

# The Brazilian Review



VOL. VII

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All Business communications to be addressed to THE MANAGER.

Advertising rates furnished on application to our Agents, or to the Head Office 59, Rua da Uruguyana, Rio de Janeiro.

NOTE—No further applications can be entertained for advertisements on the coloured cover, as this space is taken up by yearly contracts.

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NOTICE

To subscribers and advertisers. — Only receipts signed by the managing editor, Mr. J. P. Wileman, are valid.

Notes

**The Avenue.** The following lots have been disposed of:—to Club dos Diarios, 75 metres for 270:000\$; to Sr. Manoel Barreiros Cavanelas, 25 metres for 60:000\$; to D. Adelaide Soares de Queiroz, 25 metres for 100:000\$; to Sr. Eduardo Guinle, 24 1/2 metres for 227:000; and another of 26 1/2 metres for 174:000\$; to the Club de Engenharia, 29 metres for 77:000\$ and 10 metres to Dario dos Santos Guimarães for 55:000\$.

**The Fund for Amortisation of the Internal Debt** on 30 September amounted to 17.516:900\$000.

**Rubber.** By last advices, rubber was down again, to 4s. 9d.

**More British Capital for Rio.** We understand that the construction and working of the new general market, that is to replace the antideluvian structure at the *praia do Peixe* has been taken up by a powerful London syndicate, represented by Messrs. Ashworth, Morris, Crisp & Co., and that arrangements are being completed for bringing out the concern on the London market with the district markets (*mercados pequenos*) of the Cold Storage as one concern.

**Black Coal and "White".** The Centro Economico of Rio Grande wants a duty on coal to stimulate the native industry and ruin native industries. No coal has been found yet in Brazil fit to use alone; when it has, it will be time enough to talk of duties.

In a short time our factories, anyhow, will be independent of coal wherever water power is to be had, which is mostly everywhere here in Brazil, except Ceará and one or two other places where there is none. Plans for utilizing the water power for generation of electricity are simmering from Bahia to Rio Grande and some day will crystallize into magnificent realities, like the São Paulo Light and Power. Here at Rio, several rival plans are competing for favour, one to tame the Parahyba and harness its waters to work Rio trams and mills; another, to utilize the falls in the Rio Grande between Nova Friburgo and Cantagallo and a third to utilize the ribeirão Lage near Belém.

**The Saint Louis Show.** We are pleased to be able to congratulate the Antarectic Brewery Co. on having gained a gold medal for their excellent product.

In addition, three hundred other prizes were allotted to São Paulo, including one for textiles of Aramim and 50 for exhibits of coffee.

**The British Benevolent Fund.** The Committee of Management of the British Benevolent fund report a slight increase of subscriptions for 1903, insufficient, however, to place the fund on a satisfactory footing, or to maintain the actual pensions.

The balance in hand on 30 June was 9:604\$, a reduction of 2:084\$ since last balance sheet. The committee trust that subscribers will assist them to bring the fund up to the mark.

Pensions seem to be distributed to 23 persons, which, in 1903, absorbed 7:400\$ of the total expenditure of 8:004\$ for the year. Besides, assistance ranging from 20\$ to 40\$ was given to four applicants, 122\$ were spent on burial and 40\$ was given on "sundry reliefs." We do not possess a copy of the statutes of the Association and do not know exactly the object for which it was founded, but think that in any case a little more information might be afforded as to the object and amount of the different pensions. There are several items of expenditure that do not appear in the Hospital accounts, such as advertising and commission on collections, which one would think might be avoided.

There is one class whom the fund does not reach, and perhaps is not intended to reach, and in any case is not large enough to go far. The class we mean is that of new arrivals, who land often without introductions or means of any kind and are a serious tax on the benevolence of a few whose position or good nature forbid them to send applicants empty away. We hear that the Young Men's Christian Association proposes to open a sort of boarding house and club for men, which might be made the nucleus for an organisation for affording temporary relief and obtaining employment for deserving British and American subjects in distress.

**The Rio de Janeiro Harbour and Dock Company.** Commenting on our remarks on the intervention of this Company whenever Brazil makes an application to the investing public for funds, the *South American Journal* echoes the surprise we expressed that the *ex parte* statements of this notorious company should be received as gospel by English journals of high repute. So far, however, we have seen no attempt at rectification of these misstatements on the part of these journals which leads us to the conclusion that, perhaps, they have other fish to fry and that their "deservedly high reputation" may be higher than it really deserves.

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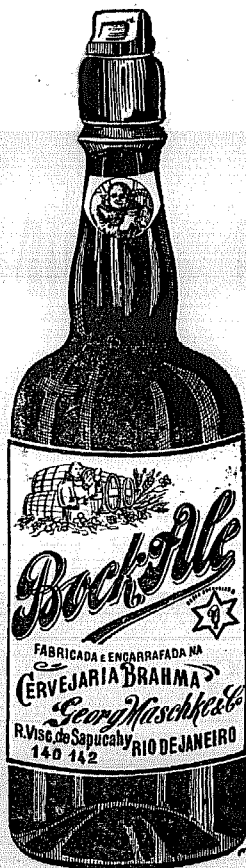
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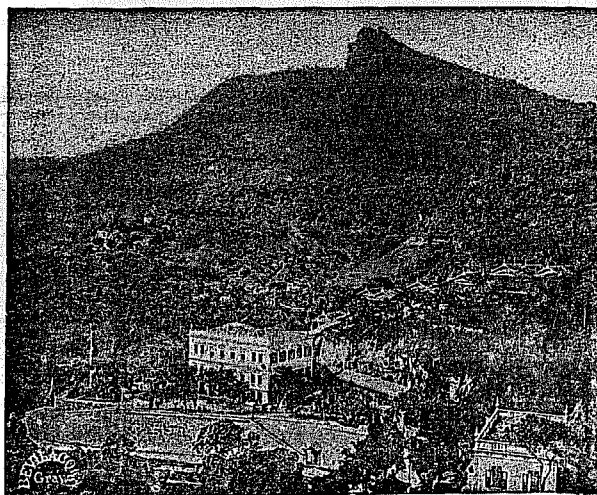
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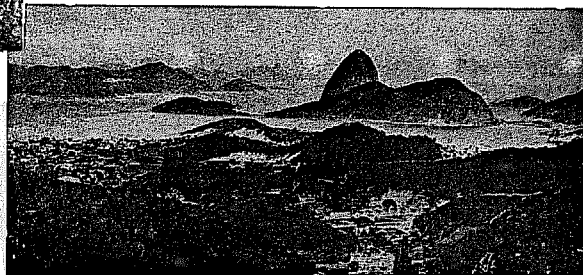
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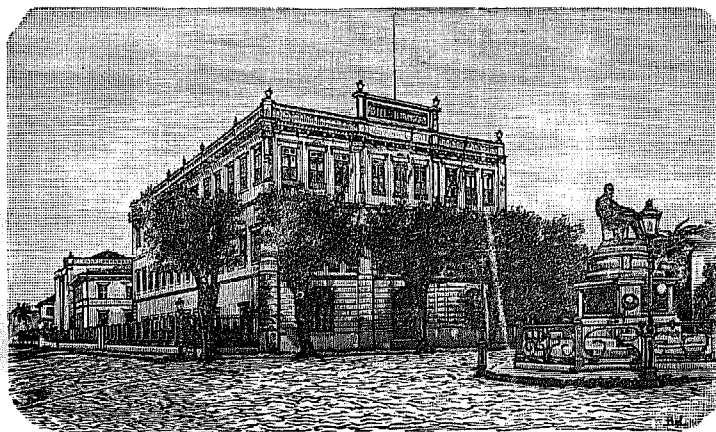
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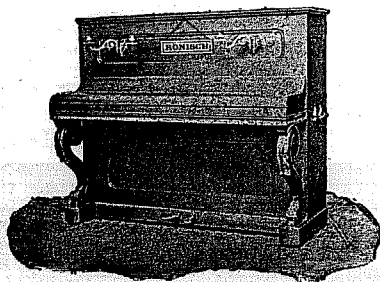
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**Uruguay.** Peace is said to be now secured and not before it was badly wanted, to judge from the figures of the first quarter of the current year, which are as follows:—

|              | 1902       | 1903       | 1904       |
|--------------|------------|------------|------------|
| Imports..... | 5,831,000  | 6,397,000  | 4,601,000  |
| Exports..... | 11,346,000 | 13,538,000 | 13,655,000 |

Exports, so far, show no decrease because not only was the season particularly good, but breeders would naturally be anxious to market all the cattle they could before they were appropriated by one side or the other. The subsequent two quarters will probably tell a very different and sadder tale. But the most serious is to come and if the accounts of the depletion of stocks are to be believed, there will be very few cattle fit to kill next year.

If the demand for cattle in Rio Grande exceeds the Uruguayan supplies an extravagant or prohibitive export duty on *Correntino* cattle will only serve to raise the price to such a point as to make the Rio Grande market a better one for Uruguayan breeders than their own, and divert cattle from their own to Rio Grande *xarqueadas*, without any benefit at all to *Correntino* breeders, who would pay most if not all the extra duty.

Surely they should be content with the growing trade in raw materials without insisting on that which every protectionist country reserves for itself, when it can, their elaboration into the finished product.

#### BEAUTIES OF PROTECTION

Radium is the latest article of import to baffle the Treasury Department experts: If it is a precious metal, it comes in free; but if it is a "crude metallic mineral substance," it pays 20 per cent. ad valorem. If it is a crude mineral, it comes in free; while if it is a chemical it pays 25 per cent. The exegesis of the Dingley schedules has rightly become one of the most important branches of theological study for the high priests of protection. They have given us within a year decisions that frogs are dressed poultry, and snails are wild animals. They will not be daunted by a new element. There is a preestablished harmony between the tariff and the visible universe. As the Philadelphia *Record* remarks, "Radium was not discovered until six years after the passage of the Dingley act, but the inspired authors of that law had their eyes on the future as well as present emergencies." Let not vigilance be relaxed. Already scientists are speculating whether a twelve-mile shaft into the earth would not bring forth enough radium to run the sewing-machines and steam heaters of the world. If that be true, cannot our own workmen dig as deep holes and bring up as much metal as those of Europe? The dutiability of radium is almost an academic question now, but when the time comes that we compete with Bohemia for the radium market of the world, we may venerate Secretary Shaw as the man who first barred the door against a product which pauper labor brings down to the unprofitable figure of \$800,000 a pound. *The Nation*.

#### RECALLED NOTES

The Associação Commercial has addressed a letter of thanks to the Minister of Finance, Dr. Bulhões, for the efficacious and prompt measures adopted for the exchange of recalled notes. No doubt the minister has done his best.

The right exercised by Government of subjecting holders to fines or even of declaring whole issues to be of no value after a stipulated date has given rise to a good deal of discussion of an unnecessarily acrimonious character. A note is a promise to pay that can only be equitably cancelled by liquidation of the debt it represents.

For the protection of the public from fraud, Government from time to time finds it advisable to recall old issues and substitute them by others and fix a date for their exchange, after which the old notes lose their value progressively, until they become finally extinct.

Has government a right to do this, or does it amount to virtual repudiation? Such are the questions that have been discussed, without, so far as we can see, reaching the real *crux* of the question.

Government, like every one else, is subject to certain laws that determine precisely how and when debt becomes prescribed.

Government does not refuse to pay its debt, i. e. to exchange one inconvertible note for another, but on the contrary invites holders in their own interests to do so. Should they fail to comply in the period fixed by law, the debt is unquestionably prescribed and they have no further legal claim whatever on the State, though they may have a moral one.

That seems to us to be the legal status of Government in the matter, but if that be so, and the recalled notes have been cancelled before the expiration of the legal period, holders would seem to have good grounds for action against the State. However the law may be, the moral claim does not lapse and ought to be recognised.

A better method would be, in our opinion, that when a series has to be recalled to declare it after a fixed date to be no longer legal tender and refuse to accept it in payment at Government departments. This would ultimately oblige holders to exchange their notes at the Treasury and its agencies. The process would, of course, be slower but it would have the inestimable advantage of causing no loss or injustice to anyone.

#### THE SOROCABANA

It is expected that the first payment of creditors will be made to the debenture holders of 1st series within a month.

One by one, the São Paulo papers fall into line and are now as busy discovering reasons why the Mogyana and Paulista should not go to Santos, as they were eager for it before the idea of an understanding with the São Paulo Railway was invented. *O Correio Paulistano*, the government organ, is the last recruit and most enthusiastic of them all. "Why entertain the petty ambition of hostilising the São Paulo Railway," enquires our contemporary, "when all that immense region stretching to the confines of Bolivia and Paraguay is yet unconquered? In our conditions the construction of a rival line to Santos would be a disaster." "It is not," continues *O Correio*, "by the ruin of a concern that is a model of perfection (I thank thee for that phrase) that wealth will be augmented. The English line, in virtue of the enormous services it has done the country must be considered the main link in the chain of our communications. We salute the company and all the others that by enriching us enrich themselves etc., etc."

In its turn *O Estado de São Paulo* returns to the charge and proves out of the mouth of the foremost authority on railway matters in S. Paulo that the extension of the Mogyana, Paulista, Sorocabana or any other line to Santos would be an irreparable disaster. The length of the São Paulo Railway from Jundiaby to Santos is 153 kilometres, whilst from Mayrink, the starting point of the Sorocabana extension, it would be 195 kilometres; from Resaca, the starting point of the proposed Mogyana extension, it would be 250 kilometres against 238 *via* the Paulista and São Paulo Railways.

We are pleased to see our contemporaries coming to a more reasonable appreciation of the reality of things and to think that the *Brazilian Review* may have been of some assistance in arriving at it.

Now there is nothing to be done but to shake hands all round and let the São Paulo Railway find the money.

But what is writ is writ and cannot be unwrit. Supposing after all that the São Paulo Railway, puffed up with its own virtue and importance, refuse the proffered olive branch and goes in for the Sorocabana for itself? Will the "model of perfection" appear less perfect and fresh reasons be discovered for keeping this "brightest jewel of São Paulo's diadem" from the foreigners?

*O Diário de Santos*, who regards things from a purely local point of view, comes to the conclusion that the English line being a model of good management and the best in Brazil it can carry all that is wanted for years to come, but that fares are too high, as whilst it costs 12\$000 to go São Paulo a journey can be made to Italy and back for 220\$000. What Government has to do, concludes our contemporary, is to put on the screw now it has the chance and get fares reduced.

— A cable to the *Jornal do Commercio* states that the committee appointed to consider the best means of effecting the fusion of the Paulista and Mogyana lines have reported as follows:— The domicile of the new company shall be at São Paulo. The new company will raise a foreign loan for the purchase of the Sorocabana Railway and will come to an arrangement with the São Paulo Railway that will conciliate all interests. A metre gauge branch shall be constructed between Campinas and Itacy and the Paulista and Mogyana will be connected by a wide gauge branch near Lage, where a station will be constructed. At Agudos, a junction will be also effected between the Paulista and Sorocabana and the navigation service will be improved and extended to Bariry and Ititinga. Should difficulties be raised for the fusion of the companies, one will be bought by the other. Tariffs will be revised and unified.

#### SUPERHEATED LOCOMOTIVES

Experiments with superheated steam for locomotives on the Prussian State Railways, have given such satisfactory results that several engines of this type are already at work. A superheated engine hauled, on a line of 1 in 100, an express train of 42 axles, weighing 322 tons, the total weight of engine and tender being 424 tons, at an average speed of 80 kilometers per hour, the running of the locomotive being quite smooth. At their trials, the average "cut-off" in the cylinders was 25%. With the heaviest trains the starting was effected without difficulty. The average temperature of the steam was 626 Fahrenheit, and the steam pressure has been throttled down to nine atmospheres in the steam chest of the cylinders so that there was abundance of steam in the boiler during the trials. This should be of interest here, where gradients are generally so heavy.



**SUPERARIS**

Trade mark — The GREEN Star

General News

**Local Items.** The returns of the Director General of Public Health for week ended 16th October are as follow:— Yellow fever, 0; bubonic plague, 9; small-pox, 105; measles, 0; scarlet fever, 0; diphtheria, 0; whooping cough, 1; influenza, 13; typhoid fever, 3; dysentery, 0; Beriberi, 2; leprosy, 1; erysipelas, 0; marsh fevers, 5; pulmonary diseases, 66; other contagious diseases, 2; Total 208. Violence. (including suicides) 11. Non-contagious diseases, 179. Total deaths from all causes, 398; equal to an annual death rate of 24.48 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 52.26%. Under treatment in hospitals: yellow fever, 0; small-pox, 261 and bubonic plague, 83.

— The Bank of the Republic has decided to make loans of 70 or 80% of the value of sugar deposited to its order.

— The first Brazilian ever vaccinated was the Visconde Barbaena, who, as a proof of its value, has lived 102 years in sundry lands and climes, and through small pox epidemics innumerable without catching it.

It is said that, previous to the introduction of cow-pox, a Carmelite monk used to inoculate for small-pox, by grafting as early as 1715, whereas Jenner's discovery dates from 1798.

— Rumours of coming disturbances have lately been frequent, so much so, indeed, as to have been cabled to Europe, where they were rightly not even contradicted by the Brazilian Minister. No doubt, now as always, there are persons ambitious of place and power ready to use subversive or any other means to obtain them. But though we do not believe the people are particularly "avid of peace and tranquillity", as some papers make out, until a real leader appears, who will appeal to sentiment as well as to interest, no following will be found. Floriano perhaps went as near to being a popular leader as any man since Deodoro's first *début*, because he appealed to a distinct and well-defined sentiment of nationality at a critical moment. Since then, no one has appeared with a ghost of a chance as a revolutionist. If there ever is a revolt here or a restoration, it will be through the military and not the people. At present, the military are quiescent, and there is no reason they should not remain so until some fine day a local Cromwell is evolved who will send Presidents and Ministers and Congress all a'packing and govern with the sword, and, perhaps, start a new dynasty.

— On several previous occasions we have referred to the shoe and boot factory, that Messrs Clark & Co. have erected at São Paulo, and are glad to see by a circular just issued to their customers that it is now ready to turn out articles in every way as good as the British, that have made their name a household word in this country. The factory is of the most up-to-the-mark description, all of the work being done by machinery under the direction of a staff selected from their factories in Scotland. The motor power is electricity, supplied by the São Paulo Light & Power Company, the main reason, we suppose, for location of the factory at São Paulo instead of here.

We wish Messrs. Clark's example were imitated in other branches of manufacture. With a tariff such as ours, and tendency to constantly raise import duties, there must be a large number of articles at present imported that would give a handsome profit if made in this country. It is true that several such attempts have been made, but generally by persons insufficiently acquainted with their respective trades, with insufficient capital, or otherwise under conditions that made success impossible.

When exchange goes down, up go the dividends of local manufactories, but every penny it goes up makes competition of the foreigner easier and reduces profits. In this, as in every other phase of national life, what is chiefly lacking is stability.

The minister who has the courage to cut down par to 12d., and convert at that rate will do more for the national advancement of this country than by any other possible means.

It is true that Exchange is steady now, but who can tell how long it may last? A big loan might put it up, or a bad harvest put it down, and our money and everything that is measured by it be but the freak of circumstances.

No doubt there were and still are serious impediments to the development of manufactures in this country. The chief was inter-state taxation that practically limited the output of a factory to the consumption of its particular State or circumscription, and to the ambitious said — thus far and no further!

That lion in the path has been removed, and, from the first of January, when regulations are expected to be ready, home manufacturers may sell their goods without let or hindrance wherever they please over this vast and growing country.

The thing is to hit on something that the people want and must have, and then bring science and capital to bear in such a way as to swamp competition, as Messrs. Clark promise to do.

The other obstacle to progress is exchange. Nothing, not even interstate taxation has so damaged the employment of foreign capital in manufactures in this country as the uncertain value of the money.

**Rio de Janeiro.** The federal district judge has ordered the defendants, Dr. Viriato de Medeiros and others, in the suit brought against them by the Treasury to desist from removing Monazitic sands from the beach at Itabapoana and has condemned them to pay costs and damages.

**São Paulo.** Mr. Fred. H. Sawyer C. E. has been commissioned by the State Department of Agriculture to report on the planting and manufacture of sugar in this State. Mr. Sawyer has lately returned from Central America where he was engaged in sugar planting. He is an old resident here, and took part in the Paraguayan war on the Brazilian side.

Though his initials are the same, he is not the Sawyer who for a time was unfortunately connected with this journal.

— The Secretary of Agriculture has made arrangements for shipment of fruit in cold storage by the Royal Mail Steamers to Montevideo and Buenos Aires.

A large cold-storage shed will be opened on the wharves at Santos and special arrangements be made for the transport of fruit from the interior. As usual it is São Paulo that leads the way.

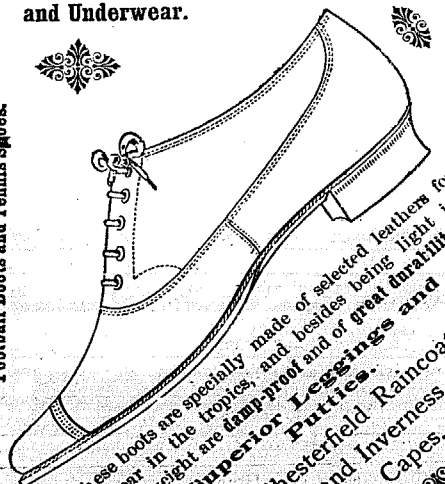
— The municipal budget for the city of São Paulo attains 3,803,292\$ for expenditure in 1905, of which 797,385\$, or nearly 21% for the service of the funded debt, besides 350,000\$ for *exercícios findos*.

— Revenues received at Santos by the State *Recebedoria* from 1st June to 30th September, amounted to 15,863,107\$, as against 15,369,314\$ last year.

— The Agricultural Department at São Paulo under the intelligent and active direction of Sr. Eugenio Lefèvre, is a real live factor, and not a make-believe as is generally the case in this country. The department has taken great interest in the promotion of cotton cultivation, and is now distributing *Sea Island* seed to applicants. In everything, São Paulo leads the way from Presidents downwards, and we hope will go on doing it for many years to come, because it is in every sense the most advanced of the States and has the right to lead.

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# Clark's

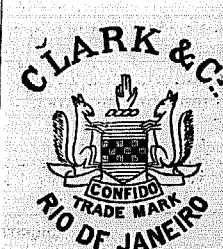
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"SAVOIA"

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"BRAZILEIRA"

"GUARANY"

Daily production of Flour and Bran: 10,000 Bags

Office: 56, Rua Primeiro de Março, Rio de Janeiro

**HUNGARIAN WINES**

GREAT REDUCTION!

Hungaria

Hungarian Claret

Château Palugyay

Hungarian Hock

Tokay

SOLE IMPORTER:

PAULO ZSIGMONDY

78, Rua General Camara

**SUGAR.** The Cia. Assucareira's sugars are the nicest, cleanest and cheapest of any in the market.**RARE OLD PORTUGUESE SILVER**

as well as a fine assortment of JEWELLERY of all kinds

IS TO BE FOUND AT

Rua da Quitanda No. 71 Rio de Janeiro

I. ROSENFELD

NOTE THE ADDRESS.

1b-be-ca

1b-be-ec

**SUGAR.** The Cia. Assucareira's sugars are not refined in a *trastienda* or back yard, like many others, but in an up to the mark factory costing.....**COMMERCIAL GUIDE**

## Coffee Exporters

C. Dabelow. — Conselheiro Saraiva 27. Cable ad: *Dabelow*.Ornstein & Co. — São Pedro 65. Cable ad: *Ornstein*.

## Druggists and Pharmacists

Francisco Giffoni &amp; Co. — Rua 1º de Março N. 9, Drugs.

## Electrical goods

H. Smyth &amp; Co. — English Electrical Supplies. Rua do Rosario 115.

Telephone de Ouro. — Rua Gonçalves Dias 46. Electric supplies.

## Grocers

J. Rodrigues &amp; Co. — 50 R. Rosario. Dealers in wines, groceries, canned goods, hams, bacon, fresh butter, cheese and New Zealand Mutton and Game.

## Importers and Exporters

Herm. Stoltz & Co. — General Camara 68. Cable ad: *Hermstoltz*.

## Jewellers

Farani Sobrinho &amp; Co. — 109 Rua do Ouvidor, diamonds, etc.

Levy Irmãos &amp; Co. Ouvidor 109 (1st floor) rough &amp; cut diamonds.

## Restaurants

Restaurant Ayrosa. — Wines and liquors. Rua da Quitanda 92.

## Rubber and Stamps

S. T. Longstreth, office and works, 16 Travessa do Ouvidor, 1st floor.

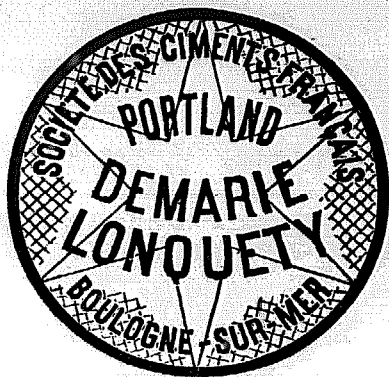
## Stationary—Books

Laemmert &amp; Co. — 66 Rua do Ouvidor, Books, Stationary.

## Sworn Translators

Eduardo F. Alexander. — 2 Becco das Cancellas, 2nd floor.

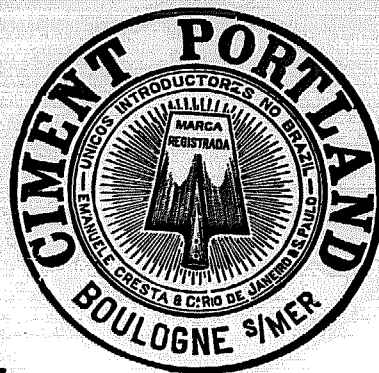
Fonseca &amp; Murray. — Rua do Ouvidor 42, 1st floor.



# CASA CRESTA

Manufacturers of Tessalated Tiles  
AND  
FOREIGN

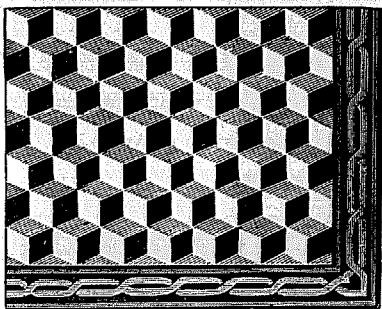
MOSAICS  
AND TILES.



MARBLE MERCHANTS

SOLE IMPORTERS

of the products of the  
Société des Ciments Français  
OF  
Boulogne Sur-Mer



TRADE MARKS

Demarle Lonquety  
AND  
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Orders received for the importation of all kinds of Material for Construction.

Telegraphic Address: CRESTA--RIO P. O. Box 342

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## Wm. Miers & Co.

ENGINEERS, MERCHANTS

AND

### Contractors for Railway Material, etc.

Suffolk House, 5, Laurence Pountney Hill

TELEGRAPHIC ADDRESS: "FOUNDATION"

LONDON

Resident Engineer in Rio de Janeiro:

ALVARO GOMES DE MATTOS. A. M. I. C. E.

73 RUA PRIMEIRO DE MARÇO

RIO DE JANEIRO

KNIGHT, HARRISON & CO.

No. 73 Rua Primeiro de Março

TELEGRAMS "KNIGHT"

Agents for

The Royal Mail Steam Packet Co.

TELEGRAMS "ROYAL"

P. O. B. No. 21.

SÃO PAULO AND SANTOS

WYSARD, WILSON & CO.

