ox carts and carriages were used on all the larger plains, where roads were easily made, but intercommunication was very difficult. After much trouble and labor a vehicle road from Cap-Haïtien to Port-au-Prince was opened in 1787, and vehicular traffic between Port-au-Prince and Les Cayes was virtually unknown.¹ All parts of the colony were reached by horseback, however. As early as 1700, according to Labat,² it was possible to travel from Cap-Français to Léogane by way of the Central Plain.

¹ Moreau de Saint-Méry, *op. cit.*, vol. 1, pp. 104, 662, et seq.

² Labat, *op. cit.*, vol. 5, pp. 134-135.

Since 1915 the roads have been improved as far as funds would permit, and at present (1923) there are 960 kilometers of highway under continuous maintenance and passable for vehicles, including automobiles, at nearly all seasons. During the height of the rainy season there are two regions, one in the Plain of St.-Michel and the other between Miragoâne and Aquin, where traffic is difficult because the soil is alluvial.

The improvements most needed on the highways are bridges. There are not more than six steel highway bridges in the country, and many of the small rivers become dangerous or impassable after rains. Ferries are used to cross some of the largest streams, but fords are generally used and traffic must wait until floods subside. Work has been started (1923) on bridges for the larger streams and construction has been begun on a road from Las Cahobas to Hinche and a road from Las Cahobas to Belladère, on the Dominican border. This road to the border will make it possible to travel from Port-au-Prince to Santo Domingo City by automobile in twelve hours, whereas it now takes three days by way of Cap-Haïtien, Ouanaminthe, and Santiago.

Innumerable horse trails and footpaths lead from the main roads to almost every nook and cranny of the mountains. Over these rough and difficult trails and paths an enormous amount of coffee, vegetables, and foodstuffs are carried to the markets on the backs of burros or on the heads of market women. Although more and better trunkline highways are needed on the plains to reach areas that are not now accessible to wheeled traffic, large quantities of the country's products will necessarily continue to be transported by primitive methods over unimproved trails.

The following table shows the distances between the principal towns along the main highways.

Distances between towns in Haiti, in kilometers.

Port-au-Prince—St.-Marc	98
St.-Marc—Gonaïves	74
Gonaïves—Ennery	29
Ennery—Plaisance	27
Plaisance—Limbé	21
Limbé—Cap-Haïtien	26
Port-au-Prince—Cap-Haïtien	275
Cap-Haïtien—Ouanaminthe	71
Port-au-Prince—Léogane	32
Léogane—Petit-Goave	39
Petit-Goave—Miragoâne	22
Miragoâne—Aquin	47
Aquin—Aux Cayes	61
Port-au-Prince—Aux Cayes	201
Port-au-Prince—Pont-Beudet	18
Pont-Beudet—Mirebalais	35
Mirebalais—Las Cahobas	29
Port-au-Prince—Las Cahobas	82

RAILROADS.

The Republic has 259.5 kilometers of narrow-gage railroads, which are operated in several disconnected units by two companies.

The following table shows the distance between the terminal stations of the different sectors:

Distances in kilometers between terminal stations of railroads.

Compagnie Nationale des Chemins de Fer d'Haïti:	
Port-au-Prince—St.-Marc	105
Gonaïves—Ennery	33
Cap-Haïtien—Bahon	39
	177
Compagnie des Chemins de Fer de la Plaine du Cul-de-Sac:	
Port-au-Prince—Maneville	42.7
Port-au-Prince—Léogane	34.5
Street railways in Port-au-Prince	5.3
	82.5

The Compagnie Nationale des Chemins de Fer d'Haïti hopes to combine its units into one line connecting Port-au-Prince and Cap-Haïtien by way of Mirebalais, Las Cahobas, Hinche, and Bahon. The railroads of the Republic are greatly hampered by the lack of large business or agricultural enterprises to furnish patronage and by the lack of any large volume of passenger traffic. Labor is so cheap that transportation by animals competes with transportation by rail.

TELEGRAPH AND TELEPHONE SYSTEMS.

The telegraph and telephone systems of the Republic are operated by the Government. There are 39 telegraph offices which handle foreign as well as local messages. The city of Port-au-Prince has a modern automatic telephone exchange with a capacity for 300 subscribers, which is now being increased to 500. Small exchanges are maintained in several other cities. The volume of the telegraph and telephone business in the Republic has doubled during the last two years.