No. 47 Rua de São Bento. SÃO PAULO

P. O. Box 441. TELEGRAMS "FIELDFARE"

No. 62. Rua 15 de Novembro "SANTOS"

P. O. Box 147. TELEGRAMS "FIELDFARE"

AGENTS FOR

THE ROYAL MAIL STEAM PACKET CO.

TELEGRAMS "WYSARD"

**Santa Catharina.** The *New York Journal of Commerce* gives full details of the concession for two railroads one to be called the "Western" and the other "North-South" of Santa Catharina. This concession was lately granted to Henrique Shueler, who is described as a resident of Richmond Hill, New York. He is, in common with dozens of other promoters, trying to get the money for construction, and if we are any judge, will have to go on trying for a long time to come. The concession may be good or may not; it depends on how you look at it and if you can wait for your profits. But before anything is settled, it would perhaps be as well to find out how much fallow land really belongs to the State and what it is good for.

**Bahia.** The *Diario de Noticias* says that an English House at São Paulo has offered a loan of £600,000 to the State government for expropriation of the Queimado water-works, and construction of the sewage-works designed by engineer Sampaio. The type is said to be 80 and interest 6% with 2 1/2 amortisation. The loan will be guaranteed by the rate for drainage and water service.

The debt of the State of Bahia is shown in Mr. Witeman's report on the finances of the States to have amounted to 43,476:345\$ on 31st December 1901, of which 22,044:345\$ is foreign — (equivalent to 28,907,979 francs), and 8,979:100\$ floating.

In 1901, the debt of Bahia represented 18\$872 *per capita*, whilst its multiple of revenue was 4.2 as against 1.2 for São Paulo and 2.4 for Pará.

**Sergipe.** The *Companhia de Navegação* is about to inaugurate a new service between Aracaju and other coast ports, that will be of the greatest importance to this progressive and well governed little State.

For some reason or other Aracaju and Estancia were left out of the route of the Lloyd Brasileiro, and the traffic was effected in sailing vessels and small steamers that traded with Pernambuco or Bahia.

From direct trade with Europe and the rest of the Republic, the State was completely excluded. With the joining up of the Northern lines under the Great Western Railway, Sergipe has been brought into easy communication by land with Pernambuco, and is well served in that respect. The first of the steamers of the new service, the *Muquy*, will leave Aracaju on the 24th inst.

— The budget proposal of Government for 1905, estimates revenue at 1,525:726\$ and expenditure at 1,500:309\$800.

**Ceará.** The two months that comprise the rainy season at Ceará are over and all along the border with Rio Grande do Norte next to no rain has fallen. This district will again be a severe sufferer from drought, which has been now continuous for five years. In other parts of the State rains have been partial and crops are promising in some, but few in others.

**"Superaris" A COOL drink for hot days.**

**SUGAR.** The Cia. Assucareira do not sell lump sugar, not yet, but very soon will.

**"SUPERARIS" There is REASON in it.**

**SUGAR.** Try the Cia. Assucareira's sugars and you will never use anyothers.

**"Superaris" The BEST of every-thing.**

**Correspondence**

[To the Editor of the *Brazilian Review*.  
Your article in issue of September 16th, "Drawing for the Loan" shows that you are alive to the fact that the only way to lower the premium on gold (and to reduce the cost of living) is to withdraw paper money.

Both the President and his Minister of Finance acknowledge that all the evils that afflict Brazil can be attributed to the overissue of irredeemable paper. They promised faithfully to follow on the footsteps of Mr. Campos Salles and Mr. Murinho and yet what have they done?

On the 31st August 1903 the paper in circulation was ... 675,194 contos  
On the 1st July 1904..... 674,028 »  
cancelled in 10 months..... 1,166 »

Calculating that it would be necessary to withdraw 360,000 contos to bring gold down to par it would, at that rate, take two and a half centuries to accomplish it. Mr. Rodrigues Alves is satisfied with keeping exchange at 12d or, in other words, gold at 225 % (!) and still he knows that that fact means misery to the wage earner and to the salaried class. He is satisfied with exhibiting in London what is left of the so-called "guarantee fund" and exposing it to be disposed of at any moment for other purposes.

From the first of this year the withdrawals of paper money amount to 125 contos monthly. Why does not the Press, or at least the enlightened part of the Press, rise against the ridiculous way in which he handles that all-important matter?

It might possibly result in his abandoning his present snail-like policy and undertaking a gradual but constant and effective withdrawal of currency so as to bring up exchange by degrees and reduce the cost of living without hampering commerce? Under the present policy, the actual crisis will continue indefinitely, immigration will be almost impossible and the credit of the country will ultimately suffer a severe check. For us Europeans, the rate of exchange is the barometre of the credit of the Republic.

One of your readers.

[NOTE ED. Yes, practically the only way of forcing up exchange is by withdrawing paper money. There are other ways of course — by increasing production or by a rise in foreign markets of the value of our produce — but those are slow and uncertain and would not, of course, satisfy the impatience of the wage earning classes to whom 12d spells misery.

For our own part we believe neither in the misery nor the antidote. The cost of living is not determined solely by exchange, but by import duties and a number of other factors; nor would it be much improved if exchanges were to go up and import duties were put up, too, in proportion, as they must be if home manufactures were to be saved. Nor is the cost of living the real impediment to immigration, as, so long as immigrants are paid in proportion, it does not matter what exchange be.

The real impediment is the instability of the currency that introduces into the national life a most injurious factor of hazard and uncertainty.

What is wanted is not high or low exchange that, each, favours one class at the cost of the other, but steady exchange and good honest money, that will afford to immigration and all of us a secure basis for our contracts with one another.

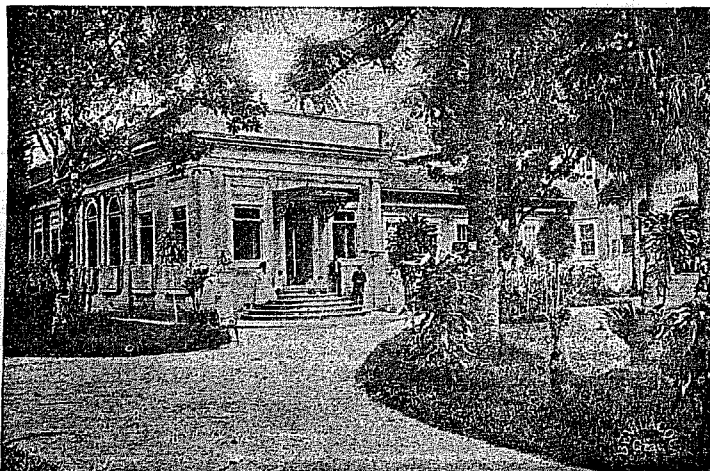
We would remind our correspondent that it is usual to enclose cards when the signature is not intended to appear].

Some acquire and some are born to POPULARITY, but IT comes naturally to "SUPERARIS."

**"Superaris"**

**GRAND HOTEL WHITE**

THE FORMER RESIDENCE OF COUNT ITAMARATY  
ALTO DA TIJUCA — RIO DE JANEIRO



Managed by the proprietor, "MARTIN."

**The Paradise of Brazil**

The building has been entirely renovated and contains fine saloons and rooms as well as an excellent Restaurant à la Carte and good cuisine, and the celebrated "ZÉZÉ" spring water for use of the guests.

- Fine airy bedrooms.
- Pure spring-water on the premises.
- Choice Wines, Liqueurs & Cigars.
- Shower, needle, douche & plunge baths.
- First class table.
- Billiards. Prices from 10\$ a day.

**N. B. Every attention paid to the comfort of the guests.**

TELEPHONE NO. 1094.





# Dannemann & Co.

## SÃO FELIX (BAHIA) — BRAZIL

*The Leading Cigar Manufacturers in Brazil*

Beg to advise Customers that they always keep a large stock of their most famous brands at their Export Agents :

**MESSRS TH. & C. MÖLLER — HAMBURG.**  
**Brook I (Free Port)**

**ATTENTION:—**

**Only genuine when bearing the Government Stamp, PERFORATED with their initials, viz:**



### Money Market

#### LATEST CABLE QUOTATIONS

|  | 1904       | 1903        |
|--|------------|-------------|
| Rio de Janeiro 90 d/s closing Bank Rate, Oct. 22.....    | 12 3/8     | 12          |
| N.º 7 New York type of coffee, Oct. 21 per 10 kilos      | 64434      | 48732       |
| do do do do 21, Spot.....                                | 8 1/2c.    | 5 7/8c.     |
| do do do do 21, Dec.options                              | 7.00c.     | 5.35c.      |
| Rio de Janeiro: 5 %/o Apolices (internal), Oct. 22. .... | 998\$000   | 995\$000    |
| Bank of England Rate.....                                | 3 9/10     | 4 0/10      |
| Open market Rate London 3 months....                     | 2 1/2 %/o  | 3 5/8 %/o c |
| <b>London Quotations:—</b>                               |            |             |
| Bonds 1889, 4 %/o.....                                   | 79 %/o     | 75 3/4 %/o  |
| » 1895, 5 %/o.....                                       | 93 1/2 %/o | 90 %/o      |
| » 1903, 5 %/o.....                                       | 96 1/2 %/o | 50 1/2 %/o  |
| Funding loan, 5 %/o.....                                 | 103 %/o    | 101 1/2 %/o |
| West. Minas, R'y 5 %/o.....                              | 92 %/o     | 85 1/4 %/o  |

QUOTATIONS DURING WEEK CLOSING OCTOBER 21st, 1904.

WERE AS FOLLOWS:—

(COMPILED, BY PERMISSION, FROM THE FIGURES GIVEN DAILY IN THE JORNAL DO COMMERCIO)

|         | OFFICIAL RATES      | SIGHT    |          | 90 d/s   |          | 3 d/s    |       | Maximum and Minimum Bank Counter Drawing Rates |     |     |
|---------|---------------------|----------|----------|----------|----------|----------|-------|--|-----|-----|
|         |                     | réis     | d        | réis     | d        | réis     | %     | réis   | %   |     |
| Oct.    | New York            | 4,043    | 4,043    | 4,043    | 4,043    | 4,046    | 4,046 | 373  | 373 |     |
|         |                     | Italy    | 790      | 790      | 790      | 790      | 788   | 788  | 380 | 380 |
|         |                     | Hamburg  | 962      | 962      | 962      | 962      | 956   | 956  | 379 | 379 |
|         | Paris               | 785      | 790      | 786      | 785      | 774      | 776   | 783  | 783 |     |
|         |                     | London   | 12 15/64 | 12 13/64 | 12 17/64 | 12 11/32 | 774   | 776  | 778 | 778 |
|         |                     | Hamburg  | 952      | 955      | 946      | 945      | 951   | 951  | 380 | 380 |
|         | London              | 781      | 781      | 781      | 781      | 774      | 774   | 774  | 774 |     |
|         |                     | Hamburg  | 951      | 951      | 951      | 951      | 951   | 951  | 374 | 374 |
|         |                     | Paris    | 785      | 785      | 785      | 785      | 785   | 785  | 374 | 374 |
|         | Av. Bess. 1904-1903 | London   | 12 17/64 | 12 17/64 | 12 17/64 | 12 17/64 | 774   | 774  | 774 | 774 |
|         |                     | Paris    | 785      | 785      | 785      | 785      | 785   | 785  | 785 | 785 |
|         |                     | Hamburg  | 951      | 951      | 951      | 951      | 951   | 951  | 951 | 951 |
| London  |                     | 12 17/64 | 12 17/64 | 12 17/64 | 12 17/64 | 774      | 774   | 774  | 774 |     |
| Paris   |                     | 785      | 785      | 785      | 785      | 785      | 785   | 785  | 785 |     |
| Hamburg |                     | 951      | 951      | 951      | 951      | 951      | 951   | 951  | 951 |     |

Extremes at which business was done during the week ended Oct. 21st, were 12 5/16—12 1/8 for 90 d/s Bank paper and 12 3/8—12 19/32 d. for private.  
 The average Bank 90 d/s counter drawing rate for the week comes out at 12 11/32 d. the corresponding sight rate being 12 9/32 d. against 12 17/64 d. the average sight rate of the *Camara Syndical*.

The average depreciation for the week, calculated on the basis of the Bank's sight rate, is 64.50 % and the premium on gold 119.84 % against 51.97 % and 122.12 % last week. At these rates:

|                     | was worth | 198542 | ag. l. st. 198743 | last week |
|---------------------|-----------|--------|-------------------|-----------|
| 1 £.....            | •         | 8977   | •                 | 8957      |
| 1 shilling.....     | •         | 8981   | •                 | 8982      |
| 1 penny.....        | •         | 8777   | •                 | 8785      |
| 1 Franc.....        | •         | 8969   | •                 | 8969      |
| 1 U. S. Dollar..... | •         | 48025  | •                 | 48066     |
| 1 20000 coin.....   | •         | 438969 | •                 | 448421    |

#### THE BRAZILIAN REVIEW

Saturday October 22nd, 1904.

Ninety days bank rate on London opened on Monday at 12 11/32 d. with private offering at 12 13/32 and closed this evening firm, with one of the foreign banks drawing at 12 15/32 and the rest at 12 7/16 d. with private at 12 1/2 d.

Here, business in coffee is insignificant and nearly all the bills are from Santos and Pará. A fair business was done at Santos, but shipments of coffee are small and only gave £469,092 last week as against £425,668 the previous week and £474,633 last year. Rubber is, however, beginning to tell and bills are already offering here in appreciable quantities. Next month is expected to be a comparatively poor month for rubber but by the end of November or beginning of December it is expected to come down in large quantities and, at the extremely high prices now ruling leave over a much larger share of bills than usual for this market after liquidating the requirements of Pará and Manaus.

Apart from the fair supply of bills the decisive factor at the present moment is the scarcity of money. The Bank of the Republic and Banco do Comercio e Industria of São Paulo between them hold 80,000,000\$, or over 12% of the whole circulation of the country. It is clear that the Bank of the Republic holds the key of the situation and, though under a pressure of bills such as was lately witnessed, the Bank might not find it advantageous to interfere, it may, we think, be fairly concluded that the rate will not be allowed to rise very much; nor, indeed, is it advisable that it should. Besides at 12 1/2 d. money will soon begin to return from the interior and the canny Ligurian to place his savings beyond the sea. This year, however, colonists' earnings will be smaller and the planters' greater—another bull factor of exchange.

#### BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE During the week ended October 21st, 1904

| DESCRIPTION                                   | SALES | HIGHEST  | LOWEST   |
|---|-------|----------|----------|
| Apolices 5 %/o.....                           | 6     | 905\$009 | 962\$000 |
| S. Paulo Municipality 3 %/o loan.             | 74    | 88\$000  | 88\$000  |
| Do do 7 %/o »                                 | 199   | 88\$000  | 87\$500  |
| Campinas Municipality.....                    | 50    | 78\$000  | 78\$000  |
| Santos Municipality (2nd issue).              | 75    | 90\$000  | 90\$000  |
| Do do (1st » )                                | 100   | 87\$500  | 87\$500  |
| S. Simão Municipality.....                    | 60    | 69\$500  | 69\$500  |
| <b>SHARES</b>                                 |       |          |          |
| Banco de S. Paulo.....                        | 558   | 116\$000 | 115\$000 |
| Banco Comercio e Industria ..                 | 200   | 342\$000 | 342\$000 |
| Banco União de S. Paulo.....                  | 342   | 38\$000  | 34\$000  |
| Paulista R'y.....                             | 1,448 | 264\$000 | 248\$000 |
| Mogyana R'y.....                              | 857   | 270\$000 | 255\$000 |
| Agua e Esgottos de Ribeirão Preto (deb.)..... | 100   | 85\$500  | 85\$500  |
| <b>MORTGAGE BONDS</b>                         |       |          |          |
| Banco C. R. de S. Paulo 8 %/o..               | 1,061 | 47\$750  | 46\$000  |
| Do do 6 %/o.....                              | 923   | 41\$000  | 39\$000  |
| Banco União de S. Paulo.....                  | 482   | 55\$500  | 55\$000  |



# HOTEL DERBY

PERNAMBUCO — BRAZIL

First class Hotel for Families and Travellers,  
with all modern comforts.

The best and most conveniently situated Hotel  
in Pernambuco with regular service of Trams to the door.

Teleg. address: Azougue  
Ribeiro's Code

## MERCURIO

P. O. Box 30  
Telephone 889

AUTHORIZED BY PATENT No. 2

INSURES AGAINST ACCIDENTS ON LAND OR SEA

Capital: Rs. 2.000:000\$000

DEPOSIT IN THE NATIONAL TREASURY: 200:000\$000

*Founded by the Associação dos Empregados no Comercio do*

41, RUA PRIMEIRO DE MARÇO

Rio de Janeiro.

## COMPANHIA DE LOTERIAS NACIONAES DO BRAZIL

SEDE: — 38, RUA PRIMEIRO DE MARÇO, 38

Endereço Telegraphico LOTERIAS Caixa do Correio, 41

Contracto no Thesouro Nacional para as loterias da União de 31 de Dezembro de 1896

Extracções diarias — RUA VISCONDE DE ITABORAHY, 9 — RIO DE JANEIRO

bb-be-aa

x x

## COMPANHIA ASSUCAREIRA

PRAIA DA SAUDADE, 40 A

The sugar refined in this factory, is the whitest, driest and purest, and therefore the cheapest in the market, containing, as it does, 10% more saccharine matter than the sugar refined by hand with the use of animal blood; it is prepared by the best processes known to date, and as used in the most advanced countries; is free from all deleterious substances and has the great advantage that it can be kept for a long time without absorbing moisture or deteriorating. **It is not ground!**

### COMPARATIVE ANALYSIS OF:

| This Company's refined sugar          |        | German refined sugar                   |        | One of the best samples of 1 <sup>st</sup> sugar refined by hand, in this city |        |
|---------------------------------------|--------|--|--------|--|--------|
| Sugar.....                            | 98.90  | Sugar.....                             | 98.70  | Sugar.....   | 90.30  |
| Glucose.....                          | 0.19   | Glucose.....                           | 0.09   | Glucose.....   | 3.60   |
| Water.....                            | 0.80   | Water.....                             | 0.40   | Water.....   | 3.16   |
| Ash.....                              | 0.03   | Ash.....                               | 0.01   | Ash.....   | 0.12   |
| Other impurities.....                 | 0.08   | Other impurities.....                  | 0.80   | Other impurities.....  | 2.82   |
|                                       | 100.00 |  | 100.00 |  | 100.00 |
| Neutral reaction. (Signed) Paul Lamy. |        | Alcaline reaction. (Signed) Paul Lamy. |        | Neutral reaction. (Signed) Paul Lamy.  |        |

We shall shortly begin the manufacturing of tablettes as used in Paris, London, Berlin, Brussels, Amsterdam, etc., and which are already known to the public.

Sold at: Messrs. Barboza & Co. — Rua do Rosario No. 55. — Teixeira Borges & Co. — Rua do Rosario No. 66 and by all first class grocers

DEPOSIT: LARGO DA LAPA NO. 5

## JOHN B. ORR

(Late Partner, James Mitchell & Co.)

Electrical, Mechanical & Hydraulic Engineer.

11, RUA HOSPICIO RIO DE JANEIRO

Cable Address "RAIO", P. O. BOX 723

Electric, Light, Power, Traction and Transmission.

IMPORTER OF American Metal and Wood-working Machinery.

Pumping Machinery.

Electrical Machinery.

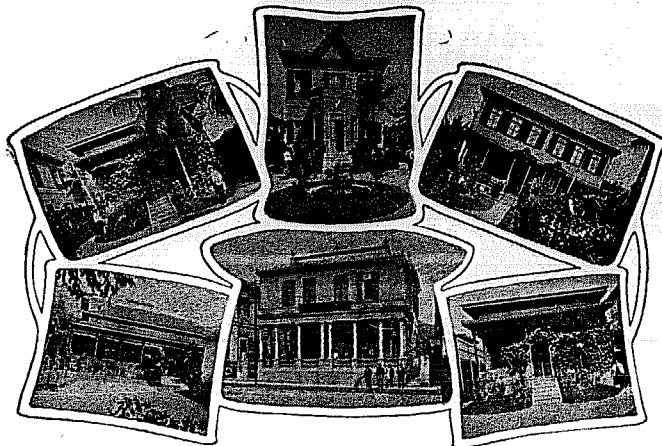
Turbines.

Isolated Lighting & Power Plants.

Storage Batteries.

Mining Machinery.

# HOTEL PENSION CENTRAL PETROPOLIS



(Buildings composing the Hotel)

Directly opposite the LEOPOLDINA RAILWAY STATION.

HOME COMFORTS  
AT  
REASONABLE CHARGES.  
EXCELLENT CUISINE  
AND  
ATTENDANCE.  
BEST BRANDS ONLY  
Wines, Liqueurs  
and Cigars.

This Splendid Hotel is patronized by the Foreign Diplomatic Corps.

English, French, German and Portuguese SPOKEN.

MANAGER:

PROPRIETORS:

Jorge Gieseler. M. & B. Niederberger.

## PETROPOLIS

This important and healthy suburb of the City of Rio de Janeiro, is situated amongst the hills to the North at an altitude of 826 metres (about 2,700 ft.) above the level of the sea.

PETROPOLIS is an extremely picturesque city with good drainage and water supply, and lighted by electricity. It is the fashionable suburb and summer resort, the nights being always cool, even in mid-summer. The Hotels are excellent.

Steamers, the property of the Leopoldina Railway Co., leave Prainha Wharf at 6.19 a.m. and 4 p.m. daily for an hour's journey across the Bay to Mauá, when passengers are transferred to a train which arrives at Petropolis at 8.26 a.m. and 6.10 p.m. Return trains from Petropolis by the Bay route leave daily at 7.30 a.m. and 5.54 p.m. The steamers are fitted with every convenience, restaurant, buffet, etc. The return fare, available for 8 days, is 10\$800.

Petropolis is also served by a railway route (a branch of the Leopoldina Railway) which runs round the Bay in combination with the Central Railway. Trains leave Central Station at 5 p.m. daily (S. Francisco at 5.28 p.m.), and return from Petropolis at 5.55 a.m.

The ascent of the range of hills to reach Petropolis by the Leopoldina Railway is made by the Rigggenbach Rack system on one of the heaviest gradients (1 in 6-1/2) of any mountain railway in the world, so that the route is interesting and the scenery extremely picturesque.

## BRAZILIAN EXCHANGE

THE STUDY OF AN INCONVERTIBLE CURRENCY  
By J. P. WILEMAN C. E.

(Editor of the "BRAZILIAN REVIEW")

PRICE 10\$000

Sold at Laemmert, & Co. RIO DE JANEIRO.

Effingham Wilson, Royal Exchange, LONDON.

Offices of the "Brazilian Review." Rua Uruguayana 59.

## BREULINA

Powerful disinfectant, approved by the Directory of Public Health.

By arrangement with Pearson, the manufacturers have changed the name CREOLINA to BREULINA.

Depôt: L. A. BRUZZO & Co.,

RUA DA ASSEMBLEA, NO. 54, Rio de Janeiro.

## Grande Hotel Metropole

RUA LARANJEIRAS, 181

The best for families and gentlemen.

Reduced price.

RIO DE JANEIRO

b-bl-en

x x

## ELIXIR DE MASTRUÇO

PREPARED BY

J. SILVA & J. VAZ

APPROVED AND AUTHORISED BY THE BOARD OF HEALTH

The latest absolutely reliable Brazilian discovery.

This is the most powerful specific yet discovered for the cure of diseases of the respiratory organs. It is infallible in cases of violent coughs, chronic bronchitis, whooping-cough, asthma, Hemoptysis, and other lung troubles.

In cases of Tuberculosis (consumption) this new medicine has proved a first-class lenitive; fever disappears, strength is restored, appetite recovered and weight regained by its use.

Our Elixir de M. struço contains no codeine, morphine or any similar narcotics and its application is, therefore, free from danger. It has an agreeable taste and for this reason can be taken by persons with the most delicate stomachs.

Sold by all druggists and chemists and at the

Depôt: - 42, RUA DO HOSPICIO, 42  
RIO DE JANEIRO

The coast arrivals for the week ended Oct. 21st, were from:—

|                    |                   |
|--------------------|-------------------|
| Macacé .....       | 1,521 bags        |
| Bahia .....        | 639 "             |
| Santos .....       | 311 "             |
| <b>Total .....</b> | <b>2,471 bags</b> |

The total entries by the different S. Paulo Railways for the Crop to October 21st, 1904 were as follows:—

|             | Per Jundiaby | Per Sorocabana and others | Total at S. Paulo | Total at Santos | Remaining at S. Paulo |
|-------------|--------------|---------------------------|-------------------|-----------------|-----------------------|
| 1904/1905 : | 3,710,637    | 624,418                   | 4,335,055         | 4,323,890       | 11,165                |
| 1903/1904 : | 3,409,238    | 511,177                   | 3,920,415         | 3,927,256       | nil                   |

**COFFEE LOADED (EMBARQUES)**

|  | DURING WEEK ENDED |                |                | FOR THE CROP TO  |                  |
|--|-------------------|----------------|----------------|------------------|------------------|
|  | 1904 Oct. 21      | 1904 Oct. 14   | 1903 Oct. 23   | 1904 Oct. 21     | 1903 Oct. 23     |
| Rio .....  | 55,586            | 43,808         | 99,501         | 1,130,835        | 1,672,860        |
| Nietheroy .....  | 2,618             | —              | 1,241          | 37,040           | 23,285           |
| In transit .....   | —                 | 2,000          | 7,000          | 35,064           | 86,067           |
| <b>Total Rio including Nietheroy &amp; transit .....</b> | <b>58,204</b>     | <b>45,808</b>  | <b>107,745</b> | <b>1,202,879</b> | <b>1,784,212</b> |
| Santos .....   | 181,129           | 171,370        | 196,507        | 3,040,371        | 3,178,253        |
| <b>Total Rio &amp; Santos .....</b>                      | <b>239,333</b>    | <b>217,178</b> | <b>304,252</b> | <b>4,243,250</b> | <b>4,962,465</b> |

Rio de Janeiro, October 22nd, 1904.

Joint entries at Rio and Santos during the week ended October 21 were 40,635 bags larger than the previous week and 20,204 more than the corresponding week's last year, of which they represent 108%.

Light rain fell two or three days in the week over the Rio and Minas districts, where the flowering is said to look extremely promising. Indeed, the weather has been almost uniformly favourable. From Santos, reports continue extremely pessimistic; the flowerings are reported to be irregular and unsatisfactory, but in no case are they stated to be downright failures, as no doubt would be the case were a loophole given. The three flowerings seem to have taken, so that even if none of them is particularly brilliant a fair result may be looked for.

The inclination to lay stress on the decline of production and somewhat premature exhaustion of the soil in districts like Ribeirão Preto and to decry the wonderful "terra roxa" in lieu of insisting as usual on the failure of the flowering is, likewise, significant.

For the crop, entries to 21 October amounted to 5,557,176 as against 5,991,069 last year, there being an increase of 396,634 bags at Santos and shrinkage of 830,527 at Rio.

Shipments (*embarques*) were 22,153 bags larger than the previous week's but 64,919 less than last year, and stocks, consequently, go on making records and on 21st inst. reached the enormous figure of 2,418,765 bags here and at Santos.

Stocks at Rio show an increase of only 18,000 bags since 1st July, but at Santos they are 1,325,000 bags greater! Half at least is believed to be still in first hands and it says much for the improved state of the trade that it should be able to carry so large a stock, apparently, without inconvenience. In January, the new revenue law will come into force at Santos and export duties be reduced from 11 to 9%, which may possibly have something to do with the apparent indifference to reducing stocks.

Local prices gave way, the average for Rio No. 7 being 6\$373 as against 6\$553 for the previous week and 4\$675 last year, but New York improved a little from 8.42c. for the previous week to 8.50c. as against 5.80c last year.

The amount of coffee cleared to 21 October was 743,277 bags less than last year but gave £1,287,905 more.

Santos, 22nd October, 1904.

The markets continued dragging and cables from Messrs. Prado Chaves and Krsche & Co. to the effect that prospects were worse for the growing crop produced but little effect.

Santos Stocks are doubtless very heavy and consuming markets apparently waiting to see when they will be let go. In spite of its size the Stock does not weigh on the market to anything like the extent that the 1 1/2 million did last year, and when commissarios are forced to sell they let go as little as possible, 100,000 or 200,000 bags, and begin the waiting game over again. So far attempts to break the market have failed and with Europe so badly supplied will have still less chance of success in the future.

Transactions were limited, *superiors* worth 5\$800 to 6\$000; *goods* 200 and 300 *réis* less, and *primes* 300 *réis* higher. Really fine coffees are relatively scarce. *Peas* met a slightly better demand, superior fetching about 7\$8000 to 7\$900. Specialities are neglected.

Entries were heavy for the time of year. Shipments were fair and stocks to day rose to 1,838,330 bags!

As the Sorocabana district will continue to furnish coffee on about the same scale for the present, no immediate shrinkage of entries can be looked for.

In a series of articles in *O Estado de São Paulo*, Sr. Ang. da Silva Telles protests against the law prohibiting fresh plantation that, he says, is the cause of the decadence of production noticeable.

Last week we published a circular issued by the Minister of Agriculture in the same sense, which we find echoed by Sr. Lacerda Franco in his notable article on the Visible Supply. Only a very short time ago, it was all the other way and every kind of means to combat the excess of production was debated, from burning the coffee to cutting down the trees. The season 1901/2 was the record and yielded over 10,000,000 bags for São Paulo alone. Now, because the monster that, naturally, for a time fatigued the soil is followed by two smaller crops, an outcry is raised that plantations are exhausted and declining. Extremes are always bad and the elements at our disposal wholly insufficient to warrant conclusions. If after a couple of years rest the factors should be as uniformly favourable as they were in 1901/2 and the yield should still show a decline, it would be time enough to make up our minds that a decline had really set in and to commence feverishly replanting, as is sure to be the case directly the weight is taken off the safety valve.

We ourselves do not believe either in over-production nor in the remedy that was taken to relieve it, no more than we do in the talk of exhaustion that has become so popular all of a sudden.

Nevertheless it would be advisable, in our opinion, to revoke the law prohibiting fresh coffee planting. If there ever was overproduction it is now redeemed and anyhow new plantations only come into bearing after six years when, in all probability, consumption will largely exceed supply.

**MANIFESTS OF COFFEE**

During the Week ended October 21st, 1904

RIO DE JANEIRO

| DATE    | NAME OF VESSEL  | DESTINATION     | SHIPPERS             | BAGS  | TOTAL         |
|---------|-----------------|-----------------|----------------------|-------|---------------|
| Oct. 15 | Tijuca .....    | Copenhagen ..   | Ornstein & Co. ....  | 1,250 |               |
| "       | do              | do              | Theodor Wille & Co.  | 1,000 |               |
| "       | do              | Hamburg .....   | Gustav Trinks & Co.  | 1,000 |               |
| "       | do              | do              | Eugen Urban .....    | 791   |               |
| "       | do              | do              | Rieh. Riemer & Co.   | 659   |               |
| "       | do              | do              | E. Johnston & Co.    | 600   |               |
| "       | do              | do              | C. Dabelow .....     | 525   |               |
| "       | do              | do              | Norton, Megaw & Co.  | 500   |               |
| "       | do              | do              | Pinto & Co. ....     | 87    | 6,382         |
| "       | Cervantes ..... | New York .....  | Ornstein & Co. ....  | 1,600 |               |
| "       | do              | do              | W. F. McLaughlin & C | 2,000 |               |
| "       | do              | do              | Eugen Urban .....    | 1,498 |               |
| "       | do              | do              | C. Dabelow .....     | 950   |               |
| "       | do              | do              | Hard, Rand & Co.     | 250   |               |
| "       | do              | East London ..  | N. Gepp & Co., Ltd.  | 1,000 |               |
| "       | do              | Durban .....    | E. Johnston & Co.    | 800   | 9,898         |
| "       | Horace .....    | New Orleans ..  | Ornstein & Co. ....  | 9,121 |               |
| "       | do              | do              | E. Johnston & Co.    | 5,000 |               |
| "       | do              | do              | Hard, Rand & Co.     | 4,760 |               |
| "       | do              | do              | Theodor Wille & Co.  | 4,000 |               |
| "       | do              | do              | J. W. Doane & Co.    | 2,014 |               |
| "       | do              | do              | C. Dabelow .....     | 1,250 | 26,185        |
| "       | Itaituba .....  | Pelotas .....   | Sundry .....         | 302   |               |
| "       | do              | Rio Grande ..   | do                   | 176   | 478           |
| "       | Umbria .....    | Constantinople  | Gustav Trinks & Co   | 875   |               |
| "       | do              | do              | Pinto & Co. ....     | 125   |               |
| "       | do              | Odessa .....    | do                   | 350   |               |
| "       | do              | Trebzond .....  | Gustav Trinks & Co.  | 125   | 1,475         |
| "       | Marajó .....    | Maceió .....    | Sundry .....         | 76    |               |
| "       | do              | Pernambuco ..   | do                   | 950   |               |
| "       | do              | do              | Ornstein & Co. ....  | 250   |               |
| "       | do              | Ceará .....     | do                   | 180   |               |
| "       | do              | do              | Sundry .....         | 130   |               |
| "       | do              | Pará .....      | do                   | 1,449 |               |
| "       | do              | do              | Ornstein & Co. ....  | 80    | 3,109         |
| "       | Desterro .....  | Corumbá .....   | Sundry .....         | 183   |               |
| "       | do              | Rio Grande ..   | do                   | 40    | 223           |
| "       | Chiti .....     | Buenos Aires .. | Ornstein & Co. ....  | 250   |               |
| "       | do              | do              | Ed. Ashworth & Co.   | 697   |               |
| "       | do              | do              | Sundry .....         | 200   |               |
| "       | do              | Montevideo ..   | do                   | 150   | 1,297         |
| "       | Idalina .....   | Mossoró .....   | do                   | 910   |               |
| "       | Roland .....    | Antwerp .....   | do                   | 15    |               |
| "       | Colonia .....   | Havre .....     | do                   | 252   |               |
| "       | Maranhão .....  | Maranhão .....  | Pinto & Co. ....     | 240   |               |
| "       | do              | do              | do                   | 50    |               |
| "       | do              | do              | Sundry .....         | 230   |               |
| "       | do              | Maceió .....    | do                   | 1     |               |
| "       | do              | do              | Pinto & Co. ....     | 25    |               |
| "       | do              | Pará .....      | Sundry .....         | 20    | 566           |
| "       | Amazonas .....  | Pernambuco ..   | Eugen Urban .....    | 172   |               |
| "       | do              | Ceará .....     | Sundry .....         | 460   |               |
| "       | do              | do              | do                   | 1,300 |               |
| "       | do              | do              | Eugen Urban .....    | 130   |               |
| "       | do              | do              | Pinto & Co. ....     | 305   |               |
| "       | do              | do              | Ornstein & Co. ....  | 275   | 2,662         |
|         |                 |                 | <b>Total .....</b>   |       | <b>53,403</b> |

SANTOS

| DATE    | NAME OF VESSEL                          | DESTINATION  | SHIPPERS              | BAGS   | TOTAL  |         |
|---------|---|--------------|-----------------------|--------|--------|---------|
| Oct. 15 | <i>Amiral Sallandrouse de Lamorizax</i> | Buenos Aires | Bento de Souza & Co   | 634    | 1,168  |         |
|         | do                                      | do           | Krische & Co.         | 504    |        |         |
| 15      | <i>Colonia</i>                          | Havre        | Prado, Chaves & Co.   | 4,500  | 19,427 |         |
|         | do                                      | do           | Fili. P. Carbone & Co | 4,500  |        |         |
|         | do                                      | do           | Zerrenner Bulow & Co  | 3,944  |        |         |
|         | do                                      | do           | Carl Hellwig & Co.    | 1,000  |        |         |
|         | do                                      | do           | Nossack & Co.         | 250    |        |         |
|         | do                                      | do           | Sundry                | 4,933  |        |         |
|         | do                                      | Nantes       | Krische & Co.         | 250    |        |         |
| 19      | <i>Atlantique</i>                       | Bordeaux     | Sundry                |        | 30     |         |
| 19      | <i>Roland</i>                           | Antwerp      | Carl Hellwig & Co.    | 1,250  | 10,000 |         |
|         | do                                      | do           | Krische & Co.         | 1,250  |        |         |
|         | do                                      | do           | N. Gepp & Co. Ltd.    | 1,000  |        |         |
|         | do                                      | do           | Prado, Chaves & Co.   | 1,000  |        |         |
|         | do                                      | do           | Theodor Wille & Co.   | 500    |        |         |
|         | do                                      | do           | Holworthy Ellis & Co  | 500    |        |         |
|         | do                                      | do           | Alves Lima & Co.      | 500    |        |         |
|         | do                                      | do           | Hard, Rand & Co.      | 250    |        |         |
|         | do                                      | do           | Zerrenner Bulow & Co  | 250    |        |         |
|         | do                                      | Bremen       | N. Gepp & Co. Ltd.    | 1,000  |        |         |
|         | do                                      | do           | Prado, Chaves & Co    | 1,000  |        |         |
|         | do                                      | do           | Fili. P. Carbone & Co | 500    |        |         |
|         | do                                      | do           | Zerrenner Bulow & Co. | 500    |        |         |
|         | do                                      | do           | Carl Hellwig & Co.    | 250    |        |         |
|         | do                                      | Wiborg       | Zerrenner Bulow & Co  | 250    |        |         |
| 20      | <i>Antonina</i>                         | Genoa        | Fili. P. Carbone & Co | 2,825  | 12,878 |         |
|         | do                                      | do           | Carl Hellwig & Co.    | 1,125  |        |         |
|         | do                                      | do           | E. Johnston & Co.     | 500    |        |         |
|         | do                                      | do           | Nossack & Co.         | 125    |        |         |
|         | do                                      | do           | Sundry                | 6,940  |        |         |
|         | do                                      | Salonica     | J. W. Doane & Co.     | 500    |        |         |
|         | do                                      | Naples       | Fili. P. Carbone & Co | 250    |        |         |
|         | do                                      | do           | Sundry                | 21     |        |         |
|         | do                                      | Smyrna       | Hard, Rand & Co.      | 250    |        |         |
|         | do                                      | Rodi         | do                    | 125    |        |         |
|         | do                                      | Scio         | do                    | 125    |        |         |
|         | do                                      | Venice       | Fili. P. Carbone & Co | 75     |        |         |
|         | do                                      | Cotrone      | Sundry                | 17     |        |         |
| 20      | <i>Argentina</i>                        | Rotterdam    | Theodor Wille & Co.   | 4,125  |        | 53,841  |
|         | do                                      | do           | Carl Hellwig & Co.    | 4,000  |        |         |
|         | do                                      | do           | N. Gepp & Co., Ltd.   | 2,989  |        |         |
|         | do                                      | do           | Prado, Chaves & Co.   | 2,750  |        |         |
|         | do                                      | do           | A. Trommel & Co.      | 2,250  |        |         |
|         | do                                      | do           | E. Johnston & Co.     | 1,500  |        |         |
|         | do                                      | do           | Hard, Rand & Co.      | 500    |        |         |
|         | do                                      | do           | Krische & Co.         | 500    |        |         |
|         | do                                      | do           | Nossack & Co.         | 125    |        |         |
|         | do                                      | Hamburg      | W. Botel & Co.        | 9,000  |        |         |
|         | do                                      | do           | N. Gepp & Co., Ltd.   | 5,750  |        |         |
|         | do                                      | do           | Prado, Chaves & Co.   | 5,350  |        |         |
|         | do                                      | do           | Carl Hellwig & Co.    | 3,645  |        |         |
|         | do                                      | do           | Krische & Co.         | 2,750  |        |         |
|         | do                                      | do           | Muller & Co.          | 2,000  |        |         |
|         | do                                      | do           | Schmidt & Trost.      | 1,500  |        |         |
|         | do                                      | do           | Zerrenner Bulow & Co. | 1,400  |        |         |
|         | do                                      | do           | J. W. Doane & Co.     | 1,300  |        |         |
|         | do                                      | do           | E. Johnston & Co.     | 875    |        |         |
|         | do                                      | do           | Hayn & Rosenheim      | 750    |        |         |
|         | do                                      | do           | Theodor Wille & Co.   | 750    |        |         |
|         | do                                      | do           | Nossack & Co.         | 675    |        |         |
|         | do                                      | do           | Prado, Chaves & Co.   | 516    |        |         |
|         | do                                      | do           | Sundry                | 1,575  |        |         |
| 20      | <i>Hathor</i>                           | Buenos Aires | Krische & Co.         |        | 504    |         |
| 21      | <i>Cavour</i>                           | New York     | N. Gepp & Co., Ltd.   | 26,000 | 35,516 |         |
|         | do                                      | do           | Theodor Wille & Co.   | 23,500 |        |         |
|         | do                                      | do           | Prado, Chaves & Co.   | 11,000 |        |         |
|         | do                                      | do           | Carl Hellwig & Co.    | 8,500  |        |         |
|         | do                                      | do           | E. Johnston & Co.     | 6,000  |        |         |
|         | do                                      | do           | Fili. P. Carbone & Co | 5,000  |        |         |
|         | do                                      | do           | Baldwin & Co.         | 4,750  |        |         |
|         | do                                      | do           | Hard, Rand & Co.      | 3,000  |        |         |
|         | do                                      | do           | J. W. Doane & Co.     | 3,000  |        |         |
|         | do                                      | do           | Alves Lima & Co.      | 2,000  |        |         |
|         | do                                      | do           | Holworthy Ellis & Co  | 2,046  |        |         |
|         | do                                      | do           | Henry Woltje & Co.    | 500    |        |         |
|         | do                                      | do           | Krische & Co.         | 250    |        |         |
|         |   |              | Total                 |        |        | 195,394 |

The coffee sailed during the week ended Oct. 21st, was consigned to the following destinations

|                 | UNITED STATES | EUROPE & MEDITERRANEAN | COAST | RIVER PLATE | CAPE  | OTHER PORTS | TOTAL FOR WEEK | CROP TO DATE |
|-----------------|---------------|------------------------|-------|-------------|-------|-------------|----------------|--------------|
| Rio             | 84,748        | 9,125                  | 7,948 | 1,297       | —     | 300         | 53,409         | 1,160,043    |
| Santos          | 95,546        | 98,176                 | —     | 1,672       | —     | —           | 195,894        | 3,015,651    |
| Total 1904/1905 | 130,279       | 107,301                | 7,948 | 2,969       | —     | 300         | 248,797        | 4,175,694    |
| 1903/1904       | 109,189       | 287,131                | 3,446 | 636         | 6,750 | —           | 407,155        | 4,943,523    |

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

|                 | Oct. 21 | Oct. 14 | Oct. 21 | Oct. 14 | Crop to Oct. 21 |           |
|-----------------|---------|---------|---------|---------|-----------------|-----------|
|                 | Bags    | Bags    | £       | £       | Bags            | £         |
| Rio             | 45,455  | 103,446 | 94,105  | 218,485 | 1,090,046       | 2,200,461 |
| Santos          | 195,394 | 215,818 | 378,248 | 417,756 | 3,013,073       | 5,845,998 |
| Total 1904/1905 | 240,849 | 319,265 | 472,353 | 636,241 | 4,103,119       | 8,106,459 |
| do 1903/1904    | 403,709 | 112,079 | 632,707 | 173,716 | 4,846,396       | 6,818,554 |

PLANTING CONDITIONS IN SEPTEMBER

(From the Boletim de Agricultura of S. Paulo)

1ST. DISTRICT. (Central and S. Paulo railways) Nothing to report.  
 2nd. DISTRICT. (Paulista and Mogyana lines) Harvesting is over in many of the plantations of the more productive districts near the railways and by the end of October or beginning of November will be completed in the Serra or hilly sections. The first flowers appeared in the 2nd fortnight of August after the rains and frost on the more robust trees, but in consequence of the inclement and variable weather few of the flowers developed. After the rains that followed, the foliage developed rapidly on some plantations and a second flowering took place during the 2nd fortnight of a more vigorous character, that is developing satisfactorily. With the rains that fell during the latter part of the month the flowering continued to improve even on trees that last year gave nothing at all. On a few trees, the berry resulting from the July and August flowering is already formed. The flowering in general was irregular and only in the Sertãozinho district did it show uniformity. Only the October flowering, therefore, can furnish a basis for estimates. Weeding is now going on generally but in few instances are ploughs used, the hoe being still preferred.

3RD. DISTRICT. (Sorocabana and Ituana Railway). The plantations are still suffering from the effects of picking and are generally poor in aspect. During the month, the fruit from the early flowering developed and new buds were found; from which it is possible to foretell the volume of the coming crop, which will be a small one. A period of diminishing production is imminent. Old trees produce less day by day, either on account of their age or of exhaustion of the soil, especially on lands, which on account of their permeability, yield large crops at first but are soon exhausted.

According to an article in the *New York Herald*, Portoriquenses are trying to get the American Congress to put a duty of 2 cents on imported coffee to protect that of Porto Rico, which is now an integral part of the United States and has as much right as any other to be "protected." But there is one thing Americans won't stand and that is taxing coffee, so like sensible people they propose, to save the face of protection, to pay Porto Rico the 2 cents instead, and let other coffee in free as usual. Anyhow, it will not amount to much, imports of coffee from Porto Rico being less than 6% of the total.

Rio receipts have been very moderate, equal to those of 1900, which justifies current reports of a very small crop, say: 2 1/2 to 2 3/4 million bags. Santos receipts thus far are 250,000 bags ahead of last year and only 200,000 bags short of 1901, the record crop. This might tend to belief of another bumper crop, but for current reports, which, in perfect harmony, estimate the present crop at 6 1/2 to 7 1/4 million bags. Admitting both crops to totalize 9 1/2 millions bags, receipts in both ports for the remaining nine months should only amount to 5,025,000 bags, against 5,472,000 bags last year. Latest letter reports from Brazil agree in admitting, that fazendeiros are urged to hurry down the crop, in order to reimburse commissarios, present values being considered satisfactory. The larger the present receipts, the sooner and sharper the falling off will be. It is a fact worth noticing, that notwithstanding voluminous receipts, no pressure whatever has been observable, the United States continuing to buy enormous quantities, thus preventing stocks in the Brazils to accumulate. Values have continued far ahead of European parity and the quantity now afloat to Europe is considerably less than was the case these last three or four years. Cablegrams concerning next crop are rather conflicting; carefully examining those reports, we should feel inclined to consider the Rio crop not satisfactory, whilst in the State of São Paulo the flowering indicates a moderate crop at the best. At any rate, large crops seem to be quite out of question and the future looks more promising.

August statistics were considered unsatisfactory. European stocks were 20,300 tons less for the month, but the visible supply showed an increase of 48,780 tons, which impressed markets unfavorably. The United States and the Brazilian markets are carrying the surplus. This month will exhibit another accession. Let receipts fall off, and a rapid diminution will not be long in making itself felt. Meanwhile the invisible supply has been very much reduced; the trade all along has been purchasing with great caution, drawing upon invisible stocks, which to a certain extent counterbalances the enormity of the present visible supply. (Dunving and Zoons' Report for September.)

One CAN get headaches of all sorts - bilious, nervous, banquet, club, holiday and OTHERS, and get them easily. All may be cured by S.S. ("SUPERARIS" STRAIGHT).

SUGAR. Try the Cia. Assucareira's sugars, the best and cleanest in the market.

**LONDON AND BRAZILIAN BANK LIMITED**

Capital..... £ 1,500,000  
 Capital paid up..... " 750,000  
 Reserve fund..... " 600,000

**HEAD OFFICE: LONDON**

**BRANCH OFFICE IN RIO DE JANEIRO**  
 10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

**LISBON, OPORTO, MANAOS, PARA', PERNAMBUCO, BAHIA, SANTOS, S. PAULO, RIO GRANDE DO SUL**

**PELOTAS, PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES, ROSARIO DE SANTA FE' AND NEW YORK**

Also on:  
 Messrs. Glyn, Mills, Currie & Co., LONDON.

Messrs. Mallet Frères & Co., PARIS.

Messrs. Schroeder & Co., J. H. Schroeder & Co. HAMBURG.

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Messrs. Granel, Brown & Co. GENOA.  
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**BRASILIANISCHE BANK FÜR DEUTSCHLAND**

Established in Hamburg on 16th December, 1887 by the «Direction der Disconto Gesellschaft» in Berlin and the «Norddeutsche Bank in Hamburg», Hamburg.

Capital..... 10,000,000 Marks.

**BRANCH OFFICE IN RIO DE JANEIRO.**  
 Rua da Quitanda, No. 109

(Caixa 108)

Branch-offices in S. Paulo, Santos and Porto Alegre.

(Caixa 520) (Caixa 185)

CORRESPONDENTS IN

Pará, Maranhão, Ceará, Pernambuco, Paraíba, Bahia, Maceió, Victoria, Rio Grande, Pelotas, Curitiba, Paranaguá, Santa Catharina, &c.

Draws on:

GERMANY... { Direction der Disconto Gesellschaft, Berlin } and correspondents.  
 { Frankfurt a M. Bremen }  
 { Norddeutsche Bank in Hamburg } Hamburg.

ENGLAND... { N. M. Rothschild & Sons London }  
 { Direction der Disconto Gesellschaft London }  
 { Manchester and Liverpool District Banking Company Limited, London. }  
 { Union of London and Smiths Bank Limited London. }  
 { Wm. Brandt's Sons & Co., London. }

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 { Heine & Co., Paris. }  
 { Comptoir National d'Escompte de Paris, Paris. }  
 { Lazard Frères & Co., Paris. }  
 { De Neufville & Co., Paris. }

ITALY... { Banca Commerciale Italiana, Genoa, and branches. }

PORTUGAL... { Banco Lisbon & Açores and correspondents. }

and any other countries.  
 Opens accounts current.  
 Pays interest on deposits for fixed periods.  
 Executes orders for purchases and sales of stocks, shares etc., and transacts every description of banking business,

Theil-John  
 Directors

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x x

**THE BRITISH BANK OF SOUTH AMERICA, LIMITED.**

**HEAD OFFICE: 2 A, MOORGATE ST London, E. C.**

Capital..... £ 1,000,000  
 Idem paid up..... " 500,000  
 Reserve fund..... " 325,000

Office in Rio de Janeiro

**31, RUA 1ª DE MARÇO**

Branches at:

S. PAULO, BAHIA, BUENOS AIRES, MONTEVIDEO, AND ROSARIO.

Agent at Santos:

F. S. Hampshire & Co., Ltd.

Correspondents in Pernambuco, Pará, Maranhão, Ceará, Maceió, Victoria, Santa Catharina, Paranaguá, Curitiba, Rio Grande do Sul, Pelotas and Porto Alegre.

Draws on its Head Office in London:  
 The London Joint Stock Bank Limited, LONDON.

Messrs. Heine & Co., PARIS.

Messrs. J. Berenberg Gossler & Co., HAMBURG.

and correspondents in Germany,

Messrs. Roesti & Co., and correspondents in ITALY  
 The Bank of New York, N. B. A. NEW YORK.

Receives deposits at notice or for fixed periods and transacts every description of banking business.

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**Banco da Republica DO BRAZIL**

Realized Capital... Rs. 100,000,000\$000

Reserve Fund.... Rs. 17,480,078\$736

Profits in Suspense. Rs. 11,157,639\$835

on 31st December 1899

OFFICE IN RIO DE JANEIRO

**9 Rua da Alfandega**

Agencies at Pará, Maranhão Ceará, Pernambuco, Bahia, Victoria, Santos, São Paulo, Desterro, Rio Grande do Sul, Porto Alegre & Pelotas.

Draws on:

Messrs. N. M. Rothschild & Sons. London & County Banking Co., Ltd. Messrs. Baring Brothers & Co., Ltd. LONDON

Messrs. Hottinguer & Co. PARIS.

De Rothschild frères. HAMBURG.

Norddeutsche Bank in Hamburg. HAMBURG.

Banco de Portugal. LISBON.

Opens accounts current:

Pays interest on deposits for fixed periods.  
 Executes orders for purchases and sales of stocks and shares etc. and transacts every description of Banking business.

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**THE LONDON AND RIVER PLATE BANK, LIMITED**

Established 1826

Subscribed capital..... £ 1,500,000  
 Realised do..... " 900,000  
 Reserve fund..... " 1,000,000

**HEAD OFFICE:**  
 Princes Street, London, E. C.

**PARIS BRANCH:**  
 16, Rue Halévy.  
**RIO DE JANEIRO—19-21 Rua da Alfandega.**

**Branches:**

PARIS, PARA' PERNAMBUCO, S. PAULO, SANTOS, BUENOS AYRES, MONTEVIDEO, ROSARIO, MENDOZA, BAHIA BLANCA, PAYSANDU' CONCORDIA

**Agencies:**

MANAOS, MARANHÃO, CEARA' BAHIA, VICTORIA, PARANAGUA', RIO GRANDE DO SUL, PELOTAS, CURITYBA, PORTO ALEGRE MACIEIO'

Draws on Head Office and Paris Branch and on:  
 London, & County Banking Co., Ltd.—LONDON.  
 Banque de Paris et des Pays Bas.—PARIS.  
 Banco de Portugal and Agencies.—PORTUGAL.  
 And all the principal cities in Europe.

and on:  
 Farmers Loan & Trust Co.—NEW YORK.  
 First National Bank of Chicago.—CHICAGO.

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**THE BRAZILIAN COAL COMPANY, LIMITED**

Representatives of

**CORY BROTHERS & C. LD**

of Cardiff and London

Colliery Proprietors

Coal Depôts in all the principal ports of the world.

A constant and fresh supply of Cory's Merthyr Steam coal always in Stock.

Prompt delivery at reasonable prices.

**Tugboats always ready for service.**

**Engineering Works.**

Repairs to Ships, Launches, Machinery, Lighters etc., effected with the utmost possible dispatch.

OFFICES:

**Edificio da Bolsa Salas 26 and 27**

Entrance: Rua Gen. Camara.

**Depot: ILHA DOS FERREIROS**

P. O. Box 774.

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Rio de Janeiro

**Lighterage Company Limited**

All kinds of Maritime harbour transport.

Loading and discharge of vessels. Towage.

Launches on hire for excursions, and for arrival and departure of packets.

**Telephone No. 1.718**

**Office Rua Primeiro de Março N. 54**

**C. LAUFER**

Manager

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# Strangers Private Hotel

(PENSÃO LARANJEIRAS)

192, RUA DAS LARANJEIRAS, 192

Splendidly situated in the HEALTHIEST part of Rio, offers every comfort to visitors

ENGLISH CUISINE. Trams pass the door. Terms from Rs. 10\$000 (10/-) per day.

For further information apply to the Manager

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**OUR OWN STOCK**

|   |                  |
|---|------------------|
| RIO : Stock on Oct. 14.....   | 502,103          |
| Entries during week ended Oct. 21.....  | 71,281           |
|   | 573,384          |
| Loaded (Embarques) for week ended Oct. 21.....                                      | 55,586           |
| <b>Stock in Rio on Oct. 21.....</b>   | <b>517,798</b>   |
| Stock at Nietheroy and Afloat on Oct. 14....  | 56,228           |
| Entries at Nietheroy plus total embarques including transit.....                    | 62,697           |
|   | 118,925          |
| Deduct: embarques at Nietheroy and sailings during the week.....                    | 56,348           |
| <b>Stock at Nietheroy and afloat on Oct. 21.....</b>                                | <b>62,577</b>    |
| <b>Stock in 1st and 2nd hands and those at Nietheroy and afloat on Oct. 21.....</b> | <b>580,375</b>   |
| SANTOS: Stock on Oct. 14.....   | 1,747,981        |
| Entries for week ended Oct. 21.....   | 271,478          |
|   | 2,019,459        |
| Loaded during same week.....  | 181,129          |
| <b>Stocks in Santos on Oct. 21.....</b>   | <b>1,838,330</b> |
| Stocks in Rio and Santos on Oct. 21st, 1904.....                                    | 2,418,705        |
| do do on Oct. 14th, 1904.....   | 2,306,312        |
| do do on Oct. 23rd, 1903.....   | 2,110,256        |

**FOREIGN STOCKS**

|   |              |             |              |
|---|--------------|-------------|--------------|
|   | Oct. 14/1904 | Oct. 7/1904 | Oct. 16/1903 |
| United States Ports.....  | 3,072,000    | 2,936,000   | 2,115,000    |
| Havre.....  | 3,142,000    | 3,178,000   | 3,281,000    |
| Both.....   | 6,214,000    | 6,114,000   | 5,396,000    |
| Deliveries United States Visible Supply at United States ports..... | 128,000      | 94,000      | 85,000       |
|   | 3,880,000    | 3,860,000   | 2,527,000    |

**COFFEE PRICE CURRENT**  
For the week ended Oct. 21st, 1904

| DESCRIPTION                       | Oct. 15                      | Oct. 17        | Oct. 18        | Oct. 19        | Oct. 20    | Oct. 21    | Aver. ages |
|-----------------------------------|------------------------------|----------------|----------------|----------------|------------|------------|------------|
| RIO N. 6. per 10 kilos            | min. ( 6.468<br>max. ( 6.536 | 6.468<br>6.536 | 6.468<br>6.536 | 6.468<br>6.536 | —<br>6.636 | —<br>6.636 | 6.509      |
| » N. 7 » » »                      | min. ( 6.332<br>max. ( 6.400 | 6.332<br>6.400 | 6.332<br>6.400 | 6.332<br>6.400 | —<br>6.400 | —<br>6.400 | 6.373      |
| » N. 8 » » »                      | min. ( 6.196<br>max. ( 6.264 | 6.196<br>6.264 | 6.196<br>6.264 | 6.196<br>6.264 | —<br>6.264 | —<br>6.264 | 6.237      |
| » N. 9 » » »                      | min. ( 6.080<br>max. ( 6.128 | 6.080<br>6.128 | 6.080<br>6.128 | 6.080<br>6.128 | —<br>6.128 | —<br>6.128 | 6.101      |
| SANTOS superior per 10 kilos..... | 5.300                        | 5.300          | 5.300          | 5.300          | 5.300      | 5.300      | 5.300      |
| » Good Average.....               | 5.200                        | 5.200          | 5.200          | 5.200          | 5.200      | 5.200      | 5.200      |
| N. YORK per lb.                   |                              |                |                |                |            |            |            |
| Spot N. 7..... cent.              | 8 1/2                        | 8 1/2          | 8 1/2          | 8 1/2          | 8 1/2      | 8 1/2      | 8.50       |
| » 8..... »                        | 8 1/4                        | 8 1/4          | 8 1/4          | 8 1/4          | 8 1/4      | 8 1/4      | 8.25       |
| Options..... »                    |                              |                |                |                |            |            |            |
| » Dec..... »                      | 6.70                         | 6.75           | 6.90           | 6.90           | 7.00       | 7.00       | 6.87       |
| » Mar..... »                      | 7.00                         | 7.05           | 7.20           | 7.20           | 7.30       | 7.25       | 7.17       |
| » May..... »                      | 7.20                         | 7.25           | 7.35           | 7.40           | 7.45       | 7.45       | 7.35       |
| HAVRE, per 50 kilos               |                              |                |                |                |            |            |            |
| Options..... francs.              |                              |                |                |                |            |            |            |
| » Dec..... »                      | 43.25                        | 44.25          | 44.75          | 45.25          | 45.50      | 45.50      | 44.75      |
| » Mar..... »                      | 44.00                        | 44.75          | 45.25          | 45.75          | 46.00      | 46.00      | 45.20      |
| » May..... »                      | 44.25                        | 45.25          | 45.75          | 46.25          | 46.50      | 46.50      | 45.75      |
| HAMBURG per 1/2 ct.               |                              |                |                |                |            |            |            |
| Options..... pfennige             |                              |                |                |                |            |            |            |
| » Dec..... »                      | 35.25                        | 36.00          | 36.00          | 36.50          | 36.50      | 36.50      | 36.12      |
| » Mar..... »                      | 36.00                        | 36.50          | 36.50          | 37.00          | 37.00      | 37.25      | 36.71      |
| » May..... »                      | 36.50                        | 37.00          | 37.00          | 37.50          | 37.50      | 37.75      | 37.21      |
| LONDON per cent.                  |                              |                |                |                |            |            |            |
| Options..... shillings            |                              |                |                |                |            |            |            |
| » Dec..... »                      | 85/-                         | 86/6           | 86/6           | 86/3           | 86/6       | 86/6       | 85/10      |
| » Mar..... »                      | 85/9                         | 86/3           | 86/3           | 87/-           | 87/3       | 87/3       | 86/7       |
| » May..... »                      | 86/8                         | 86/9           | 86/9           | 87/6           | 87/9       | 87/9       | 87/1       |

**SALES OF COFFEE for the week ending**

|             |              |              |              |
|-------------|--------------|--------------|--------------|
|             | Oct. 21/1904 | Oct. 14/1904 | Oct. 23/1903 |
| Rio.....    | 58,000       | 25,000       | 108,000      |
| Santos..... | 165,000      | 94,000       | 199,000      |
| Total.....  | 223,000      | 119,000      | 307,000      |

**HOURS OF RAINFALL**

(By favour of the Leopoldina Railway)

| OCTOBER                   | 14th. |       | 15th. |       | 16th. |       | 17th. |       | 18th. |       | 19th. |       | 20th. |       | TOTAL |       |
|---------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                           | Heavy | Light | Heavy | Light | Heavy | Light | Heavy | Light | Heavy | Light | Heavy | Light | Heavy | Light | Heavy | Light |
| S. Francisco Xavier.....  | 6     |       |       |       |       |       |       |       | 4     | 6     |       |       |       |       | 4     | 12    |
| Pilar.....                | 12    |       |       |       |       |       |       |       | 12    | 6     |       |       |       |       | 18    | 27    |
| Mauá.....                 | 12    |       |       |       |       |       |       |       | 12    | 6     |       |       |       |       | 18    | 36    |
| Rio de Serra.....         | 12    |       |       |       |       |       |       |       | 12    | 6     |       |       |       |       | 18    | 29    |
| Petropolis.....           |       |       |       |       |       |       |       |       | 4     | 2     |       |       |       |       | 6     | 16    |
| Areal.....                |       |       |       |       |       |       |       |       | 2     | 6     |       |       |       |       | 2     | 6     |
| S. José do Rio Preto..... |       |       |       |       |       |       |       |       | 3     |       |       |       |       |       | 3     | 7     |
| Entre Rios.....           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Serraria.....             |       |       |       |       |       |       |       |       |       | 6     |       |       |       |       |       |       |
| Sococo.....               |       |       |       |       |       |       |       |       | 4     |       |       |       |       |       |       |       |
| Bicas.....                | 6     |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 10    |
| Furto de Campos.....      |       |       |       |       |       |       |       |       | 24    | 4     |       |       |       |       |       | 24    |
| Guarany.....              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Ligação.....              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| S. Geraldo.....           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Teixeiras.....            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| P. Novo.....              |       |       |       |       |       |       |       |       |       |       |       | 8     |       |       |       | 8     |
| Saudo.....                |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 8     |
| Nietheroy.....            | 8     |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 8     |
| P. das Calças.....        | 6     | 15    |       | 6     |       |       |       |       | 3     | 6     |       |       |       |       |       | 27    |
| Cachoeiras.....           | 7     | 17    |       | 6     |       |       |       |       | 6     | 4     |       |       |       |       |       | 27    |
| Th. de Oliveira.....      | 4     | 10    |       |       |       |       |       |       | 10    | 4     |       | 4     |       |       |       | 28    |
| Friburgo.....             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 6     |
| Sunadouro.....            |       |       |       |       |       |       |       |       |       | 4     |       | 2     |       |       |       |       |
| Porto Novo.....           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| V. Grande.....            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Rearclo.....              | 1     |       |       |       |       |       |       |       |       |       |       | 1     |       |       |       | 3     |
| Leopoldina.....           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Cataguases.....           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Mirahy.....               |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Palma.....                |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Patrocinio.....           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| S. Paulo.....             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Portunucula.....          | 2     |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 2     |
| Santa Luzia.....          | 1     |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1     |
| Cordão.....               |       |       |       |       |       |       |       |       |       | 6     |       |       |       |       |       | 6     |
| Mucuco.....               | 4     |       |       |       |       |       |       |       |       | 4     |       |       |       |       |       | 8     |
| Luranguiras.....          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Tres Irmaos.....          | 1     |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1     |
| Paraokena.....            |       |       |       |       |       |       |       |       |       |       |       |       | 2     |       |       | 2     |
| Capivary.....             | 24    |       |       |       |       |       |       |       |       | 6     |       |       |       |       |       | 24    |
| Indayassá.....            | 6     |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 6     |
| Macahé.....               |       |       |       |       |       |       |       |       |       | 6     |       |       |       |       |       | 6     |
| Glyceto.....              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| C. Araruama.....          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Triunpho.....             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| M. Moraes.....            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Campos.....               |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| S. Fidelis.....           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| S. Braga.....             |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Atafona.....              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Muradú.....               |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Muquy.....                | 8     |       |       |       |       |       |       |       |       | 8     | 10    |       |       |       |       | 16    |
| M. Froice.....            | 5     |       |       |       |       |       |       |       |       | 4     | b     |       |       |       |       | 6     |
| Paraizo.....              |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Itaperuna.....            |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |

**Rotisserie Central**

The Best Grill in Town

formerly known as MAISON MODERNE.

LARGO DE S. FRANCISCO DE PAULA NO. 22

facing the starting point for the S. Christovão and Tijuca trams.

Customers will find a comfortable saloon and First Class Service.

Lunches and Dinners prepared to order.  
Poulets à la broche (roasted chickens) always ready, price 2\$ plain, and farcis (stuffed) 3\$000.

ROGELIO & CESAR

22 LARGO DE S. FRANCISCO DE PAULA 22

This house is recommended to visitors to Tijuca, etc.

**LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS**

**LAMPORT & HOLT LINE**

Passenger service for NEW YORK  
TINTORETTO..... November  
BYRON..... 2nd December

The steamer

**TENNYSON**

3,901 tons  
illuminated with electric light sails on 1st November for

**Bahia, Pernambuco and New York**

Taking 1st & 3rd class passengers for above ports and also for

**BARBADOES**

Through 3rd class tickets issued to the principal cities of the United States & Canada  
The voyage is much quicker than by way of England and with the inconvenience of transfer  
Average passage to New-York 17 days

"Tennyson" & "Byron" have also superior 1st class accommodation

For freight apply to the Broker

**Wm. R. McNiven,**

68, RUA 1º DE MARÇO

For passages and further information apply to the  
**Agents: NORTON, MEGAW & Co., Ltd.**

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**WILSON SONS & CO. (LIMITED)**

2, Rua de S. Pedro

RIO DE JANEIRO

AGENTS OF THE

*Pacific Steam Navigation Company*  
*Shaw Savill & Albion Co., Ltd.*  
*The New Zealand Shipping Co., Ltd.*  
*The Howden Line of Steamers*

**Repairs to Ships and Machinery**

Having large workshops and efficient plant, are in a position to undertake repairs of all descriptions to ships and machinery.

**Coal.**—Wilson, Sons & Co., Limited, have depots at St. Vincent, (Cape Verde), Montevideo, La Plata, and at the chief Brazil ports; and among others, supply coal under contract, at Rio, to:

- The Brazilian Government;
- His Britannic Majesty's Government;
- The Transatlantic Steamship Companies;
- The New Zealand Shipping Companies etc.

**Coal.**—Large stocks of the best Cardiff steam Coal always kept in Rio depot on Conceição Island.

**Tug boats** always ready for service.

**Cargo Lighters.**—ditto.

**Ballast** supplied to ships.

**Establishments:** Wilson, Sons & Co., Limited, London; Cardiff, St Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, São Paulo, Montevideo, Buenos Aires, La Plata, Rosario & las P. Imas.

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**Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft**

The German Steamer

**BAHIA**

Captain J. Bruhn

Expected from Santos on 3rd November will leave on the 4th November for:

**Bahia, Lisbon, Hamburg and Copenhagen** at 12 noon

All steamers of this Company are illuminated with electric light and have splendid accommodation for 1st. and 3rd. class passengers.

Free conveyance on board supplied for passengers and luggage.

For freight apply to the Broker.

**Wm. R. Mc. Niven**

68, RUA 1º DE MARÇO,

For passages and further information apply to the agents

**E. Johnston & Co.**

RUA CONSELHEIRO SARAIVA, 19.

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**BRAZIL-ADRIATIC LINE**

of

**The Austrian Lloyd's Steam Navigation Company**

and

**The Royal Hungarian Sea Navigation Company "Adria" Limited**

Three-weekly sailings from Santos and Rio de Janeiro for Trieste and Fiume and, with transshipment, to all Mediterranean, East Asiatic and East African Ports.

DEPARTURES FROM SANTOS

|                 |               |
|-----------------|---------------|
| ISTRIA.....     | 25th October  |
| ARAD.....       | 10th November |
| MELPOMENE.....  | 1st December  |
| NAGY-LAJOS..... | 20th "        |

For freight apply to the Broker

**W m. R. Mc. Niven,**

68, RUA 1º DE MARÇO.

For passage and further information to the

AGENTS

**Rombauer & Co.**

RUA GENERAL CAMARA, 24.

Rio de Janeiro.

RUA 11 DE JUNHO, 1 A.

Santos.

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**SOCIÉTÉ GÉNÉRALE**

**Transports Maritimes à vapeur de Marseilles**

DEPARTURES OF STEAMERS

FOR EUROPE

|                |               |
|----------------|---------------|
| POITOU.....    | 10th November |
| LES ANDES..... | 29th "        |

for

Marseilles, Barcelona, Genoa, and Naples

|  |         |       |
|--|---------|-------|
| Through fares to Paris 1st class.....      | f. gold | 723   |
| do do 2nd.....                             | f.      | 550   |
| do do 3rd.....                             | f.      | 199   |
| Through fares to Paris return 1st class f. |         | 1,149 |
| do do 2nd... f.                            |         | 882   |
| do do 3rd... f.                            |         | 364   |
| Marseilles, Genoa, Naples, 3rd class... f. |         | 130   |
| Barcelona 3rd class.....                   | f.      | 155   |

Agents — **Antunes dos Santos & C.**

Rio de Janeiro — 34 Rua 1º de Março, 1º andar  
S. Paulo. — 29 Rua S. Bento  
Santos. — 1 Praça da Republica

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**NORDDEUTSCHER LLOYD, BREMEN.**

Capital.. 120,000,000 Marks

NEXT DEPARTURES

| Date        | Steamer    | Destination   |
|-------------|------------|---|
| 1904 Nov. 4 | Heidelberg | Bahia, Madeira, Lisbon, Rotterdam, Antwerp and Bremen.  |
| 18          | Halle      | Bahia, Pernambuco, Madeira, Lisbon, Antwerp and Bremen. |

Passengers & Cargo accepted

| Passenger rates                       | 1st-cl.   | 3rd-cl.   |
|---------------------------------------|-----------|-----------|
| Rio — Rotterdam, Antwerp, Bremen..... | Marks 450 | £. 9/-    |
| — Madeira, Lisbon.....                | £ 12/-    | Rs. 120/- |

For further information apply to

**HERM, STOLTZ & C., Agents**

Rua General Camara, N. 68  
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Rio de Janeiro  
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**H.A.L. (Hamburg-American Line)**

(South American Service)

Next Departures:—

PRINZ EITEL FRIEDRICH 11th Nov.

The new fine Imperial Mail Steamer

**PRINZ WALDEMAR**

6,000 tons

expected from Santos on the 28th October, sails on 29th October at noon for:

**Bahia, Lisbon, Boulogne S/M, (Paris), Dover, (London) and Hamburg**

These magnificent and fast steamers, built especially for the Brazilian trade and fitted with the latest improvements offer to first class passengers the highest comfort.

All steamers carry a surgeon and a stewards.

Free conveyance on board supplied for passengers and luggage.

The Company issue 1st class tickets to Paris and London. Return ticket for Dover & Boulogne S/M at reduced rate.

For freight apply to the broker.

**H. Campos,**

No. 2, General Camara, 1st floor

And for passages and other information to

**Theodor Wille & C.**

41 Rua do General Camara, 43.

ab-bl-ec

**R.M.S.P. The Royal Mail Steam Packet Company**

Under contract with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES

| Date    | Steamer    | Destination  |
|---------|------------|--|
| Oct. 24 | Thames.... | Santos, Montevideo and Buenos Ayres.                                 |
| 27      | Magdalena. | Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton. |

Special attention is drawn to the following:

Holders of first-class tickets, single or return, may break their voyage at any intermediate ports and proceed by any of the PACIFIC STEAM NAVIGATION or MESSAGERIES MARITIMES Comp's Steamers.

For freight, passages, and other information apply,

No. 73, 1º de Março, 1st floor.

**KNIGHT, HARRISON & Co., Agents.**

bb-bl-ea

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO  
During the week ended October 22nd, 1904

| DATE    | NAME OF VESSEL    | FLAG      | RIG      | TON-<br>NAGE | FROM             |
|---------|-------------------|-----------|----------|--------------|------------------|
| Oct. 16 | British Prince    | British   | S. S.    | 1,402        | New York         |
| 16      | Penarth           | do        | do       | 1,950        | Cardiff          |
| 16      | Umbria            | Italian   | do       | 3,383        | Buenos Aires     |
| 16      | Satellite         | Brazilian | do       | 887          | Porto Alegre     |
| 16      | Pinto             | do        | do       | 259          | S. João da Barra |
| 16      | Garçia            | do        | do       | 141          | Santos           |
| 16      | Colonia           | French    | do       | 1,594        | do               |
| 17      | Acon              | British   | do       | 1,650        | Sunderland       |
| 17      | Arad              | Austrian  | do       | 2,431        | Fiume            |
| 17      | Syracusa          | German    | do       | 1,642        | Florianopolis    |
| 17      | Esperança         | Brazilian | do       | 469          | Aracajú          |
| 17      | Amazonas          | do        | do       | 927          | Montevideo       |
| 17      | Rhone             | Italian   | Barque   | 838          | Marseilles       |
| 17      | Martha            | Danish    | do       | 367          | Port Elizabeth   |
| 17      | C. R. C.          | British   | Schooner | 241          | Caspeliac        |
| 18      | Josephine         | American  | do       | 870          | Norfolk          |
| 18      | Estrella do Norte | Brazilian | do       | 24           | Cabo Frio        |
| 18      | Attilio           | do        | S. S.    | 1,260        | Santos           |
| 18      | Gutenberg         | do        | do       | 394          | Macao            |
| 18      | Atlantique        | French    | do       | 2,890        | Buenos Aires     |
| 18      | Chili             | do        | do       | 2,771        | Bordeaux         |
| 18      | Heidelberg        | German    | do       | 2,145        | Bremen           |
| 18      | Oruba             | British   | do       | 5,786        | Liverpool        |
| 19      | Oruba             | do        | do       | 3,305        | Valparaiso       |
| 19      | Tamar             | do        | do       | 2,065        | Antwerp          |
| 19      | Charter House     | do        | do       | 1,928        | Cardiff          |
| 19      | Industrial        | Brazilian | do       | 300          | Laguna           |
| 19      | Rudi              | do        | do       | 164          | Florianopolis    |
| 19      | Guasca            | do        | do       | 643          | Paranaguá        |
| 20      | Calderon          | Belgian   | do       | 2,650        | Liverpool        |
| 20      | Ternero           | Argentine | do       | 933          | Buenos Aires     |
| 20      | Capri             | German    | do       | 1,299        | New York         |
| 20      | Roland            | do        | do       | 2,290        | Santos           |
| 21      | Gyáo Pará         | Brazilian | do       | 1,008        | Pará             |
| 21      | Itajui            | do        | do       | 512          | Pernambuco       |
| 21      | São Lorenzo       | Argentine | do       | 495          | Buenos Aires     |
| 21      | Argentina         | German    | do       | 2,867        | Santos           |
| 21      | Senior            | Dutch     | Barque   | 1,038        | Mobile           |
| 22      | Espirito Santo    | Brazilian | S. S.    | 1,939        | Manaus           |
| 22      | Santos            | do        | do       | 969          | Montevideo       |
| 22      | Itajui            | do        | do       | 408          | Porto Alegre     |
| 22      | Itaipava          | do        | do       | 717          | do               |
| 22      | Competidor        | do        | Schooner | 19           | Itabapoana       |
| 22      | Amélia Clara      | do        | do       | 41           | Cabo Frio        |
| 22      | Dantas            | do        | do       | 50           | do               |
| 22      | Regaleira II.     | do        | do       | 155          | Itabapoana       |

SAILINGS FROM THE PORT OF RIO DE JANEIRO  
During the week ended October 22nd, 1904

| DATE    | NAME OF VESSEL | FLAG      | RIG      | TON-<br>NAGE | FOR              |
|---------|----------------|-----------|----------|--------------|------------------|
| Oct. 16 | Rangariara     | British   | S. S.    | 1,526        | London           |
| 16      | Bromfiel       | do        | do       | 1,526        | Rosario          |
| 16      | Prinz Waldemar | German    | do       | 1,737        | Santos           |
| 16      | Umbria         | Italian   | do       | 3,383        | Genoa            |
| 16      | Marajó         | Brazilian | do       | 785          | Pará             |
| 16      | Temple         | do        | do       | 374          | Porto Alegre     |
| 16      | Carangola      | do        | do       | 258          | S. João da Barra |
| 16      | Aurora         | do        | Schooner | 33           | Cabo Frio        |
| 16      | S. Sebastião   | do        | do       | 33           | do               |
| 17      | Destero        | do        | S. S.    | 918          | Montevideo       |
| 17      | Vilna          | Argentine | do       | 444          | Buenos Aires     |
| 18      | Bahia          | German    | do       | 3,085        | Santos           |
| 18      | Atlantique     | French    | do       | 2,890        | Bordeaux         |
| 18      | Campos         | Brazilian | do       | 290          | Porto Alegre     |
| 18      | Oruba          | do        | do       | 3,305        | Liverpool        |
| 19      | Orrila         | British   | do       | 5,786        | Valparaiso       |
| 19      | Tyne           | do        | do       | 1,854        | London           |
| 19      | British Prince | do        | do       | 1,402        | Santos           |
| 19      | Chili          | French    | do       | 2,771        | Buenos Aires     |
| 19      | Aracaty        | Brazilian | do       | 613          | Aracaty          |
| 20      | Idalina        | do        | do       | 791          | Mossoró          |
| 20      | Itambú         | do        | do       | 462          | Pernambuco       |
| 20      | Esperança      | do        | do       | 469          | Bahia            |
| 20      | Aina           | Schooner  | do       | 83           | Cabo Frio        |
| 20      | Alkatine       | Barque    | do       | 625          | New York         |
| 21      | Glennan        | do        | S. S.    | 2,065        | Buenos Aires     |
| 21      | Melbridge      | do        | do       | 1,855        | do               |
| 21      | Roland         | German    | do       | 2,290        | Bremen           |
| 21      | Colonia        | French    | do       | 1,594        | Havre            |
| 21      | Maranhão       | Brazilian | do       | 1,301        | Manaus           |
| 21      | Amazonas       | do        | do       | 927          | Pará             |
| 21      | Garçia         | do        | do       | 141          | Santos           |
| 21      | Pinto          | do        | do       | 259          | S. João da Barra |
| 21      | Porfírio       | Schooner  | do       | 50           | Cabo Frio        |
| 22      | Santa Cruz     | do        | S. S.    | 94           | Paraty           |
| 22      | Rudi           | do        | do       | 164          | Itajui           |
| 22      | Max            | do        | do       | 452          | Florianopolis    |
| 22      | Muruby         | do        | do       | 394          | Bahia            |
| 22      | Agentina       | German    | do       | 2,867        | Hamburg          |
| 22      | Cambodge       | French    | do       | 2,355        | Buenos Aires     |
| 22      | Corsega        | Argentine | do       | 1,230        | do               |
| 22      | Po'poise       | British   | do       | 1,855        | Montevideo       |

ARRIVALS AT THE PORT OF SANTOS  
During the week ended October 21st, 1904

| DATE    | NAME OF VESSEL | FLAG      | RIG      | TON-<br>NAGE | FROM           |
|---------|----------------|-----------|----------|--------------|----------------|
| Oct. 15 | Umbria         | Italian   | S. S.    | 3,383        | Buenos Aires   |
| 15      | Satellite      | Brazilian | do       | 887          | Porto Alegre   |
| 15      | Planeta        | do        | do       | 837          | Rio de Janeiro |
| 16      | D. Rodolpho    | do        | Schooner | 47           | Tijucas        |
| 16      | Rudi           | do        | S. S.    | 164          | Destero        |
| 17      | Rynolds        | British   | do       | 2,083        | Cardiff        |
| 17      | Hathor         | do        | do       | 2,298        | New York       |
| 17      | Prinz Waldemar | German    | do       | 2,926        | Hamburg        |
| 17      | Atlantique     | French    | do       | 2,890        | Buenos Aires   |
| 17      | Temple         | Brazilian | do       | 374          | Macao          |
| 18      | Destero        | do        | do       | 918          | Rio de Janeiro |
| 18      | Guasca         | do        | do       | 277          | Paranaguá      |
| 19      | Bahia          | German    | do       | 3,106        | Hamburg        |
| 19      | Antonina       | do        | do       | 2,250        | Buenos Aires   |
| 20      | British Prince | British   | do       | 1,402        | New York       |
| 20      | Tyne           | do        | do       | 1,854        | Newport        |
| 21      | Santos         | Brazilian | do       | 687          | Montevideo     |

SAILINGS FROM THE PORT OF SANTOS

During the week ended October 21st, 1904

| DATE    | NAME OF VESSEL                   | FLAG      | RIG   | TON-<br>NAGE | FOR            |
|---------|----------------------------------|-----------|-------|--------------|----------------|
| Oct. 15 | Amiral Sallandronse de Lamornaix | French    | S. S. | 3,518        | Buenos Aires   |
| 15      | Colonia                          | do        | do    | 1,594        | Havre          |
| 15      | Umbria                           | Italian   | do    | 3,383        | Genoa          |
| 15      | Arion                            | British   | do    | 1,823        | Buenos Aires   |
| 15      | Attilio                          | Brazilian | do    | 1,230        | Rio de Janeiro |
| 15      | Satellite                        | do        | do    | 887          | do             |
| 15      | Planeta                          | do        | do    | 837          | Porto Alegre   |
| 17      | Rudi                             | do        | do    | 164          | Rio de Janeiro |
| 17      | Atlantique                       | French    | do    | 2,890        | Bordeaux       |
| 18      | Destero                          | Brazilian | do    | 918          | Montevideo     |
| 18      | Guasca                           | do        | do    | 277          | Rio de Janeiro |
| 18      | Temple                           | do        | do    | 374          | Rio Grande     |
| 18      | Cyralha                          | British   | do    | 1,463        | do             |
| 19      | Roland                           | German    | do    | 2,290        | Bremen         |
| 20      | Antonina                         | do        | do    | 2,250        | Genoa          |
| 20      | Argentina                        | do        | do    | 2,867        | Hamburg        |
| 20      | Maroim                           | Brazilian | do    | 779          | Aracaty        |
| 20      | Hathos                           | British   | do    | 2,298        | Buenos Aires   |
| 21      | Cavour                           | do        | do    | 3,151        | New York       |
| 21      | Santos                           | Brazilian | do    | 918          | Rio de Janeiro |

FOREIGN VESSELS AFLOAT

IN RIO DE JANEIRO HARBOUR

on October 22nd, 1904.

| Steamers      |             | Sailing Vessels  |             |
|---------------|-------------|------------------|-------------|
| Cavalier      | Tons 517    | Vellori          | Tons 1,547  |
| S. Paulo      | » 198       | Austria          | » 1,050     |
| Antiana       | » 2,317     | Fiery Cross      | » 1,399     |
| Gena          | » 1,795     | J. D. Everett    | » 1,975     |
| Claverdon     | » 2,085     | W. W. McLaughlan | » 457       |
| Cebriana      | » 2,736     | Roadcock         | » 3,347     |
| Penarth       | » 1,595     | Canada           | » 364       |
| Acon          | » 1,650     | Scottish Chief   | » 687       |
| Arad          | » 2,431     | Monravia         | » 1,440     |
| Syracusa      | » 1,542     | Rhone            | » 838       |
| Heidelberg    | » 2,145     | Martha           | » 367       |
| Tamar         | » 2,065     | C. R. C.         | » 241       |
| Charter House | » 1,928     | Josephine        | » 870       |
| Calderon      | » 2,650     | Senior           | » 1,038     |
| Ternero       | » 933       |                  |             |
| Capri         | » 1,299     |                  |             |
| San Lourenço  | » 495       |                  |             |
| Total         | Tons 28,381 | Total            | Tons 15,629 |

IN SANTOS HARBOUR

on October 21st, 1904.

| Steamers       |             | Sailing Vessels |  |
|----------------|-------------|-----------------|--|
| Istria         | Tons 1,375  |                 |  |
| Rynolds        | » 2,083     |                 |  |
| Prinz Waldemar | » 2,926     |                 |  |
| Bahia          | » 3,106     | None            |  |
| British Prince | » 1,402     |                 |  |
| Tyne           | » 1,854     |                 |  |
| Total          | Tons 13,106 |                 |  |

EMPRESA BRAZILEIRA DE NAVEGAÇÃO FREITAS

RUA GENERAL CAMARA No. 2

Regular service between Rio de Janeiro and Manaus, calling at Northern ports

The steamer

CASTRO ALVES

sails for BAHIA, MACEIO, PERNAMBUCO, CEARÁ, MARANHÃO, PARÁ and MANAOS, on 28 October 1904.

For passages and other information apply to the Empresa

2, RUA GENERAL CAMARA, 2

One CAN get headaches of all sorts - bilious, nervous, banquet, club, holiday and OTHERS, and get them easily. All may be cured by S.S. ("SUPERARIS" STRAIGHT).

**CURRENT COFFEE FREIGHT RATES**  
FOR THE WEEK ENDED OCTOBER 22nd, 1904

|  | Rio                     | Santos                  |
|--|-------------------------|-------------------------|
| Aden via Trieste.....                                  | 50/- & 5 1/2 %          | 50/- & 5 1/2 %          |
| Antwerp 1,000 kilos.....                               | 35/ & 5 1/2 %           | 25/- & 5 1/2 %          |
| Alexandria**.....                                      | 55 fres. & 10 1/2 %     | 55 fres. & 10 1/2 %     |
| Alicante.....  | 61 fres. in full.       | 50 fres. in full.       |
| Algiers via Marseilles.....                            | 51 1/2 fres. & 10 1/2 % | 51 1/2 fres. & 10 1/2 % |
| Almerie.....   | 58.50 fres. in full.    | —                       |
| Aguiles.....   | 73.50 fres. in full.    | —                       |
| Algoa Bay { via England.....                           | 40s. & 2 1/2 %          | —                       |
| » New York.....  | 40/- & 5 1/2 %          | —                       |
| » Hamburg.....   | 40/- & 2 1/2 %          | —                       |
| Bassorah.....  | 99 fres. & 10 1/2 %     | 99 fres. & 10 1/2 %     |
| Barcellona.....  | 35 fres. & 10 1/2 %     | 35 fres. & 10 1/2 %     |
| Beira { via Hamburg.....                               | 78/6 & 2 1/2 %          | —                       |
| » Trieste.....   | 55/- & 5 1/2 %          | 55/- & 5 1/2 %          |
| » Southampton.....                                     | 80s & 2 1/2 %           | —                       |
| Bilbao.....  | 56.50 fres. in full.    | 60.50 fres. in full     |
| Bremen.....  | 35/ & 5 1/2 %           | 25/- & 5 1/2 %          |
| Bordeaux, 900 kilos.....                               | 35 fres. & 10 1/2 %     | 25 fres. & 10 1/2 %     |
| Bombay via Trieste.....                                | 50/- & 5 1/2 %          | 50/- 5 1/2 %            |
| Braita**.....  | 57.50 fres. & 10 1/2 %  | 57.50 fres. & 10 1/2 %  |
| Brindisi**.....  | 49 fres. & 10 1/2 %     | 49 fres. & 10 1/2 %     |
| Buenos Ayres per bag, 60 kilos..                       | 1\$500                  | 1\$500                  |
| Beyrouth**.....  | 70 fres. & 10 1/2 %     | 70 fres. & 10 1/2 %     |
| Cardiz.....  | 35 fres. & 10 1/2 %     | 35 fres. & 10 1/2 %     |
| Calcutta via Trieste.....                              | 55/- & 5 1/2 %          | 55/- & 5 1/2 %          |
| Carthagena.....  | 61 fres. in full.       | 50 fres. in full.       |
| Colombo.....   | 50/- & 5 1/2 %          | 50/- & 5 1/2 %          |
| Corfu**.....   | 55 fres. & 10 1/2 %     | 55 fres. & 10 1/2 %     |
| Currachee.....   | 50/- & 5 1/2 %          | 50/- & 5 1/2 %          |
| Corunna.....   | 53.50 fres. in full.    | 53.50 fres. in full     |
| Cavalla**.....   | 48 fres. & 10 1/2 %     | 58 fres. & 10 1/2 %     |
| Christiania.....                                       | 45/9 in full            | —                       |
| Copenhagen direct.....                                 | 37/6 & 5 1/2 %          | —                       |
| Copenhagen.....  | 44/3                    | 34/3                    |
| Cape Town { via New York.....                          | 37/6 & 5 1/2 %          | —                       |
| » Hamburg.....   | 38/6 & 2 1/2 %          | —                       |
| » Buenos Aires.....                                    | 40/- in full            | —                       |
| » Southampton.....                                     | 40/- 2 1/2 %            | —                       |
| Constantinople**.....                                  | 52 1/2 fres. & 10 1/2 % | 52 1/2 fres. & 10 1/2 % |
| Coquimbo.....  | 50s. & 5 1/2 %          | —                       |
| Durban { via New York.....                             | 42/6 & 5 1/2 %          | —                       |
| » Hamburg.....   | 43/6 & 2 1/2 %          | 52 1/2 fres. & 10 1/2 % |
| » Trieste.....   | 55/- & 5 1/2 %          | 55/- & 5 1/2 %          |
| » Southampton.....                                     | 50/- 2 1/2 %            | —                       |
| Delagoa Bay { via New York.....                        | 62/6 & 5 1/2 %          | —                       |
| » Hamburg.....   | 55/- & 2 1/2 %          | —                       |
| » Trieste.....   | 55/- & 5 1/2 %          | 55/- & 5 1/2 %          |
| » Southampton.....                                     | 50/- 2 1/2 %            | —                       |
| East London { via New York.....                        | 42/6 & 5 1/2 %          | —                       |
| » Hamburg.....   | 43/6 & 2 1/2 %          | —                       |
| » Southampton.....                                     | 50/- 2 1/2 %            | —                       |
| Fiume.....   | 40s. & 5 1/2 %          | 35s. & 5 1/2 %          |
| Galatz**.....  | 62 fres. & 10 1/2 %     | 62 fres. & 10 1/2 %     |
| Genoa 1,000 kilos.....                                 | 35 fres. & 5 1/2 %      | 35 fres. & 10 1/2 %     |
| Gibraltar via Genoa.....                               | 65 « - «                | 46 fres. in full        |
| Gijon.....   | 56.50 fres in full      | 56.50 fres in full      |
| Hamburg.....   | 35/ & 5 1/2 %           | 25/ & 5 1/2 %           |
| Havre, 900 kilos.....                                  | 35 fres. & 10 1/2 %     | 25 fres. & 10 1/2 %     |
| Hongkong via Trieste.....                              | 60/- 5 1/2 %            | 60/- & 5 1/2 %          |
| Kobe via Trieste.....                                  | 65/- & 5 1/2 %          | 65/- & 5 1/2 %          |
| Liverpool.....   | 35/ & 5 1/2 %           | 35/ & 5 1/2 %           |
| London 1,000 kilos.....                                | 32/6 & 5 1/2 %          | 22/6 & 5 1/2 %          |
| Do (options).....                                      | 32/6 & 5 1/2 %          | —                       |
| Lourenço Marques via Hamburg                           | 55/- & 2 1/2 %          | —                       |
| Malaga.....  | 35 fres. & 10 1/2 %     | 35 fres. & 10 1/2 %     |
| Malta do do.....                                       | 53 fres & 10 1/2 %      | 53 fres. & 10 1/2 %     |
| Marseilles 1,000 kilos.....                            | 35 fres. & 10 1/2 %     | 35 fres. & 10 1/2 %     |
| Messina**.....   | 45 fres & 10 1/2 %      | 45 fres. & 10 1/2 %     |
| Metelino**.....  | 63 fres & 10 1/2 %      | 63 fres. & 10 1/2 %     |
| Montevideo per bag, 60 kilos.....                      | 1\$500                  | —                       |
| Mombassa via Trieste.....                              | 55/- & 5 1/2 %          | 55/- & 5 1/2 %          |
| Mossel Bay { via New York.....                         | 62/6 & 5 1/2 %          | —                       |
| » Hamburg.....   | 45/ & 2 1/2 %           | —                       |
| » Southampton.....                                     | 50/- 2 1/2 %            | —                       |
| Mostaganem via Marseilles.....                         | 53 fres & 10 1/2 %      | 53 fres. & 10 1/2 %     |
| Naples.....  | 43 1/2 fres. & 10 1/2 % | 43 1/2 fres. & 10 1/2 % |
| New York, Liners per bag.....                          | 35s. & 5 1/2 %          | 35s. & 5 1/2 %          |
| N. Orleans Liners ».....                               | 35s. & 5 1/2 %          | 35s. & 5 1/2 %          |
| Odessa**.....  | 57 fres & 10 1/2 %      | 57 fres. & 10 1/2 %     |
| Oran.....  | 51 1/2 fres. & 10 1/2 % | 51 fres. & 10 1/2 %     |
| Pasajes.....   | 60.50 fres. in full     | —                       |
| Palma de Mallorca.....                                 | 53.50 fres in full      | —                       |
| Penang via Trieste.....                                | 60/- & 5 1/2 %          | 60/- & 5 1/2 %          |
| Palermo.....   | 45 fres. & 10 1/2 %     | —                       |
| Patras**.....  | 55 fres. & 10 1/2 %     | 55 fres. & 10 1/2 %     |
| Pireus**.....  | 52 1/2 fres. & 10 1/2 % | 52 1/2 fres. & 10 1/2 % |
| Port Said**.....                                       | 55 fres & 10 1/2 %      | 55 fres. & 10 1/2 %     |
| Rotterdam.....   | 35/ & 5 1/2 %           | 25/ & 5 1/2 %           |
| Rangoon via Trieste.....                               | 55/- & 5 1/2 %          | 55/- & 5 1/2 %          |
| San Sebastian.....                                     | —                       | 60 1/2 fres. in full    |
| Santander.....   | 56.50 fres. in full     | 60.50 fres. in full     |
| Samsoun**.....   | 58 fres & 10 1/2 %      | 58 fres. & 10 1/2 %     |
| Seville.....   | 46 fres in full         | 50.50 fres. in full     |
| Shanghai via Trieste.....                              | 65/- & 5 1/2 %          | 65/- & 5 1/2 %          |
| Smyrna**.....  | 52 1/2 fres 10 1/2 %    | 52 1/2 fres. & 10 1/2 % |
| Southampton 1,000 kilos.....                           | 30/ & 5 1/2 %           | 25/ & 5 1/2 %           |
| Suez via Trieste.....                                  | 50/ & 5 1/2 %           | 50/ & 5 1/2 %           |
| Salonica**.....  | 52 1/2 fres & 10 1/2 %  | 52 1/2 fres. & 10 1/2 % |
| Sulina**.....  | 57 fres & 10 1/2 %      | 57 fres. & 10 1/2 %     |
| Talcahuano.....  | 4bs. & 5 1/2 %          | —                       |
| Taragone.....  | 53.50 fres. in full     | 50 fres. in full.       |
| Tribizond**.....                                       | 58 fres. & 10 1/2 %     | 58 fres. & 10 1/2 %     |
| Trieste.....   | 40/ & 5 1/2 %           | 35s. & 5 1/2 %          |
| Tunis**.....   | 53 fres. & 10 1/2 %     | 58 fres. & 10 1/2 %     |
| Valencia.....  | 53 50 fres. in full.    | 50 fres. in full.       |
| Valparaiso.....  | 45/ & 5 1/2 %           | —                       |
| Varna**.....   | 62 1/2 fres. & 10 1/2 % | 62 1/2 fres. & 10 1/2 % |
| Venice via Genoa or Marseilles                         | 50 fres. & 10 1/2 %     | 50 fres. & 10 1/2 %     |
| Yokohama via Trieste.....                              | 53 50 fres. in full.    | 60.50 fres. in full     |
| Zanzibar via Trieste.....                              | 65/- & 5 1/2 %          | 65/- & 5 1/2 %          |
| » Royal Mail Steamers in combination with HouderBros.. | 55/- & 5 1/2 %          | 55/- & 5 1/2 %          |
| » Conference rates via Marseilles, Genoa or Trieste.   | —                       | —                       |

**THE FREIGHT MARKETS**

**British.** Advances to 29th September state markets to be fairly active though lower rates have ruled in some directions. One fixture only from South Wales to Pará at 9s. 9d. is recorded by *Fairplay* amongst its "representative fixtures."

**Argentine.** There is no change to report in rates to Brazilian ports which are quoted at: B. A. to Porto Alegre 20s/, to Rio Grande 13s/, to Rio 11s/, and 12s/ to all other lower ports with very little cargo coming forward at those rates. *The Times of Argentina*, October 10.

**Local Market.**—The forward engagements for the week were as follow:—

| Per S. S. <i>Argentina</i> ..... | for Hamburg.....  | 2,000 bags of coffee |
|----------------------------------|-------------------|----------------------|
| » » <i>Prinz Waldemar</i> ..     | » do .....        | 850 » » »            |
| » » <i>Sawia</i> .....           | » Genoa .....     | 375 » » »            |
| » » <i>Syracusa</i> .....        | » New York.....   | 6,000 » » »          |
| » » <i>Thames</i> .....          | » Montevideo..... | 200 » » »            |
| » » do .....                     | » Buenos Aires... | 850 » » »            |

Rates from Santos to Hamburg, Rotterdam and Antwerp from 9th November will be raised to 30s & 5 1/2 %.

**The Royal Mail Steam Packet Company.** A general meeting was to be held on the 5th inst, to consider a proposal of the Board of Directors to issue the new capital of £500,000, authorized under the supplementary charter of 1904 in 5% preference shares.



Companhia Nacional

**NAVEGAÇÃO COSTEIRA**

Weekly Passenger service between RIO DE JANEIRO and PORTO ALEGRE, calling at Paranaguá, Florianopolis, Rio Grande and Pelotas.

The steamer

**ITAIPAVA**

sails for PARANAGUÁ, FLORIANOPOLIS, RIO GRANDE, PELOTAS AND PORTO ALEGRE

on 29th, October 1904.

Freight and parcels received through the *Trapiche Silvino* until day previous to sailing.

Valuables at the office, on the day of sailing, till 2 p. m.

**No parcels of any description will be received at the Company's offices**

For passages and information apply to the office of

**LAGE IRMÃOS**  
RUA HOSPICIO, 9

**"Superaris" NOT sold in bottles — not YET!**

**Railway News and Enterprise**

**SUNDRY TRAFFIC RETURNS**

| Railway                | Mileage |       | Latest Earnings Reported |         | Aggregate to date |           |           |
|------------------------|---------|-------|--------------------------|---------|-------------------|-----------|-----------|
|                        | 1904    | 1903  | Week or Month.           | 1904    | 1903              | 1904      | 1903      |
| Braz. Gt. South... b   | 110     | 110   | June                     | 16,444  | 19,555            | 121,156   | 117,156   |
| Leopoldina             | 1,460   | 1,385 | Oct. 16th                | 19,509  | 20,159            | 614,001   | 649,803   |
| S. Braz. Rio Grande. b | 176     | 176   | August                   | 140,048 | 118,333           | 1,640,100 | 1,467,648 |

a Earnings reported in pounds, b in mill reis.

Friends of Mr. F. Holt will be pleased to hear of the continued success of the Entre Rios Railway under his management. Not only have gross receipts risen from £91,466 to £151,180 since he took charge, but the ratio of working charges has been reduced from 70.02 in 1901 to 69.13 %.

The dividend distributed on the preferred shares this year was 2 1/2 %.

The President has signed the decree allowing the route and extending the term for construction of the railroads from Uberaba in Minas to Coxim and Catalão to Palma, so as to pass through the city of Goyaz and the former through Cuyabá, the capital of Matto Grosso. It is said that there is Belgian capital ready to undertake construction. The two lines are intended to open up the vast and, in parts, untrudened region of Matto Grosso, that covers one sixth of the whole area of Brazil and to bring Goyaz, the starting point of navigation of the great Tocantins system, into communication with the Atlantic.

**SUGAR.** Try the Cia. Assucareira's sugars, the best and cleanest in the market.

# The Brazilian Review

SUPPLEMENT

VOL. VII

RIO DE JANEIRO, TUESDAY, OCTOBER 25TH, 1904

No. 43

## MESSAGE

OF H. E. THE

### GOVERNOR OF THE STATE OF PARÁ

Delivered to the Members of the Legislative Congress on 7th September 1904

GENTLEMEN :—

Approaching, as it now is, the termination of the period for which on 15th November 1900 I was elected, this is the last occasion on which I shall lay before you a report of the affairs under my charge. You will, therefore, allow me, whilst treating especially of last year's occurrences, to cast a glance over the whole period of my administration, and to thus formally incorporate in a public document the elements for the formation of a definite and impartial judgement of my administration.

In the manifest I issued on taking over the Government, I enunciated the general principles that would animate my administration with such clearness as to make any misapprehension impossible as to my programme or the energy and determination with which it would be put into execution.

By what has been already effected you can judge of the manner in which that programme was carried out; what for sheer want of time yet remains to be done; the obstacles that have been overcome and the occurrences of an unforeseen nature that had to be dealt with.

You will do me the justice of believing that the abuse and calumnies with which I was honoured by the survivors of a party that has now ceased to exist have not exercised the slightest influence on my judgment. I know my adversaries and their motives. Many of them I could conciliate, did I believe in a system of silence with regards to the affairs of Government. The clamour they raise is the best proof that political liberty is maintained amongst us.

#### Public Order

What the first two years of my government were, my annual messages have already explained and you, too, have been personal witnesses of what happened.

An insignificant minority endeavoured by every possible means to recover power. Defeated at one election after another since the time of my illustrious predecessor, this party could not resign itself to defeat and resorted to mutiny and disorder.

As early as October 1899 mutiny was openly advocated until, in the early months of my administration, force had on several occasions to be used to repress it.

The resistance of the authorities and the energetic measures adopted in the end convinced these agitators that such methods would be even less advantageous to them than elections.

Consequently, last year I was able to announce that symptoms of returning calm were observable and that excitement was subsiding.

In fact, since the date of my last message nothing whatever has occurred to disturb the peace, which has been unbroken throughout the State. Of all that agitation nothing now remains but a defamatory campaign on the part of a section of the Press, received here with the utmost indifference and aimed only at producing effect in the Capital of the Union and in the States and arousing prejudice there against the direction of affairs in this State.

Fortunately, even that has miscarried, because the exaggeration of abuse and calumny employed reacted and produced incredulity.

The tidings I have to bring to your knowledge are, therefore, of peace and tranquility and it is with the greatest satisfaction that I transmit them to the Legislative assembly to whose support of my administration under difficult circumstances the improvement is so largely due.

#### Federal Affairs, Acre and British Guiana

The treaty of Petropolis, by which our dispute with Bolivia was definitely settled was received with general applause, because, although at a considerable expenditure of money, under the able direction of the President and his Minister of Foreign Affairs, Baron Rio Branco, a vast and most fertile region, originally opened out and settled by Brazilian pioneers and lately watered with their blood, has been permanently incorporated with the National territory. Scarcely was this

question settled with Bolivia when the claims of Perú to part of the territory in question gave rise to an active movement of troops and warships in defence of our interests on the upper Purús and Juruá. I am, however, convinced that the Government will find an honorable solution for this question likewise, that will thoroughly safeguard our rights and interests.

As far as the interests of Pará are concerned, the solution of the Acre question brought about the federalisation of all the territory south of the Cunha Gomes line under the administration of the Union Government. This organisation relieved this market from the pernicious effects of the unconstitutional law of the neighbouring State obliging all rubber from that district to be improved (*beneficiado*) and packed at Manaus, and by reestablishing free conditions for this commerce, alone compatible with the principles of the Constitution, and permits *aviadores* of Belem to bring to this market the products of the vast rubber farms (*seringaes*) of that district, owned and worked for the most part by business firms of this city. This auspicious fact has encouraged operations and given a wider scope to our transactions.

During the past year, the frontier questions with British Guiana have been definitely settled by H. M. the King of Italy. Believing the documents presented by either side to be insufficient to prove either claims, H. M., in his wisdom, decided on the division of the territory in dispute so as to establish an unmistakable geographical frontier between the two countries. With this view he, unfortunately, apportioned a much larger share to Great Britain than to ourselves. In any case, however, it must be a matter of satisfaction that this endless question is settled once and for all, for which the country owes unfeigned gratitude to the eminent diplomatist Dr. Joaquim Nabuco, who in the settlement employed all his undoubted talent and ability.

In this emergency our archives furnished our eminent compatriot with several important documents which were published *in extenso* in his exposition.

#### The Economical Situation

The information I have to give us regards the economic condition of this State is satisfactory. In spite of lingering effects of the crisis, that could not be felt for a long time, the year of 1903 was a good one. The quantity of rubber produced increased and prices were remunerative. In 1901, when I took office, Islands fine was quoted at Liverpool at 3s. 7d. per lb. and 83c. at New York. In October 1902, prices fell to 2s. 7d. and 62c. respectively. Whilst for the crop that has closed on 30th June last, prices reached 4s. 8 1/2d. at Liverpool and 109c. at New York.

The increase in the production of Caucho is also most encouraging and promises the best results for the freshly opened fields on the Tucantins to Araguaya. The following tables convey an accurate idea of economic conditions.

#### Comparative statement of the value of Rubber, produced in the State of Pará

DURING THE CROP-YEARS FROM JULY 1899 TO JUNE 1904

| CROP YEARS             | ISLANDS<br>tons of<br>1000 k. | ITAITUBA<br>tons of<br>1000 k. | CAUCHO<br>tons of<br>1000 k. | TOTAL<br>tons of<br>1000 k. | VALUE<br>£stg |
|------------------------|-------------------------------|--------------------------------|------------------------------|-----------------------------|---------------|
| July 1903 to June 1904 | 9,861                         | 856                            | 665                          | 11,382                      | 2,807,641     |
| July 1902 to June 1903 | 9,989                         | 891                            | 507                          | 11,327                      | 3,059,000     |
| July 1901 to June 1902 | 9,355                         | 845                            | 193                          | 10,333                      | 2,799,720     |
| July 1900 to June 1901 | 8,413                         | 718                            | 116                          | 9,247                       | 2,647,185     |
| July 1899 to June 1900 | 9,124                         | 803                            | 30                           | 9,957                       | 2,862,400     |
| Total.....             | 46,742                        | 4,033                          | 1,451                        | 52,226                      | 14,175,496    |

**Rubber and Caucho shipped at the ports of Iquitos, Manaos and Pará**

DURING THE CROP-YEAR JULY 1903 TO JUNE 1904

to Europe :

|                   | RUBBER        | CAUCHO       | TOTAL         |
|-------------------|---------------|--------------|---------------|
| From Iquitos..... | 972           | 1,033        | 2,055         |
| » Manaos.....     | 4,999         | 1,666        | 6,665         |
| » Pará.....       | 6,198         | 639          | 6,837         |
| <b>Total.....</b> | <b>12,169</b> | <b>3,338</b> | <b>15,507</b> |

to United States of North America :

|                   | RUBBER        | CAUCHO       | TOTAL         |
|-------------------|---------------|--------------|---------------|
| From Iquitos..... | 4             | 8            | 12            |
| » Manaos.....     | 7,601         | 1,137        | 8,738         |
| » Pará.....       | 6,268         | 65           | 6,333         |
| <b>Total.....</b> | <b>13,873</b> | <b>1,210</b> | <b>15,083</b> |

**SUMMARY**

|                                   |                            |
|-----------------------------------|----------------------------|
| Total shipments from Iquitos..... | 2,017 tons of 1,000 kilos  |
| » » » Manaos.....                 | 15,403 » » » »             |
| » » » Pará.....                   | 13,170 » » » »             |
|                                   | 30,590 tons of 1,000 kilos |

**Comparative statement of prices paid for "Fine" Island rubber in the Liverpool and New York markets**

DURING THE CROP-YEAR JULY 1903 TO JUNE 1904

|                | ISLAND RUBBER   |  |
|----------------|---|--|
|                | VALUE   | VALUE  |
|                | of 1 English lb (weight) of fine Pará Island rubber, c. l. f. Liverpool, in shillings and pence sterling. | of 1 English lb (weight) of fine Pará Island rubber, c. l. f. New York in cents. |
| July.....      | 3s. 10 1/2d.  | 87 3/4c.   |
| August.....    | 3s. 11 1/2d.  | 92 c.  |
| September..... | 4s. 3 3/4d.   | 98 c.  |
| October.....   | 4s. 1 1/2d.   | 96 c.  |
| November.....  | 3s. 10 1/2d.  | 90 c.  |
| December.....  | 3s. 10 1/2d.  | 90 c.  |
| January.....   | 3s. 10 1/2d.  | 94 c.  |
| February.....  | 4s. 4 1/2d.   | 102 c.   |
| March.....     | 4s. 6 3/4d.   | 107 c.   |
| April.....     | 4s. 6 3/4d.   | 107 c.   |
| May.....       | 4s. 8 1/2d.   | 109 c.   |
| June.....      | 4s. 7 1/2d.   | 107 c.   |

**Statement of the sterling value of Rubber produced in the State of Pará**

DURING THE CROP-YEAR JULY 1903 TO JUNE 1904

|                        | ISLANDS         | ITAITUBA        | CAUCHO          | TOTAL           | VALUE     |
|------------------------|-----------------|-----------------|-----------------|-----------------|-----------|
|                        | tons of 1000 k. | tons of 1000 k. | tons of 1000 k. | tons of 1000 k. | £stg.     |
| July 1903 to June 1904 | 9,861           | 836             | 665             | 11,362          | 2,807,641 |

**Rubber and Caucho Crop**

JULY 1903 TO JUNE 1904

IN TONS OF 1000 KILOS

|                   | ISLANDS       | ITAITUBA   | BENI       | ACER       | IQUITOS    | CAUCHO       | MANAOS        | TOTAL         |
|-------------------|---------------|------------|------------|------------|------------|--------------|---------------|---------------|
| July.....         | 601           | 66         | 84         | —          | 8          | 228          | 292           | 1,279         |
| August.....       | 687           | 79         | —          | —          | 3          | 71           | 400           | 1,240         |
| September.....    | 984           | 76         | —          | —          | 63         | 113          | 744           | 1,980         |
| October.....      | 1,216         | 69         | 78         | —          | —          | 69           | 1,018         | 2,450         |
| November.....     | 1,329         | 61         | 14         | 12         | —          | 110          | 1,474         | 3,000         |
| December.....     | 1,243         | 70         | 27         | 125        | 250        | 334          | 1,501         | 3,550         |
| January.....      | 1,109         | 72         | 20         | 275        | 267        | 558          | 2,019         | 4,320         |
| February.....     | 986           | 143        | —          | 87         | 148        | 716          | 1,600         | 3,680         |
| March.....        | 752           | 111        | 162        | 108        | 162        | 824          | 1,852         | 3,971         |
| April.....        | 505           | 48         | 7          | 48         | —          | 689          | 840           | 2,060         |
| May.....          | 434           | 10         | 105        | 78         | —          | 473          | 460           | 1,560         |
| June.....         | 535           | 31         | 19         | —          | 52         | 463          | 400           | 1,500         |
| <b>Total.....</b> | <b>10,381</b> | <b>836</b> | <b>516</b> | <b>733</b> | <b>976</b> | <b>4,548</b> | <b>12,600</b> | <b>30,590</b> |

**Statement of Rubber, Cocoa and Pará Nuts organised by the Revenue office (Recebedoria de Rendas)**

FOR THE 1ST AND 2ND HALF-YEARS OF 1903 AND 1ST HALF-YEAR OF 1904

|                           | QUANTITY        | OFFICIAL VALUATION |                 |
|---------------------------|-----------------|--------------------|-----------------|
|                           |                 | GOLD               | PAPER           |
| <b>1st half-year 1903</b> |                 |                    |                 |
| Rubber.....               | Kilos 4,881,576 | 9.220:718\$097     | 21.051:867\$802 |
| Para Nuts.....            | Hectol. 69,094  | 572:757\$238       | 1.307:664\$928  |
| Cocoa.....                | Kilos 539,801   | 210:035\$081       | 479:532\$150    |
|                           |                 | 10.003:510\$416    | 22.839:064\$880 |
| <b>2nd half-year 1903</b> |                 |                    |                 |
| Rubber.....               | Kilos 6,252,961 | 13.005:967\$896    | 29.761:940\$266 |
| Para Nuts.....            | Hectol. 19,023  | 148:610\$655       | 340:070\$150    |
| Cocoa.....                | Kilos 2,780,916 | 1.118:493\$808     | 2.559:482\$400  |
|                           |                 | 14.273:072\$359    | 32.661:492\$816 |
| <b>1st half-year 1904</b> |                 |                    |                 |
| Rubber.....               | Kilos 5,034,455 | 10.503:272\$824    | 23.871:074\$601 |
| Para Nuts.....            | Hectol. 21,105  | 178:982\$756       | 406:778\$992    |
| Cocoa.....                | Kilos 771,042   | 291:581\$866       | 662:686\$060    |
|                           |                 | 10.973:837\$446    | 24.940:539\$653 |

**The Foreign Loan**

Operations for the loan have been brought to a successful close.

I now repeat my unalterable opinion as to the absolute necessity of this loan, without which the Treasury could not have been extricated from its difficulties.

With the reduction of revenue effected by the rise of exchange and consequent fall of rubber, our principal article of export, it was no slight effort to even reduce expenditure proportionately.

No doubt 1903 was a year of renewed prosperity, but even so the revenue in paper amounted to only 14,997:684\$196 and was still far below that of the period of our greatest prosperity, when exchange stood at 6d. How, under such circumstances, could the Treasury be expected, with current revenue alone, not only to meet ordinary expenditure, but to pay off the obligation arising from the large floating debt? Only those entirely ignorant of the mechanism of administration could expect it. The foreign loan was the necessary complement of the policy of general economy and put an end to a most painful situation. In my message of 10 September 1901, I estimated the floating debt at about 4,200 contos, the amount represented by the entries in the Treasury books to that date, that, however, proved far from the reality, as not only had claims referring to previous fiscal years, such as that for over 900 contos presented by the Banco Norte at the close of 1901, been excluded, but other sums that did not depend on Treasury liquidations, granted *verba gratia*, were owing by the Treasury besides the debt to the Misericordia Hospital which amounted to over 400:000\$. On the other hand there were owing over 2,000 contos per annum for interest and amortisation of outstanding loans, on one of which the ratio of amortisation was as heavy as 10%.

In spite of the opinions to the contrary of certain local financiers, I am convinced of the advantages of long dates for amortisation, because, should circumstances be favourable, it in no wise impedes the debt being paid off more rapidly by purchase in the market with surplus revenue.

Only to a medium like ours,—as to whose malice or ignorance I am at a loss which most to admire—could such a method of demonstrating the burdensome nature of the loan have occurred, as to sum together all the annual payments for both interest and amortisation and compare the total with the yield of the loan. Naturally in this way the figures make a big show. If, however, this process were applied to appreciation of the debts of great foreign countries or of the Union itself, it would only provoke hilarity.

This loan had for us the great advantage of simultaneously reducing the rate of interest and amortisation on the internal debt and allowing the floating debt to be paid off and this grave impediment to progress to be removed. At the present moment we expend little more than 1,600 contos paper on this account as against 2,000 contos previously. The foreign loan, however, by modifying the nature of the capital of our debt and its services did more, it made the future secure.

Should exchange continue to rise, the burden of the service of the debt will be always proportionate to the fluctuations of revenue, derived principally from *ad valorem* taxation.

On the other hand, this operation placed in the hands of local

capitalists a much better class of security, easily negotiable in London or Paris and, therefore, suitable for international commercial operations.

All the clauses of the contract, including the fortnightly payments have been strictly observed, as will be seen from the following tables. Comparing these with the tables published last year, a good idea of the improvement of the state of our finances can be gathered. Whereas in 1902, the fortnightly instalments only terminated in December, in 1903 they were completed by the middle of October and this year, 1904, will, I think, be all paid by the middle of September.

It is now necessary that you give your sanction to the different operations undertaken for the loan. Besides, one of the issuing bankers asks me to obtain your authorisation to substitute bonds of £ 1,000 and £ 500 by others of smaller value, that, as you know, are more enquired for in French markets, where our bonds have obtained a quotation *en banque*. This seems reasonable and should in my opinion be acceded to, without, however, any extra onus to the Treasury.

**Statement showing payments made by the Treasury on account of the loan to Messrs. Selligman Brothers of London through the branch of the London and Brazilian Bank Ltd. in Pará in accordance with the terms of the respective contract.**

DURING THE YEAR 1903

| DATES           | Rate of exchange | £      | S. D. | REIS GOLD    | REIS PAPER     |
|-----------------|------------------|--------|-------|--------------|----------------|
| 16 January....  | 11 11/16         | 6.379  | 8-7   | 56:985\$000  | 131:000\$000   |
| 31 ".....       | 11 11/16         | 5.733  | 1-5   | 50:530\$000  | 119:000\$000   |
| 16 February ..  | 11 11/16         | 4.626  | 6-0   | 40:660\$000  | 95:000\$000    |
| 28 ".....       | 11 3/4           | 4.602  | 1-8   | 39:950\$000  | 94:000 000     |
| 16 March.....   | 11 3/8           | 3.141  | 18-6  | 27:876\$500  | 63:500\$000    |
| 1 April.....    | 11 3/8           | 4.898  | 8-9   | 43:500\$000  | 99:000\$000    |
| 15 ".....       | 12 1/16          | 2.730  | 3-10  | 23:980\$000  | 54:500\$000    |
| 1 May.....      | 12 1/16          | 3.744  | 8-0   | 32:556\$500  | 74:500\$000    |
| 16 ".....       | 12 1/16          | 3.056  | 17-6  | 25:520\$800  | 58:400\$000    |
| 1 June.....     | 12 3/16          | 3.047  | 6-10  | 26:358\$600  | 59:100\$000    |
| 16 ".....       | 12               | 3.615  | 0-0   | 32:245\$800  | 72:300\$000    |
| 30 ".....       | 12               | 3.215  | 0-0   | 28:935\$000  | 64:300\$000    |
| 16 July.....    | 12               | 3.550  | 0-0   | 31:950\$000  | 71:000\$000    |
| 31 ".....       | 11 15/16         | 3.879  | 13-9  | 35:100\$000  | 78:000\$000    |
| 14 August.....  | 11 15/16         | 4.327  | 6-10  | 38:106\$000  | 87:000\$000    |
| 31 ".....       | 11 15/16         | 3.979  | 3-4   | 35:040\$000  | 80:000\$000    |
| 15 September .. | 11 15/16         | 5.869  | 5-4   | 51:566\$000  | 118:000\$000   |
| 30 ".....       | 12               | 6.050  | 0-0   | 52:877\$000  | 121:000\$000   |
| 16 October....  | 12               | 4.100  | 0-0   | 35:834\$000  | 82:000\$000    |
|                 |                  | 80.624 | 17-8  | 710:033\$200 | 1.621.600\$000 |

DURING THE YEAR 1904

| DATES          | Rate of exchange | £      | S. D. | REIS GOLD    | REIS PAPER     |
|----------------|------------------|--------|-------|--------------|----------------|
| 16 January ... | 12 1/32          | 6.917  | 19-5  | 60:030\$000  | 138:000\$000   |
| 30 ".....      | 12 1/16          | 5.386  | 0-0   | 45:885\$000  | 105:000\$000   |
| 15 February .. | 12 1/16          | 5.992  | 3-9   | 51:566\$000  | 118:000\$000   |
| 29 ".....      | 12 3/16          | 5.484  | 7-6   | 44:276\$000  | 108:000\$000   |
| 15 March.....  | 11 31/32         | 5.585  | 8-4   | 50:064\$000  | 102:000\$000   |
| 30 ".....      | 11 15/16         | 4.725  | 5-2   | 41:800\$000  | 95:000\$000    |
| 15 April.....  | 12 1/32          | 3.684  | 11-5  | 32:340\$000  | 73:000\$000    |
| 30 ".....      | 12 3/32          | 4.182  | 8-5   | 36:686\$000  | 83:000\$000    |
| 16 May.....    | 11 31/32         | 1.446  | 4-6   | 12:818\$000  | 29:000\$000    |
| 1 June.....    | 12               | 4.000  | 0-0   | 35:040\$000  | 80:000\$000    |
| 15 ".....      | 11 15/16         | 3.083  | 17-1  | 27:156\$000  | 62:000\$000    |
| 30 ".....      | 12 1/16          | 4.071  | 1-10  | 35:478\$000  | 81:000\$000    |
| 15 July.....   | 12               | 4.050  | 0-0   | 33:397\$000  | 8:000\$000     |
| 30 ".....      | 11 29/32         | 3.819  | 18-5  | 34:034\$000  | 77:000\$000    |
| 16 August..... | 11 15/16         | 4.665  | 10-5  | 41:548\$000  | 94:000\$000    |
|                |                  | 67.105 | 16-5  | 582:118\$000 | 1.326:000\$000 |

Revenue and Expenditure

A comparative analysis of the figures for Revenue and Expenditure during the past fiscal year will provide you with all the elements necessary for appreciation of the actual state of the Treasury, apart from operations on account of the loan, which are included under a special account for "amortisation of the public debt, funded and floating", and, as regards the latter, cash payments on account of previous fiscal years (*exercicios findos*.)

As is well known, 1900/1 was a most difficult year to liquidate and it was precisely then that the crisis exercised its severest effects on production and commerce.

The law 746 of 23 February 1901, determining that the fiscal year should count from January to December and the consequent extension of the budget for six months, made a supplementary fiscal period corresponding to the 2nd half of 1901 unavoidable.

During that half year the registered revenue amounted to 3.182:437\$577 gold, of which 226:903\$560 gold were transferred to account of the fiscal year 1900/1 and 420:000\$ were credited to account of previous fiscal years (*exercicios findos*.)

The floating debt carried forward from that period to 1902 amounted to 521:635\$100 paper, which was settled later on from the funds provided by the loan.

During 1902, the shrinkage of revenue was still very considerable, as shown by the following figures:—

|                    |                     |
|--------------------|---------------------|
| 1st half 1902..... | 2.138:887\$443 gold |
| 2nd half 1902..... | 3.221:272\$863 »    |
|                    | 5.360:160\$306 »    |

The expenditure for the fiscal year was 5.258:714\$219 gold and was entirely covered by ordinary revenue. The floating debt, however, that accumulated in previous years was paid off by recourse to the foreign loan. These payments amount in all to 889:000\$000 gold and the amount drawn from the loan to 1.965:141\$314 paper or 922:000\$ gold. Owing to a mistake, this last sum does not exactly correspond with the figures given on page 22 of my last message.

Under its respective heading you will see the actual state of the liquidation for the fiscal years.

The year 1903 inaugurates a period of increasing revenues thanks to the reaction in the economic situation and, in spite of the rise of exchange, with better prices for our produce in foreign markets compared even with the year when revenues were largest.

Revenue of the State

1ST HALF-YEAR 1903

|  | Gold           | Paper          |
|--|----------------|----------------|
| Export taxes.....                                | 2.138:643\$023 | 4.873:967\$449 |
| Industrial & professional licenses.....          | 144:111\$857   | 328:430\$922   |
| Landing dues.....                                | 42:637\$447    | 97:170\$741    |
| Stamp tax.....                                   | 40:243\$169    | 91:718\$740    |
| Transfer of property tax.....                    | 78:093\$359    | 177:974\$765   |
| Bragança R'y.....                                | 68:431\$064    | 156:235\$307   |
| Water Supply.....                                | 71:684\$268    | 163:368\$446   |
| Official Printing Office.....                    | 3:650\$373     | 8:310\$211     |
| Bonded warehouse of the <i>Recebedoria</i> ..... | 5:680\$688     | 12:946\$287    |
| Paz theatre.....                                 | 1:582\$000     | 3:605\$378     |
| Other Government buildings.....                  | 2:049\$795     | 4:671\$482     |
| Sale, and other land taxes.....                  | 2:007\$662     | 4:575\$461     |
| Collection of debts.....                         | 12:524 131     | 28:542\$493    |
| Indemnities.....                                 | 6:212\$185     | 14:157\$569    |
| Eventual (including fines of jurymen).....       | 27:209\$936    | 62:216\$554    |
| Exchange Building.....                           | 63:874\$743    | 145:570\$339   |
| Additional 2.5% tax.....                         | 60:530\$502    | 137:949\$014   |
| Fine Arts.....                                   | 1:093\$350     | 2:491\$744     |
|  | 2.770:351\$357 | 6.313:912\$102 |

2ND HALF-YEAR 1903

|  | Gold           | Paper          |
|--|----------------|----------------|
| Export taxes.....                                | 2.078:431\$794 | 6.805:716\$649 |
| Industrial & professional licenses.....          | 63:368\$423    | 147:796\$846   |
| Landing dues.....                                | 42:858\$807    | 97:332\$373    |
| Stamp tax.....                                   | 51:302\$402    | 117:225\$988   |
| Transfer of property tax.....                    | 130:220\$618   | 297:576\$962   |
| Bragança R'y.....                                | 86:049\$265    | 196:909\$074   |
| Water Supply.....                                | 79:557\$466    | 182:053\$700   |
| Official Printing Office.....                    | 5:394\$181     | 13:606\$703    |
| Bonded warehouse of the <i>Recebedoria</i> ..... | 8:862\$314     | 20:250\$387    |
| Paz theatre.....                                 | 1:935\$432     | 2:365\$062     |
| Other Government buildings.....                  | 3:763\$844     | 8:400\$333     |
| Sale, and other land taxes.....                  | 4:033\$670     | 9:221\$510     |
| Collection of debts.....                         | 26:268\$590    | 60:023\$741    |
| Indemnities.....                                 | 4:430\$998     | 10:145\$395    |
| Eventual (including fines of jurymen).....       | 155:398\$807   | 364:795\$760   |
| Exchange Building.....                           | 68:521\$006    | 156:570\$498   |
| Additional 2.5% tax.....                         | 80:608\$403    | 184:190\$200   |
| Fine Arts.....                                   | 743\$960       | 1:699\$948     |
|  | 3.791:470\$992 | 8.673:772\$094 |

Summing up we obtain the following:—

|                         |                     |
|-------------------------|---------------------|
| 1st half year 1903..... | 2.770:351\$557      |
| 2nd " " 1903.....       | 3.791:470\$992      |
|                         | 6.561:822\$549 gold |

Besides ordinary revenue during this fiscal year 603:654\$850 gold, proceeds of the loan, and of a small book surplus of 1:778\$694 gold from the previous fiscal year, 1902, in all 7.167:256\$093 gold were applied to the liquidation of the floating debt, inclusive of the deficit left by 1901, estimated in my last message at 400:000\$ paper.

The expenditure strictly corresponding to 1903 was of 6.272:262\$263 gold inclusive of differences of exchange and payment on account of previous fiscal years amounting in all to 7.078:543\$139 gold. The balance for 1903 was as follows:—

|                                |                |                                       |                |
|--------------------------------|----------------|---------------------------------------|----------------|
| Ordinary Revenue for 1903..... | 6.561:822\$549 | Ordinary Expenditure for 1903.....    | 6.272:262\$263 |
| Supplied from Loan.....        | 603:654\$850   | Previous fiscal year.....             | 806:280\$926   |
| Brought forward from 1902..... | 1:778\$694     | For payments of fiscal year 1902..... | 87:945\$000    |
|                                | 7.167:256\$093 | Carried forward to 1904.....          | 767\$904       |
|                                |                |                                       | 7.167:256\$093 |

The following table showing the revenue collected during the first half of the current year will convey a good idea of the state of the Treasury. Compared with the first half of 1902 there has been an increase in nearly every item of revenue amounting in all to 346:974\$074 gold or 772:664\$559 paper.

### Revenue of the State

1ST HALF-YEAR 1904

|   | Gold           | Paper          |
|---|----------------|----------------|
| Export taxes .....                            | 2,286,070\$769 | 5,423,538\$857 |
| Industrial & professional licenses .....      | 151,431\$160   | 344,208\$047   |
| Landing dues .....                            | 54,220\$405    | 123,242\$890   |
| Stamp tax .....                               | 44,424\$050    | 100,975\$865   |
| Transfer of property tax .....                | 105,213\$715   | 239,150\$774   |
| Bragança R'y .....                            | 93,653\$034    | 213,332\$653   |
| Water Supply .....                            | 88,942\$278    | 202,602\$000   |
| Official Printing Office .....                | 6,516\$870     | 14,811\$845    |
| Bonded warehouse of the <i>Recebedoria</i> .. | 6,229\$443     | 14,159\$523    |
| Paz Theatre .....                             | \$             | \$             |
| Other Government buildings .....              | 1,849\$476     | 4,203\$858     |
| Sale, and other land taxes .....              | 4,508\$943     | 10,248\$827    |
| Collection of debts .....                     | 16,055\$346    | 36,493\$801    |
| Indemnities .....                             | 4,865\$899     | 11,060\$188    |
| Eventual (including fines of jurymen) ..      | 22,583\$724    | 51,332\$804    |
| Exchange Building .....                       | 62,591\$8425   | 142,270\$309   |
| Additional 2.5% .....                         | 68,169\$095    | 154,948\$330   |
| Fine Arts .....                               | \$             | \$             |
|   | 3,117,325\$631 | 7,086,576\$661 |

### Internal Bonds

Of the old, internal, consolidated debt there are still in circulation bonds not yet presented for amortisation as follows:—

|   |              |
|---|--------------|
| <i>Apolicies</i> of the 1887 issue and previous ..... | 23,200\$000  |
| » converted from 8% to 5% .....                       | 82,400\$000  |
| » of the Banco da Lavoura e Commercio (1890) .....    | 31,000\$000  |
| » of the Banco do Pará (1899) .....                   | 17,500\$000  |
| » issued in virtue of dees. Ns. 420 and 422 (1901) .. | 6,500\$000   |
| Total .....   | 160,000\$000 |

The *apolicies* of the Banco do Pará issued in 1897 have all been paid up and are deposited at the Treasury, these bonds, of course, bear no further interest.

The following bonds withdrawn from circulation are in deposit at the Treasury.

|  |                 |
|--|-----------------|
| <i>Apolicies</i> (bonds) of the 1887 and previous issue .. | 882,000\$000    |
| » of the Banco da Lavoura (1890) .....                     | 25,000\$000     |
| » converted from 8% to 5% .....                            | 400,000\$000    |
| » of the Banco do Pará (1897) .....                        | 5,682,500\$000  |
| » " " " (1899) .....                                       | 5,993,500\$000  |
| » issued in 1901 .....                                     |                 |
| Total .....  | 12,993,000\$000 |

### Floating Debt

In order to form a clear conception of the Government's financial programme it is convenient that the state of the funded debt, in accordance with the documents at the Treasury should be made public.

|                                      |              |
|--------------------------------------|--------------|
| Debt previous to 30 June 1901 .....  | 37,829\$100  |
| » during 2nd half-year of 1901 ..... | 19,303\$200  |
| » " " 1902 .....                     | 5,399\$300   |
| » " " 1903 .....                     | 256,130\$300 |
|                                      | 318,671\$900 |

The custom of some creditors of delaying presentation of accounts until after the close of the fiscal year, makes it impossible to guarantee exact accuracy. Notwithstanding, the foregoing figures are a matter of satisfaction insofar as they indicate a greatly improved position. I expect that by 31 December next the outstanding liabilities enumerated above will be all paid off.

During the period of my government the following liabilities for the floating debt have been paid in cash:—

|                     |                |
|---------------------|----------------|
| 2nd half 1901 ..... | 874,784\$509   |
| During 1902 .....   | 1,624,487\$714 |
| " " 1903 .....      | 1,842,351\$915 |
| Total .....         | 4,341,620\$138 |

In these figures, payments in bonds of the foreign debt made through the agency of Seligman Bros & Co. are not included, these, as I showed in my last message, amounted to 3,056,600\$ paper.

### Supplementary Credits

During the fiscal year 1903 the following supplementary credits were opened:—

|   |           |
|---|-----------|
| For payment of debts of previous years .. | 776,000\$ |
| " " " pensions .....                      | 5,600\$   |
|   | 775,600\$ |

Besides a credit of 120,000\$ for extension of the water works. The credits opened up to 31 August 1903 having been already approved by art. 9 of law 892 of 3rd November of that year I have only to ask for your approval of those enumerated in the respective annex to this message.

During 1903, another credit for 251,800\$ gold was opened in virtue of the legislative enactment No. 876 of 26th October of that year.

### Estimates for 1905

Annexed will be found the budget proposals for 1905. You will observe the scrupulous care with which the revenue has been estimated, taking as the basis not only that for 1903 but the first half of this year as well. Although the figures for revenue for the first half of the current year fully came up to those for 1903, I have allowed an ample margin for variations of prices of rubber, taxation of which contributes the greatest part to our revenue.

As regards expenditure, the increase is due to laws voted by Congress and put into execution by Government during the fiscal year. The rise of exchange made it necessary to raise the item for rations of the military brigade, whilst that for public works has also been increased to provide against contingencies.

The proposals I submit to you entertain no increase of any item of taxation whatsoever. Indeed, in spite of the serious difficulties to be contended with during the first two years of my administration no new tax has been levied or existing tax raised, and taxes are just as I found them.

### Administrative Reform

The experience of the last three years has practically proved the value of the administrative reforms introduced by decree 996 of 16th April 1901. Not only is there greater order but without relaxing supervision the service has been extraordinarily simplified.

The different departments are permitted a certain degree of autonomy under the general direction of the governor, that leaves to them the decision of minor matters thus allowing him more time for study and decision of graver affairs. This has so simplified matters as to make a reduction of 20% in the number of employes practicable and contributes considerably to the realisation of my programme of economy. I take this opportunity of stating that I never adopted the practice of reducing the salaries of officials. I have, it is true, closed whole departments and suppressed posts altogether, but have never reduced the emoluments of a single official, on the contrary, as in the Department of Water Works, some have been raised. Compared with 1896 almost all officials to day earn more and none less, as can be seen by comparison of the estimates for 1896/7 with those for the current year. Without absolutely referring to increase of pay, law 830 of 22nd October 1902, which by conceding rights to insurance and pension raised operatives in State workshops to the grade of officials, was of the greatest advantage to this deserving but underpaid class.

The reform of the administration has answered so fully to expectations that it has been by your wise deliberations even incorporated into the State's Constitution and been thus perpetuated.

Apocryphal of public employes, I take this advantage of testifying my sincere gratitude to their loyal cooperation with my administration and especially the chiefs, who have accompanied me from the first, for the manner in which they generally performed their duties and by their zeal and solidarity aided me in the execution of my arduous programme.

The perseverance of all the upper officials from beginning to end of my administration, better than anything, demonstrates the spirit with which it was animated.

### Landing Dues

The new Federal law prohibiting the so-called 'Inter-State Taxes' should merit your best attention. I have several times observed that the so-called 'landing dues' were not intended for revenue purposes. Their intention was eminently protectionist, as the object was to favour the distilleries that constituted the principal industry in several districts.

I have already had occasion to point out that the difference between the cost of production of alcohol in Pará and Pernambuco was such that only with a tax of this kind could local industry be successfully stimulated.

Now that these dues are suppressed by the Federal law, special measures must be taken to ensure to this industry official protection.

To this end it would not be difficult to create a license for the sale of alcohol, that might be recovered, together with the 'Industria e Profissões' tax and should be made to correspond exactly to the value lost to the Treasury by the suppression of the 'Landing Dues'.

This can, with a bonus to be determined by the end of the year, be distributed amongst the different distilleries in proportion to their output with the necessary protection against fraud.

### Aricary

Since the territory lately in dispute with France was handed over spontaneously by the Federal Government to this State, everything possible has been done to incorporate it definitely with our territory, by giving it first of all a provisional administration and, later on, by applying all our laws and introducing such improvements as appeared necessary to promote immigration and settlement.

My illustrious predecessor, by Decree 938 of 21st January, 1901, duly sanctioned by the Federal Government, declared all the Territory comprised between the left bank of the River Araguay and the right bank of the Oyapoek, to be incorporated into the territory of this State.

By Decree No. 939 of same date the Government of Dr. Paes de Carvalho gave it the name of Aricary, and divided it into 2 circumscriptions, one called Cassiporé and the other Amapá, and created two police districts, subject to the Chief of Police and the jurisdiction of the Courts of the Capital.

By decree of same date, 2 delegates were appointed, to whom were transmitted special instructions of the Government, which will be found in the *Diario Official* of 23rd January 1903.

All of these acts were duly communicated to the Minister of the Exterior.

Law No. 748 of 25th February of same year, authorized the Government to extend the organization incorporated in Decree No. 939.



In execution of this authorization, I issued Decree No. 1021, of 25th May 1901, by which, whilst incorporating the Districts within the circumscription of the Capital, two new judicial districts were created, as well as a Revenue Office at Calçoene; and a Collector's Office at Amapá, two local administrative commissions being established in place of the municipal, and regulations issued with regard to the administration of lands.

Law No. 798 of 22nd October 1901, created two Municipal Districts in the territory of Aricary, one called Amapá and the other Montenegro, and directed elections of Municipal councillors to be proceeded with. Law 799 of same date created the districts of Aricary, and established conditions to rule until a jury were appointed.

After four years of uninterrupted possession and administration, I have been surprised by the terms of the message of His Excellency the President of the Republic, by which he invited the National Congress to regulate the juridic situation of the lately contested territory.

Apart from the consideration that the State of Pará has expended considerable sums of money in the district of Aricary, it does not seem to me that the situation of the ex-contested district can be compared with that of the States of Amazonas and Paraná with regard to the Acre and 'Missões' territories. The Acre was acquired by treaty, in consideration of monetary and territorial compensations. The Cunha Gomez line of demarcation having been regulated by the federal government, the so-called Acre Territory no longer forms any part of the national territory. The Aricary, on the contrary, was always considered by us as our own, and the Berne arbitrator, when he decided that it was Brazilian, *ipso facto* decided it to belong to Pará as well. The 'Missões' territories, from this point of view, are in the same conditions as Aricary, but different in so far as Aricary was absolutely handed over to Pará by the Federal Government and that over it Pará has exercised possession and administration for four years, the 'Missões' have not yet been handed over to the State of Paraná, nor has there been any declaration on the part of the Government in this respect.

Under these conditions, our representatives in the Federal Congress immediately protested with due respect against the prevalent theory and declared it inapplicable to the case of Aricary.

In the re-vindication of our rights to the region between Araguaya and Oyapock, we are not influenced by purely local interests, as in spite of its rumoured mineral wealth Aricary is settled by an extremely indigent population, and, so far, has only been a source of expenditure of money and men, whilst yielding scarcely any revenue to this State.

I am certain that this territory will, later on, repay present sacrifice, but the Federal Government is deceived if it imagines that in the Aricary it will gain possession of an extraordinary lucrative territory like the Acre.

Secure in our own rights, we should continue to employ our most active efforts in opening out and settling the enormous tract of land that the Berne decision incorporates with this State.

In my last year's message, *apropos* of certain reports which came to my knowledge, I expressed myself as follows:

"In the beginning of April it came to the knowledge of the State Government that a Parisian journal had announced that an insurrection was being prepared with the object of declaring the independence of the territory; at the same time I heard that a certain Brezet was figuring as the President of the ridiculous republic of Coumany, and had distributed a proclamation to that effect.

Although scarcely able to credit such reports, the origin of which it is easy to understand, I despatched a prefect with a piquet of 33 privates, and an officer, to make enquiries.

On arriving at Amapá and Coumany, although certain vestiges of Brezet were discovered, nothing of a serious nature to indicate any adhesion to the movement on the part of the people of Aricary was evident, nor did later events tend to confirm the reports of the Parisian journal. I can, therefore, assure you that perfect order and tranquillity reign at Amapá, where from I have received the most unmistakable demonstrations of appreciation for the efforts of this Government in their interest."

This year, fresh news has reached me to the effect that a filibustering expedition was being prepared under Brezet to take possession by a *coup de main* of the territory, and that the *soi-disant* President of the Republic was reported to have defeated the troops from Pará and captured their arms, &c.

These adventurers opened an office in Paris and advertised for workmen, and did all they could to take in the unwary.

Fortunately, owing to the intervention of our legation at Paris, this speculation has failed and the eyes of the public have been opened as to the true nature of this imaginary republic.

In all these matters, his Excellency Dr. Pires de Carvalho has done the greatest service to the State, as, with full knowledge of the affairs of Aricary and particularly of Brezet, he was able to give such information as resulted in the exposure of the adventurers.

On my side I also followed the matter with attention and did all I could to afford useful information to the Federal Government and to resist any attempt at filibustering.

Fortunately, however, the whole matter has now fallen into ridicule.

*Apropos* of Aricary, I should inform you that no effort has been spared to promote the development of this region. The works that were commenced are continued with regularity. To promote the settlement of the territory, I have given free passages to all who wish to settle there. With the object of introducing new elements, I took advantage of the exodus of refugees from the drought in other States, and to send a land

surveyor to survey 90 lots of land, 30 at Amapá, 30 at Coumany, and 30 at Oyapock, and trust that by the end of the year, 90 families, or in all one thousand persons, will be definitely settled there.

Should this experiment prove successful, it should be repeated, until several thousand national settlers are located on the rich lands of Aricary.

### Lotteries

Utilizing the authorization that you conferred under law No. 868, of 22nd October, I last year came to an agreement with the National Lottery Company. By this agreement, the Government prohibited the extraction or sale of lotteries in this State except such as were run by this Company. In exchange, the State receives the sum of £9:500\$000 and an additional 40 *contos*, to be distributed equally between the Lauro Sodré and the Gentil Bittencourt Institutes and the Misericórdia Hospital.

In addition to these sums the State will receive 60 *contos* in money in three equal instalments.

Government can, therefore, dispose of the sum of 99:500\$, that, by virtue of the Paragraph of Article 1 of Law 868 it is authorized to distribute amongst the charitable institutions aided by the State or the municipality of Belém.

Considering the extraordinary services that the Misericórdia Hospital has lent, and wishing to do all in our power to free that Institution from debt, I resolved to put this amount at its disposal on two conditions. First that it should be used for the settlement of debts anterior to 1902, and secondly for the payment of debts on which creditors were willing to make reasonable abatement.

In this manner I believe that I have complied with your intention, and, as it is not possible to suppress lotteries altogether, at least this scandalous sale of lotteries without value or guarantee has been stopped, and, on the other hand, without converting lotteries into a source of revenue,—they have been made to contribute something in aid of the unfortunate and infirm.

### Revenue Offices at Araguaya

As you are aware, the development of the caoutchouc industry, on the Tocantins and Araguaya Rivers, has taken considerable development since the existence of caoutchouc was discovered there a few years ago.

From the neighbouring States of Maranhão, Piauí and Goyaz rubber gatherers have flocked to this district attracted by the large profits to be realized in this industry. Not content, however, with this, a good many merchants have likewise come from the States of Maranhão and Piauí, with the object of buying up the rubber and shipping it through their own States.

This would be of little importance if they did not thus avoid paying export duties to the State, being thus able to pay higher prices for the caoutchouc than the merchants of this market who are obliged to pay duties. This system not merely entails a loss for the Treasury of the State of Pará, but inflicts an injury to the commerce of this city, although it is true that transport through the backwoods of Maranhão and Piauí must be much more costly than by river. Such a state of things could not continue, especially as it has been verified that caoutchouc is only found within the territory of Pará. I, therefore, resolved to create on the river Araguaya a revenue office with a director and clerk, whose business it will be to enforce payment of duties on rubber. These officials have been appointed and are accompanied by a piquet of police.

During the last season, about 80,000 kilos of caoutchouc were thus passed out of the State without paying duties. I feel certain that the measures taken will have the desired result, and that the Railway from Alcobaga to Praia da Rainha will definitely resolve the transport problem for this new region.

### Municipal Limits

I have to call the attention of Congress to the perpetual disputes about municipal limits. There is scarcely a single municipal district that has not some such dispute with one at least of its neighbours, whilst some have them with every one.

The difficulties that such questions create for the executive are easily comprehended, seeing that it has no power to alter limits or modify the municipal district, and can not even decide between them, seeing that each of the contending parties bases his claims on perfectly legal documents. It is not only thus that the difficulties arise, but also as regards police districts which often overlap each other and give rise to further disputes. More even than the Government, the people themselves are sufferers from such controversies, that often become dangerously bitter in spite of the intervention of the Government.

The inhabitants of such districts are the victims of uncertainty as to whom the taxes—which are often levied by both sides,—should be paid, as well as with regards to the jurisdiction of the police.

You would, therefore, do a great service by fixing the precise limits between the different municipal districts. In a previous session the two Houses of Congress appointed a mixed commission, to draw up a bill in this sense. So useful an idea should be carried out at once. For my part I have always done my best to maintain the *status-quo* until a legislative act could be obtained to put an end to this unsatisfactory state of things.

### Public Health and Assistance

The Health-Service is one that has my most serious consideration, and has been given the largest development during my administration.

One of my first cares, on assuming the reins of government, was to remove the Health Offices, from the hired premises in the Praça Saldanha Marinho to more ample and commodious quarters in the Palace of the government, where 13 apartments, consisting of a waiting room and office, pharmacy, chemical laboratory, library, engine-room, store-room, refrigerating-chamber and 'X-Rays' laboratory with spectroscope installation and others have been put at its disposal.

The following new buildings were constructed in the yard: a drug and a bottle-store, urinals, and the disinfecting section, composed of two waiting-rooms, two bath-rooms, and two *formol* chambers.

Well-constructed and airy stables, containing carts, carriages hand-cars, together with one disinfecting cart and horses are found in the second yard.

Amongst the services which I have instituted was that of public assistance, distributed at two dispensaries, (one at the headquarters, and the other at the consumption hospital) and from house-to-house.

You will see what the movement has been from the tables which follow. During my Government a regular stable service has been organised which has proved most economical and invaluable during the late epidemic of bubonic plague.

The works which I ordered to be commenced at the insane asylum, are now complete, only one of which has to be reconstructed. I have ordered the new stove for this Institution.

In the other part of this message you will find details as regards this work.

The Asylum is, however, far from being complete, it being necessary to construct two more pavilions, one for the resident doctor, and the other for the paying patients, as is usual in all such institutions in which free treatment is given only to paupers.

The works in the consumptives' hospital, as you will see in another chapter, are very well advanced. There still remain two lateral pavilions to be constructed for open-air-cure, and an upper-storey of the Central Edifice for the resident sisters, the actual building now occupied by them could be utilised for a women's ward.

For the Dairy, which is completed, I have ordered five Tourinho cows from Lisbon, which, with two asses from Ceará, furnish milk for that Institution. This establishment has already done invaluable service, which would, however, be still greater if the sufferers could be induced to enter the sanatorium at a less advanced stage of this terrible disease. Most of them, as it is, enter the Hospital in a dying state.

I am of the opinion that two more hospitals should be built as soon as possible. One of these should be dedicated to the Military Service that can no longer continue as it is, in spite of the correct manner in which the Misericórdia hospital has carried out its contract with the State, seeing that many cases of 'Berl-Berl' have occurred, owing to the Hospital being an old edifice.

The other Hospital should be for the isolation of all contagious diseases, excepting smallpox. When the bubonic plague put in its appearance we were fortunately able to utilize the São Sebastião Hospital for isolation, seeing that at the time there were no smallpox patients. Unfortunately, this co-incidence was entirely fortuitous, and might not be repeated, so that the lack of a hospital specially intended for this purpose might create the greatest difficulties for the Sanitary Service of the State.

You will determine whether these demands of Public Health should be attended to.

The enormous increase of work entailed by this branch of 'Public Assistance', makes it necessary to regulate and redistribute the numerous appointments of this important branch of the administration.

The State pharmacy continues to do good service, and although during the period in which the bubonic plague was epidemic house to house assistance was suspended, the movement was very great.

During the year, from first of July 1903, up to the 30th June of the current year, the pharmacy furnished 39 ambulances to different localities in the Interior.

All of these services are creations of my Government and have been of great benefit to the poorer classes.

The two following tables shew the movement of the 'Assistance' distributed from the hospitals and from house to house. You will also find the statistics for yellow fever in this capital from the period of the first of July 1903 to the 30th of June of the current year.

Following this will be found three other tables, showing the movement of the smallpox Hospital of São Sebastião, the Domingos Freire Hospital and the Insane Asylum.

#### Statement of the prescriptions issued for State establishments

2ND HALF 1903 AND 1ST HALF 1904

| ESTABLISHMENTS                    | PRESCRIPTIONS | FORMULARIES  |
|-----------------------------------|---------------|--------------|
| Military Regiment.....            | 2.402         | 4.479        |
| São José prison.....              | 133           | 831          |
| Gentil Bittencourt Institute..... | 137           | 755          |
| Lauro Sodré .....                 | 19            | 156          |
|                                   | <b>2.691</b>  | <b>6.221</b> |

#### Movement of prescriptions furnished by the State Pharmacy

2ND HALF 1903 AND 1ST HALF 1904

(at the dispensary and at domicile)

| MONTHS         | 2ND HALF 1903     |              |               |              |
|----------------|-------------------|--------------|---------------|--------------|
|                | AT THE DISPENSARY |              | AT DOMICILE   |              |
|                | Prescriptions     | Formularies  | Prescriptions | Formularies  |
| July.....      | 1.008             | 1.640        | 209           | 352          |
| August.....    | 1.077             | 1.583        | 191           | 361          |
| September..... | 875               | 1.322        | 292           | 539          |
| October.....   | 905               | 1.405        | 161           | 326          |
| November.....  | 328               | 536          | 86            | 137          |
| December.....  | 224               | 406          | 7             | 14           |
|                | <b>4.417</b>      | <b>6.892</b> | <b>946</b>    | <b>1.729</b> |

| MONTHS        | 1ST HALF 1904     |              |               |             |
|---------------|-------------------|--------------|---------------|-------------|
|               | AT THE DISPENSARY |              | AT DOMICILE   |             |
|               | Prescriptions     | Formularies  | Prescriptions | Formularies |
| January.....  | 185               | 298          | —             | —           |
| February..... | 194               | 312          | —             | —           |
| March.....    | 193               | 307          | —             | —           |
| April.....    | 307               | 378          | —             | —           |
| May.....      | 683               | 1.001        | —             | —           |
| June.....     | 936               | 1.288        | 379           | 819         |
|               | <b>2.498</b>      | <b>4.184</b> | <b>379</b>    | <b>819</b>  |

#### Movement of the S. Sebastião Hospital (for smallpox)

JUNE 1903 TO JULY 1904

|                           |    |  |    |
|---------------------------|----|--|----|
| <i>Entered :—</i>         |    |  |    |
| Natives.....              | 21 |  |    |
| Foreigners.....           | 2  |  | 23 |
| <i>Left cured :—</i>      |    |  |    |
| Natives.....              | 17 |  |    |
| Foreigners.....           | 1  |  |    |
| <i>Convalescent :—</i>    |    |  |    |
| Natives.....              | 3  |  |    |
| <i>Under treatment :—</i> |    |  |    |
| Natives.....              | 1  |  |    |
| Foreigners.....           | 1  |  | 23 |

Of the natives one belongs to the State of Pará and 20 to Rio Grande do Norte.

#### Movement of the Asylum

JULY 1903 TO JUNE 1904

|                                 |     |  |     |
|---------------------------------|-----|--|-----|
| Existing on 30 June 1903.....   | 81  |  |     |
| <i>Entered :—</i>               |     |  |     |
| Natives.....                    | 142 |  |     |
| Foreigners.....                 | 22  |  | 245 |
| <i>Left cured :—</i>            |     |  |     |
| Natives.....                    | 62  |  |     |
| Foreigners.....                 | 6   |  |     |
| <i>Left in better health :—</i> |     |  |     |
| Natives.....                    | 51  |  |     |
| Foreigners.....                 | 5   |  |     |
| <i>Deaths :—</i>                |     |  |     |
| Natives.....                    | 45  |  |     |
| Foreigners.....                 | 7   |  |     |
| Existing on 30 June 1904.....   | 69  |  | 245 |

#### Movement of the Domingos Freire Hospital (for tuberculosis)

JULY 1903 TO JUNE 1904

|                                     |     |    |     |
|-------------------------------------|-----|----|-----|
| <i>Entered :—</i>                   |     |    |     |
| Natives.....                        | 140 |    |     |
| Foreigners.....                     | 32  |    | 172 |
| <i>Of which the natives were :—</i> |     |    |     |
| From the State of Pará.....         | 43  |    |     |
| » » » » Amazonas.....               | 4   |    |     |
| » » » » Maranhão.....               | 11  |    |     |
| » » » » Piauí.....                  | 12  |    |     |
| » » » » Ceará.....                  | 42  |    |     |
| » » » » Rio Grande do Norte.....    | 8   |    |     |
| » » » » Parahyba.....               | 3   |    |     |
| » » » » Pernambuco.....             | 5   |    |     |
| » » » » Sergipe.....                | 1   |    |     |
| » » » » Alagoas.....                | 3   |    |     |
| » » » » Bahia.....                  | 4   |    |     |
| » » » » Rio de Janeiro.....         | 2   |    |     |
| » » » » S. Paulo.....               | 1   |    |     |
| » » » » Matto Grosso.....           | 1   |    | 140 |
| Foreigners.....                     |     | 32 | 172 |

|                         |    |     |     |
|-------------------------|----|-----|-----|
| Natives—males.....      | 83 |     |     |
| » —females.....         | 57 | 140 |     |
| Foreigners—males.....   | 25 |     |     |
| » —females.....         | 7  | 32  | 172 |
| <b>Left:—</b>           |    |     |     |
| Cured.....              | 4  |     |     |
| In improved health..... | 66 |     |     |
| Deaths.....             | 95 |     |     |
| Under treatment.....    | 7  |     | 172 |

**Deaths from Yellow-Fever**

1 JULY 1903 TO 30 JUNE 1904

|                 |                 |     |     |
|-----------------|-----------------|-----|-----|
| Sexes.....      | { Males.....    | 101 |     |
|                 | { Females.....  | 15  | 116 |
| Nationalities.. | Brazilians..... | 3   |     |
|                 | Portuguese..... | 71  |     |
|                 | Spaniards.....  | 19  |     |
|                 | English.....    | 6   |     |
|                 | Italians.....   | 5   |     |
|                 | Turks.....      | 3   |     |
|                 | French.....     | 3   |     |
|                 | Swiss.....      | 3   |     |
|                 | Austrians.....  | 2   |     |
|                 | Moroceans.....  | 1   | 116 |

**The Hygiene Laboratory**

The invaluable services of this laboratory during the campaign against the Bubonic Plague, have convinced me of the necessity of giving it further development and of providing it with all the apparatus necessary for the proper execution of the complex services appertaining to all institutions of this order.

To-day I may say that the installation is complete. The laboratory occupies 6 apartments in the Government Palace, especially set apart for this object, and with all the necessary commodities, and is such that it can bear favorable comparison with the best of the kind in Brazil. Amongst the other acquisitions is a complete X Rays apparatus, with another for photography and projection, and a large stove for sterilization.

**Apparatus existing in the laboratory of the Sanitary Department**

- 2 Autoclaves for sterilisation.
- 4 Balances for chemical analyses.
- 1 Roux apparatus for bacteriological cultures.
- 4 Low temperature furnaces.
- 2 High dit'os.
- 2 Wiesneg Furnaces.
- 2 Fire clay Furnaces.
- 4 Water pumps (aspiradores.)
- 4 Pumps.
- 2 Mercurial Barometres.
- 2 Registering Barometres—Richard.
- 1 Filtre for toxics.
- 2 Microscopes—Reichert.
- 2 Colorimetres—Dubosch.
- 2 Saccharometers—Laurent.
- 1 Gay-Lussac pump.
- 1 Dissecting table.
- 2 Platinum capsules 200 C. C. capacity.
- 2 " " 100 " " "
- 2 Platinum crucibles for analyses.
- 2 Hygrometres—Alluard.
- Surgical irons for autopsy and bacteriological experiments.

**Apparatus purchased during my amistration**

- 2 Ventilators with hot air motor.
- 1 Apparatus for vacuum evaporations.
- 1 Steam Boiler.
- 1 Hot air motor 1/10 H. P.
- 1 Bianchi—Vacuum machine.
- 2 Glass gas holders—25 litres capacity.
- 1 Centrifugal apparatus.
- 1 500 kilog. press.
- 1 Large autoclave for sterilisation by steam.
- 1 Copper furnace for high temperatures.
- 3 Continuous evaporation apparatus.
- 1 Perrot's Fire clay furnace.
- 1 Gas heater with 6 burners for elementary analyses.
- 1 " " 12 " " "
- 1 " " " " " " "
- 1 Apparatus for determination of refraction.
- 1 Platinum capsule of 500c.c. capacity.
- 1 Silver " " " " "
- 6 Small platinum pointed tongs.
- 1 Large " " " " "
- 2 Platinum spatule for elementary analyses.
- 1 " " " " " " "
- 1 " " " " " " "
- 1 Agat mortar.
- 1 Dynamo for 150 incandescent lights.
- 1 Mohr Balance.
- 1 Pair scales for rough weighing.
- 1 Glass and Nickel case for surgical instruments.
- 1 Microscope—Watson—large size.
- 1 " —Zeiss— " " "
- 1 " —Leitz— " " "
- 1 Serum filtre—Martin.
- 1 Double prism Spectroscope.
- 1 Heliosat for the Watson microscope.
- 12 Plucker tubes for the spectroscope.
- 1 Disinfecting lavatory for 4 fluids.
- 1 Apparatus for projections and microphotography—Zeiss complete.
- 1 X Rays apparatus complete.
- 2 Electric botteries—Trovat—with 6 elements.
- 3 Fluorescent tubes for radioscope.
- 1 Radiographic bed.
- 1 Steam Filtre.
- 1 Voltaic arc lamp for the Zeiss apparatus.

- 1 Rheostat for voltaic arc lamp.
- 1 Cabinet holding 500 microscopic preparations.
- 1 Copper gas holder, with capacity for 100 litres of oxygen.
- 1 Ice chest for preservation of serum and vaccina and for production of ice by means of methylated chloride, and a 3 H. P. motor.
- Plasks, glass spheres and sundry utensils for bacteriological and chemical analyses.
- 2 Microscope stands with glass plate.
- 1 Table with crystal plate for bacteriology.
- 1 " " 5 metres long covered with glazed tiles for chemical experiments.
- 300 Volumes on medicine, chemistry and natural history (anatomy or physiology) for the library.
- 1 Portable case containing antidotes in bacteriological analyses.

**Analyses made during**

2ND HALF 1903 AND 1ST HALF 1904

|                               | 2ND HALF 1903 | 1ST HALF 1904 |
|-------------------------------|---------------|---------------|
| Bacteriological analyses..... | 194           | 427           |
| Analyses of urine etc.....    | 131           | 102           |
| " " water.....                | 3             | 4             |
| Sundry analyses.....          | 48            | 19            |
| <b>Total.....</b>             | <b>376</b>    | <b>552</b>    |

**Bubonic Plague**

On the 7th November last, the Director of the Sanitary Service advised me that a child had died in the *rua* Santo Amaro, at the corner of *travessa* S. Mathias of what appeared to be bubonic plague. On advice of the assistant medical officer, liquid was withdrawn from the corpse from the region of the bubo, and was examined at the Hygienic Laboratory.

The case was suspicious, and, as examination was somewhat delayed, as often occurs in the early cases of plague, I ordered most thorough disinfection to be immediately proceeded with, and all the necessary prophylactic measures to be taken.

The examination was confirmed by both microscope and bacteriological analyses and cultivation. On the 10th of the same month a dead rat was found in the house facing, which, on being subjected to examination showed unmistakable indications of plague. There was no doubt, therefore, that we had to count with the bubonic plague amongst us, probably imported from Maranhão, where it had made its appearance a month earlier, whence it was probably brought on the same steamer that carried the contagion there. The situation was all the more serious because the rats seemed to be unquestionably attacked with the disease, as was shown, not merely in the case of the first rat examined, but of others found in the building facing the house where the first patient died.

Later on rats inoculated at the laboratory also died of the disease.

Sanitary measures were taken immediately; the whole block where the disease first appeared was subjected to a most thorough disinfection, and, so thoroughly was it done, that no more cases occurred in that block, either amongst the dwellers or the rats.

On the 21st of the same month the existence of the bubonic plague was officially declared by the Director of the Sanitary Service.

It may be noted that in this respect, I followed a course opposed to that of other Brazilian cities, which generally endeavour to dissemble the existence of the disease.

To me, however, it seems a duty, not only towards other parts with whom we have commercial relations, but likewise toward the rest of this State, to tell the plain truth in all matters relating to public health.

On such occasions, before all else, trust in the Government is essential. I did my best to inspire confidence in the people and the results fully corresponded to my expectations.

As soon as the first case was verified, I ordered the São Sebastião Hospital to be prepared for the isolation of patients.

On the 29th of November, when the danger seemed to have passed, a second case appeared in Jurunas street, almost at the corner of Mundurucus Street. This again was that of a child, who was removed to the isolation hospital, where she died.

In all 40 cases of plague were recorded, 2 in November, 2 in December, 11 in June, 14 in February, 10 in March and 1 in April.

Of these, 30 took the bubonic and 10 the pneumonic character. Of the 40, seven were found dead, or died before treatment; of the remaining 33, 19 were discharged cured, and 14 died, altogether 19 got over it, and there were 21 deaths in all from this cause.

Amongst the 40 cases are included those of two sisters of mercy, who contracted the disease in the hospital. Of the rats examined in the laboratory 113 out of 446 were found to be diseased.

To fully appreciate the manner in which the Yersin microbe propagated, in spite of the comparatively few human cases, it is enough to say that there was scarcely a single street in the commercial section in which cases did not occur, either in men or rats. Traces of the microbe were found in the *ruas* Dr. Malcher, Dr. Assis, São Jeronymo, Independencia near the refuse furnaces, and in the *travessa* S. Matheus close to the tramway station, and in the streets along the river front, as well as in almost every house of Independencia Square.

By this you will see that the infection was not sporadic, but really epidemic, and was only overcome by means of energetic efforts on the part of the Sanitary Authorities.

Buildings to the number of 4,640 were disinfected, spread over the greater part of the area of the whole city, in many cases more than once.

18,671 persons were vaccinated with the "Lustig" vaccine, prepared by the Soro-Therapeutic Institute of Manguinhos.

All disinfections and vaccinations were gratuitous.

During the epidemic, the State Government took over the quarantine Station at Tatuoca, where all steamers from infected ports proceeding to the interior or to Amazonas were disinfected.

Fortunately, owing to the measures promptly taken, the epidemic did not spread to the Interior. Only in 2 cases was it necessary to verify advices of suspected cases, one being that of the first officer of the steamer "Baturité", who was left sick and died shortly afterwards at the *barracão Palácio de Cristal*, and the other a passenger on the Steamer "Lidador", who showed suspicious symptoms at the Port of Gurupa, which, on return to this city, proved to be unfounded.

As to the former case, nothing could be determined for certain, but there seems to be every reason to believe that it was a true case of bubonic plague, which, however, did not spread at the place where he died. This is easily explainable: the bubonic plague is not easily contagious from man to man, and, in this case, contagion was still more difficult, as the patient lived only for a few hours. The bubonic plague only takes an epidemic character and becomes really dangerous when it attacks animals, especially rats.

For this reason, science counsels the greatest attention to this phenomenon, upon which, in point of fact, the whole of the prophylactic treatment is founded. In the case of the *barracão Palácio de Cristal*, the Health authorities, convinced that the contagion had been acquired in this city, merely proceeded to a thorough disinfection of the aforesaid *barracão* and of the steamer *Baturité*, which was likewise put under observation. Further experience proved their opinion to be correct. Pretentious ignorance, however, thought this an excellent occasion to censure the government for its methods in this matter.

On 2nd April, the last case of plague occurred, and on the 30th of that month it was finally declared to be extinct. It is my duty once more to express my gratitude to the municipal authorities of this city for the aid that in this emergency they lent to the State by putting at our disposal 3 of their medical officers for this service.

I must, likewise, commend to the legislative Congress all the medical staff of the Sanitary Corps, all of whom have thoroughly complied with their duty in the most uninterested and praiseworthy manner, and manifested the greatest zeal in the performance of their duties.

You will easily understand that Government could have effected but little, in spite of all their exertions in this case, if it had not been for the loyal co-operation of the medical body that, not unselfishly risked their lives in the struggle that has terminated so triumphantly. Dr. G. Martins, Director of the Hygienic Laboratory, is likewise worthy of commendation for the competent and zealous manner in which he seconded the efforts of the Government, and I must also pay my tribute of admiration to the incomparable heroism of the humble sisters of *Santa Anna*, who, in the isolation hospital, showed the utmost devotion. In the struggle with this terrible disease two of the sisters were attacked by the morbus, and one died, in spite of all efforts to save her.

The attitude of the people of Belém is also worthy of particular mention. They assisted the Sanitary Authorities in every possible way, submitting without reluctance to often vexatious prophylactic measures, including vaccination, and the destruction of the rats found in their habitations. I believe this to be the only case amongst the Brazilian cities attacked by the plague in which the agreement of views between the authorities and the public has been so thorough.

Evidently, defence against the introduction of the disease by sea is, in this city, entirely insufficient. The Federal Government has done nothing whatever to provide the elements of rational defence against the invasion of epidemics that constantly threaten us.

The few material elements that exist at the quarantine station of Tatuoca were furnished by the State, and, when it is necessary to make active use of the station it is always the State that has to do everything, whilst the Federal Government remains inert and silent. The result is easy to comprehend. An effectual sanitary service cannot be improvised from one day to another, and without the necessary appropriation the best will in the world will be impotent, and whatever is done will be incomplete and costly.

That is precisely what has occurred at Tatuoca. The service improvised there by the State not only gave rise to complaints but was extremely costly. Just when we expected, as a result of the great debates in last year's Congress *apropos* of hygiene, that the sum then voted would be utilized to improve if not to create a national Federal service, at any rate in the more important States, we were surprised to find that the maritime health service continued the same as ever, and that not even the most urgent requirements were satisfied.

As nothing was done in our behalf, I resolve to withdraw the subvention that, for some years, the State had allowed for Maritime Sanitary Service, and to give my attention to some better method of protection that would be more prompt and efficacious.

In February last, I ordered a Clayton apparatus for disinfection. This arrived in March and is now completely mounted. With this apparatus the disinfection of vessels can be made at the anchorage with great economy of both time and

money, not only for the Government but for the shipping. This apparatus placed in Pará cost, exclusive of mounting, Fcs. 38,000, and with it, this city can now entirely dispense with the quarantine station at Tatuoca, and organize its own service with far better hopes of success.

For combating the Bubonic Plague, I acquired the following:—

|   |        |                   |
|---|--------|-------------------|
| Vaccine from the Manguinhos Laboratory..              | 19,200 | Cubic centimetres |
| Lustig Vaccine.....                                   | 47,730 | "                 |
| Yersin serum from the Pasteur Institute at Paris..... | 21,400 | "                 |
| Serum from Manguinhos.....                            | 2,000  | "                 |

There still exists in the Sanitary Department a large stock of serum and vaccine.

Up to the month of January, the State paid 19:100\$000 to the Manguinhos Laboratory for serum and vaccine; later on, Federal Congress determined that they should be furnished to the different States free of charge.

The following table shows the consumption of disinfectants utilized for combating the plague:

#### Quantity of Disinfectants Used

DURING THE SECOND HALF OF 1903 AND 1ST HALF OF 1901

|                            | CASES | KILOS  | DOZENS | BOTTLES | FLASKS |
|----------------------------|-------|--------|--------|---------|--------|
| Chlorate of lime.....      | 1     | 3,212  |        |         |        |
| Sulphate of copper.....    |       | 30     |        |         |        |
| Phenic acid.....           |       | 16,545 |        | 600     |        |
| Sulphuric acid.....        | 3     | 2,255  |        | 416     |        |
| Creoline.....              |       | 2,610  |        |         | 106    |
| Sulphur sticks.....        |       | 10     | 2,056  |         |        |
| Sulphate of potash.....    |       | 65     |        |         |        |
| Corrosive sublimate.....   |       | 35     |        |         |        |
| Lysol.....                 |       | 80     |        |         |        |
| Sulphate of iron.....      |       | 3,000  |        |         |        |
| Peroxide of manganese..... |       | 70     |        |         |        |
| Dioxide of sulphur.....    | 150   |        |        |         |        |
| Total.....                 | 154   | 27,912 | 2,056  | 1,016   | 106    |

#### Aid to Drought Refugees

The actual government, true to the generous and altruistic traditions of their illustrious predecessor, could not be insensible to the lamentable conditions in which members of our afflicted fellow-countrymen arrived here, driven from their holdings in the other States by the horrible scourge of drought.

The Federal Government having resolved to transport the victims, from the drought scourged States to others, a large number came to Pará.

Although not consulted on the subject, it was impossible to witness the abandonment in which the larger number of these refugees landed without the means of procuring food or, housing were left, without doing what was necessary to assist them insofar as the resources of the Treasury would allow, and at the same time to stimulate, as far as possible, the exercise of private benevolence on their behalf.

To this end I ordered a large shed to be constructed, where 1,500 persons could be housed with fairly good hygienic conditions, and I ordered abundant daily rations to be furnished as well as medical aid and medicine. I also facilitated their transport to the Interior and their settlement along the Bragança Railway. I also used my influence with the popular committee for the distribution of their funds, and I can assure you therefore that, on the soil of Pará at least, our unfortunate countrymen received comfort and encouragement, and that they were able to go on their new road, refreshed both physically and morally by the measures taken on their behalf. As nearly all the immigrants wanted to take up farming lots, and it was impossible to locate them all, because, as you will see in another chapter of this message, there were none disoccupied in the older colonies, I gave orders for 110 lots, that, in compliance with law 856 of 17th October, 1903, had been marked out on the land situated along the Bragança Railway starting from 2nd Caripy to the river Maranhão, to be distributed amongst them.

The State has given aid to 6,169 persons, housed and fed them at the Home at the Praça Floriano Peixoto and 24,240 rations have been distributed. The table below will show the movement of this service. I likewise despatched a number of immigrant families to the settlement of Aricary where I expect to locate them on lots in the village of Montenegro on the Couant and Oyapock.

Happily climatic conditions have improved in the States suffering from drought and the immigration has almost ceased.

#### Movement of the refugees assisted by the State

DURING MAY, JUNE AND UP TO 25TH JULY

|                              | MAY   | JUNE   | JULY | TOTAL  |
|------------------------------|-------|--------|------|--------|
| Arrivals.....                | 2,530 | 3,573  | 66   | 6,169  |
| Departures.....              | 777   | 2,184  | 246  | 3,207  |
| Remaining in the Capital.... | 1,303 | 1,461  | 198  | 2,962  |
| Railway fares.....           | 610   | 1,915  | 128  | 2,653  |
| Rations.....                 | 8,245 | 15,191 | 804  | 24,240 |
| Prescriptions.....           | 201   | 201    | 16   | 418    |
| Removals to the Hospital.... | 29    | 71     | 8    | 108    |
| Deaths.....                  | 6     | 21     |      | 27     |

**The Military Regiment**

The Military Regiment continues to do excellent service, thanks to its efficacious co-operation which has been maintained throughout the State. The discipline that the Commandant has succeeded in instilling is perfect, and may compare extremely favourably with that of any other similar military organization in Brazil.

After four years of Government I wish to give public expression to my keen appreciation and esteem for this regiment, which I have invariably found to maintain perfect discipline in spite of the flattering advances on the part of some and of the calumny of others, who find in this element a check or obstacle to their ambition. Fortunately, only by the perverse can this regiment, the best and most reliable guarantee of order, be undervalued.

In the accompanying estimates you will find that the item "expenditure for rations" has been raised. This, in reality, does not signify an increase in the expenditure, but is explained by the fact that, the estimates being in currency, the gold equivalent has to be increased in proportion to the rise of exchange.

It was likewise found impossible to detail guards for all of the different judicial districts, in consequence of the State having undertaken to garrison this city on the departure of the 23rd battalion of Federal infantry for Amazonas. For this reason it was not possible to do away altogether with the municipal guards, of whom a few dozen still exist in some localities.

**Primary Education**

On taking Office, my Government held definite opinions with regard to Primary Education.

If, during the course of four years administration, these opinions have been somewhat modified in detail by experience, the general lines have been adhered to and their advantage been confirmed by facts.

In 1901, I addressed you as follows : —

"The fact of the possession of numerous schools does not necessarily signify that the organization is advantageous. On the contrary, it often exists merely on paper, and is, therefore, only advantageous to innumerable parasites, who, in the guise of professors, received salaries from the treasury."

This observation, in reality, touched on the real cause of the decay of primary education amongst us.

By some it was supposed that with the creation of schools a powerful incentive would be given to the dissemination of education, whereas, in point of fact, it merely gave rise to further burdens on the revenue, without any solution whatever of the true problem.

It seems to me that, besides mere organization, 3 subjects have to be considered in the problem of primary education viz :— a)—The teaching body. b)—The curriculum. c)—Inspection. To all these I have given most careful attention. By improvements introduced into the normal schools, both as regards the material, and the simplification of the plan of studies and more perfect discipline, I have kept in view the formation of a body of competent teachers for primary schools. I have done my best to make the country schools attractive to normal school teachers, who very naturally prefer to remain in the capital. To this end, the creation of school groups has powerfully contributed. It must, however, be a matter of time before the normal school can furnish sufficient teachers to satisfy all demands.

With reference to this curriculum, it is obvious that, in spite of the insufficient number of teachers and the peculiar conditions of the State as regards education, it had to undergo considerable modification.

On the advice of a commission appointed for that object, a new programme was issued which seems to have given general satisfaction. With regard to my programme I, on a late occasion, expressed myself as follows :

"You will observe that, in the first place, this curriculum obeys an idea of uniformity ; according to the old programme, whilst, in isolated schools, teaching was carried on in 2 courses, elementary and complementary ; in the different school-groups, 3 courses were adopted, according to the class of school, elementary, intermediate, and superior.

In the second place, certain subjects were more generalized, and others entirely suppressed, the teaching being thus converted from fatiguing exercises of memory, of no advantage whatever to the pupil, into short and interesting lectures.

With regard to inspection, I beg leave to transcribe what I said in my message of last year.

"On taking office, I found an apparatus for inspection theoretically perfect but, in practice, absolutely inadequate.

In general, Inspectors of education confined their exertions to recovering their salaries, and if you should look over the archives of their department you will find that most of the free passages requisitioned were with the object of bringing themselves and their families to the capital.

The suppression of inspectors has worked no harm to education, but, on the other hand, has been a source of economy to the Treasury, I must, however, confess that the right of inspection, delegated by Decree No. 1190 to local School Boards is completely useless, and my only hope of efficient inspection of schools in the Interior lies in provision No. 12 of Article 2 of said Decree that authorises the Secretary of State to commission professors for the fiscalisation and inspection of schools.

In this way, last year, several inspections were advantageously carried out.

I am of the opinion that we should revert to the former system, and create a new section of Public Education, with two

travelling Inspectorships, to be filled up by professors of the normal school, who shall travel from place to place in the Interior. I beg to call your attention to this matter". —

In view of the foregoing law 870 of 22nd October of last year, by Article 3, created 2 travelling Inspectorships, to be filled on commission exclusively by normal school teachers. One of these I filled up at at once, and later on the other, and both inspectors have done good service'.

By this Decree you will see the importance that the administration attaches to school groups, the system in fact on which all the hopes of Public Education in this State are based.

This plan was introduced by my illustrious predecessor who during his term organized 8 different school-groups, one in the Capital and 7 in the country.

Persisting in this excellent initiative, after 3 years of laborious exertion my Government can show 6 groups in the Capital, and 17 in the interior, altogether 23, an increase of 8 compared with last year.

Steps have been taken for the establishment of 6 groups more at Faro, Gurupá, Mocajuba, Santa Isabel, São Caetano and Salinas, that should be opened at the beginning of the coming year.

Law 870, letter b, Art. 1, authorized the Government to enter into negotiations with the municipalities to take over the so-called local schools.

In virtue of this authorization, I came to the following agreement with the municipality of the capital ; the State Government on its side undertakes the organization of three scholastic groups at Mosqueiro, Pinheiro and Castanhal and to maintain two schools in the town and one in the villages of the municipal circumscription. On the other hand, the Municipal Council undertakes the maintenance of all other schools.

By this agreement, where State schools exist, there will be no municipal schools, but all the latter will be subject to Government inspection.

Similar arrangements were made with the municipalities of Baião and Cameté, advantageous for both sides. You already know my opinion as regards the so-called "local schools."

I have taken advantage of the organization of school-groups to proceed methodically to the extinction of the former without, I am sure, any prejudice to the cause of education.

Now that the solution of the educational problem is definitely resolved on by the school-group system, the advantages of which are indisputable, it is necessary to undertake the construction of appropriate buildings. At the present they are located all through the interior exclusively in hired buildings, some of which are, it must be confessed, quite unsuitable for the purpose.

As a beginning, I have decided on the construction of a school-house at Castanhal, which is now almost completed and I am about to commence others at Santa Isabel, Cameta, Soure and Santarem.

In the Capital, a few "isolated" schools are still encountered, because it has been found impossible to lease buildings appropriated for all the new school-groups projected by this administration.

I think, however, that appropriate buildings should be constructed and have already acquired a site near the Independencia Road for one of them.

At Santa Isabel, the group could not be started for the absolute lack of a building, the same occurred at São Caetano, and I think that, in the case of both of these localities it will be necessary to erect an appropriate building.

In the 6 groups of the capital, the staff consists of 48 teachers or professors, and 24 assistants. Up to the 30th June last, 3132 pupils had been matriculated. In 16 isolated schools, within the urban district, 843 pupils were matriculated. In the groups of Mosqueiro, Ribeiro and Castanhal, all within the area of the municipal district of the capital, up to 30th. of July, 715 pupils were matriculated, in the 15 isolated schools in the same district, 455 pupils were matriculated.

In 12 groups, working in the inland towns, up to 30th. June, 2744 children were matriculated. The group at Baião was inaugurated on the 15th of last month, and that at Mauna will be opened within a few days.

Besides the State possesses 213 other isolated schools with 6954 matriculated pupils exclusive of 14, whose returns have not been yet received, by the department.

The sum when totalled up figures out thus :—the total of matriculated pupils in the Government schools comes to 14,843, of whom 6591 are in scholastic groups as against 15,085, the total number matriculated in 1903, 5461 of whom correspond to the groups.

Attendance was as follows :—

| Capital on 30th. June 1904:—          | Pupils        |
|---------------------------------------|---------------|
| 6 Scholastic Groups.....              | 2,422         |
| 16 Isolated Groups.....               | 569           |
|                                       | 2,982         |
| Country Schools of same district :—   |               |
| 3 School Groups.....                  | 516           |
| 16 Isolated Schools.....              | 422           |
|                                       | 938           |
| Other districts :—                    |               |
| 12 School Groups.....                 | 2,425         |
| Isolated Schools (on 31st March)..... | 5,315         |
|                                       | 7,140         |
| <b>Grand Total.....</b>               | <b>11,660</b> |

The following Statistics give the totals of matriculation in the 21 different groups belonging to the State, exclusive of Mauna, and Baião, only lately installed.



No. 1320 of 14th July, of this year. There was some delay in making use of the legislative sanction, arising from the necessity of repairing and adapting that building for school uses.

Even after that there was still a good deal of work to be done, and, for this reason, by Decree of 14th July I determined that only 50 orphans should be admitted for the first year. I then despatched circulars to the mayors, asking them to nominate orphan children within their districts in condition to comply with the regulations of the Institute. I also ordered abroad a petroleum launch for the service between the Asylum and the town of Pinheiro.

The direction of this Institution has been entrusted to Dr. Domingos Leopoldino da Fonseca e Silva and I am sure its future will be as prosperous as the generous initiative of its founders can desire.

**Prata Institution**

In addition to the request contained in my last message the Government was authorised by law 877 of 28th October of last year to undertake the expenditure necessary for the two schools known as the *Instituição da Infancia Desvalida and Santo Antonio da Prata*.

The Institute will be under a single direction and will be composed of 2 colleges, one for each sex.

The Institute for males I found to be located in mere sheds, and I have just commenced the erection of a fine edifice for the female section. This will be soon concluded and trust that it will be open in a few days, when the building for the male section ought to be commenced. As authorised by Article 3 of aforesaid law, I arranged with the Lombardian Capuchines for the administration and maintenance of the two schools.

The services of these worthy and modest fathers are invaluable and on them depends the future of these two institutions.

In the interests of the future of education, I would suggest the foundation of other establishments in different parts of the State, similar to that of the Prata.

The State already made an experiment with day-schools of this class, that, however, did not give good results, I hope, therefore, with the assistance of these fathers, to be able to start residential schools of the same kind in districts where education is most defective. Such schools should be on a more modest plan than at Prata, and at first be simply for boys only, later on, if the experiment prove successful, schools for girls might be added. With this object, I have already taken steps for founding a school at Amapá which will be capable of holding 30 boys, and to which the regimen of law 877 for the Prata School will be applied.

If this experiment prove successful, it ought to be extended to other districts, such as Capim and Itaituba. Should you approve of the proposals of the administration in this respect, I beg that you will authorize the Government, by a special law to create and to maintain similar institutes specially at Amapá, the importance of which, both from a national and a provincial standpoint, cannot be exaggerated.

As I announced in my last message, the steam launch that I ordered for the service of the Prata Institute in the Upper Maranhão and between the Livramento Station and the terminus of the Bragança Railroad, has been already handed over to the fathers.

**The Gentil Bittencourt Institute**

As I said in my last message I determined to make use of the Legislative authorisation to complete the Gentil Bittencourt Institute, the works for which have been contracted for 506,260\$ paper. Under this contract, works to the value of 290,000\$ have been realised, of which 143,000\$ are paid as stipulated in the contract. The contractor undertook to deliver the building in 14 months i. e. by 15th September next, but I fear they will not be ready before the end of the year. There being yet some supplementary works to be completed, such as the iron railing which was ordered from Europe, the wall and the wash house, the Institute can only move in by March. It will then be a good opportunity to modify the organisation as authorised by law 834 of 24 October 1902.

On the occasion of the school review on 7th September you had an opportunity of appreciating the value of the Gentil Bittencourt Institute, that does honour to the management of this important establishment of education.

**Lauro Sodré Institute**

The Lauro Sodré Institute has realised the most sanguine expectations that the devotion and energy of its director inspired. As an industrial school, it is a model of its kind and fully satisfies the object of its foundation.

Besides providing all the schools with furniture, this year in particularly large quantities, it has supplied all the boots requisite for the military brigade, the uniforms and a great deal of the other material not imported from Europe. The materials for the Orphan Asylum and the Prata Institute are likewise being made there. The only work remaining to be done is the new railing round the building, which will be finished in a few days. Last year, I asked you to increase the number of pupils from 250 to 280 and as our finances are improving, I think you should raise the number matriculated when I took office.

Applications for admission grow day by day, but this year I could not admit more than 100.

**The School of Pharmacy**

The dispositions of Law 1874 of 23rd. October, 1903, authorizing the Government to create the School of Pharmacy, have

been wholly completed, the respective Decree being dated 1st. February of current year.

The School is installed in a commodious saloon of the Directory of the Sanitary Service, and disposes of another large department for the Physical and Medical laboratory. In addition to this, an excellent pharmaceutical laboratory has been provided, in which all the necessary elements for the Pharmacy classes are to be found.

Immediately following upon the April installation, I took steps through the agency of our representative to Congress, to put this school on the same footing with other similar National institutions.

A recommendation to this effect from the worthy Minister of the Interior was complied with by Decree No. 1322 of 21st. July, of current year.

Dr. Almeida Pernambuco was appointed by the Government as fiscal of the School of Pharmacy, and having already handed in his report, nothing remains for it but to be officially recognized.

At a small expense, I think that a small, elegant edifice might be erected on a vacant plot behind the Government Palace for the new School of Pharmacy, which, without doubt fills a long felt want, and will be of important service to public health. 39 pupils have already matriculated, of whom 26 are admitted provisionally, not having yet completed their preparatory studies.

**Faculty of Law**

It is a matter of sincere satisfaction after having aided in the foundation of the free School of Jurisprudence to find that it has fully answered to the expectations of its founders.

Its popularity with the youth of this State, eager to undertake higher studies, clearly shows that the School of Law has satisfied a legitimate aspiration, and filled a long felt want. The devotion of the professors of the Administrative Council and above all, of the learned lawyer to whom the administration was fortunately entrusted, the *Disenbargador* Sr. Augusto de Borborema, has placed this Establishment upon a secure footing, and it is with the greatest pleasure that I can foretell a most brilliant and useful future for the Faculty of Law.

At the commencement of the present term, I resolved to make use of the appropriation voted by Congress for the Faculty, one part being utilized for the payment of the administrative staff, the secretary, porter, beadles, servants, another part for small current expenses, and the rest for distribution equally amongst the professors, at the rate of 10\$000 per lecture.

As you will understand, this rate of remuneration is entirely insufficient. I further determined to solicit an increase of this appropriation of a nature that will allow the payment of double that amount, equivalent to 320\$000 paper per month, to each professor. It is also necessary to take into consideration the extension of the Library and the publication of a Review, as also the foundation of a class of medical Jurisprudence, to commence from next year.

In this way I have amply justified the proposal of the increase of 24 *contos*, (gold), in the estimate to meet the expenditure of this useful Institute. Moreover, the building in which the Faculty is located, requires some alterations, in order that the different classes may be properly accommodated: this I think ought to be provided for from the appropriation for Public Works, seeing that the building is a property of the State.

The following is the movement of students at the Faculty of Law during the 3 years of its existence.

|                                     |    |    |
|-------------------------------------|----|----|
| Year 1902 :—                        |    |    |
| Matriculated in the first year..... | 15 |    |
| "    Second    "    .....           | 2  |    |
| Admitted provisionally.....         | 9  | 26 |
| Year 1903 :—                        |    |    |
| Matriculated in first year.....     | 13 |    |
| "    second    "    .....           | 12 |    |
| "    third    "    .....            | 1  |    |
| Admitted provisionally.....         | 7  | 33 |
| Year 1904 :                         |    |    |
| Matriculated in first year.....     | 28 |    |
| "    second    "    .....           | 17 |    |
| "    third    "    .....            | 10 |    |
| Admitted provisionally.....         | 8  | 63 |

**Law 14th October, 1902**

The law of 14th. October, 1902 continues to produce excellent results as you will see by the following table:—

The wise and equitable prescriptions of that law were completed by the later law No. 866, of 17th. October 1903

In conformity with article 1st of latter Law, I ordered 139 lots of land to be marked out in the former settlement of Maranhão, to day known as Anhangá, which, by the above mentioned Law, were directed to be distributed amongst the colonists settled there, victims of the former concessionaire, who owe to the energetic action of Government the safe-guarding of their rights under said concession.

This concessionaire, has just lost the action that he brought against the Government to recover possession, and to frustrate the equitable dispositions of Decree N. 1231 of 27th June 1903.

Appropos of the titles granted to the colonists of Anhangá, I introduced an innovation of great practical value. On the back of the document I ordered a plan to be printed showing clearly the position of each separate lot. The same method will be applied to the titles to be extended for lots in the settlement of Jambussá and Caripy.

In accordance with No. 3 of Article 1 of Law 866, I ordered 110 lots to be marked out between the Segundo Caripy and the Maracanã, on the route of the Bragança Railway, and have put a competent person in charge of their distribution.

The different titles for these lots will only be extended when the requirements of paragraphs 1 and 2 of said number 3 of above law shall have been satisfied.

I likewise resolved to appoint a surveyor for drawing up a plan of the area intermediate between the Caripy land lots along the Railway, the River Maracanã, the Prata Establishment and the cart-road communicating with the colony of Igarapé-Assú and to divide the same into lots.

Without infringing on private holdings along the Maracanã and neighbouring concessions of Igarapé-Assú, I think that over 300 lots can be marked out at the former, which should, in my opinion, be distributed according to the system laid down in Law No. 866 of 17th October of 1903.

Taking into consideration the authorization conferred in the second article of this Law, I have, with the necessary prudence and precaution, ordered vacant lots to be apportioned, especially in the Benjamin Constant colony.

In the following table under heading "Titles to be extended", the lots thus referred to are not actually vacant but, on the contrary, they are almost all occupied, especially along the River.

In the Benjamin Constant Colony, however, there are a good many lots really vacant and it is to be trusted that the recent inauguration will attract candidates for these lots.

Table Showing the Titles Extended in different State-Colonies

| COLONIES              | Titles extended according to Law of 824 14th Oct. 1902. |      |       | Titles purchased | Titles outstanding for delivery (A) | Total |
|-----------------------|---|------|-------|------------------|-------------------------------------|-------|
|                       | 1903  | 1904 | TOTAL |                  |                                     |       |
| Benjamin Constant.    | 252   | 27   | 279   | —                | 280                                 | 559   |
| Santa Rosa.....       | 84  | 61   | 145   | 7                | 58                                  | 210   |
| Marapanim.....        | 140   | 17   | 157   | —                | 11                                  | 168   |
| Annita Garibaldi..... | 112   | 10   | 122   | 6                | 117                                 | 245   |
| Inhangapý.....        | 119   | 3    | 122   | 19               | 2                                   | 143   |
| José de Alencar.....  | 189   | 9    | 198   | 9                | 29                                  | 236   |
| Janetama.....         | 95  | 14   | 109   | 5                | 85                                  | 199   |
| Ferreira Penna.....   | 19  | 4    | 23    | 69               | 4                                   | 96    |
| Couto Magalhães.....  | 2   | 2    | 4     | —                | 22                                  | 26    |
| Anhangá.....          | —   | 100  | 100   | —                | 39                                  | 139   |
| Jambu-assú.....       | —   | —    | —     | 9                | 368(B)                              | 377   |
| Outeiro.....          | —   | —    | —     | 5                | 9                                   | 14    |
| Caripy.....           | —   | —    | —     | —                | 110(C)                              | 110   |
| Total.....            | 1,012   | 247  | 1,259 | 129              | 1,134                               | 2,522 |

(A) All the lots indicated in this column are already taken up, the respective titles not having yet been solicited, with exception of 45 Lots in the colony of Inhatama, not yet marked out.

(B) 155 Lots have been applied for but the respective titles that have been drawn up, have not yet been extended.

(C) The process of settlement of the said 110 lots is now going on.

Telegraph to Vigia

Last year I was consulted as to whether the State was resolved to subscribe the sum of 16 contos for the construction of a telegraph line between Santa Isabel and Curuçá, with intermediary stations at Vigia and São Caetano. In view of the indisputable advantages of electric communication with these points, I replied in the affirmative.

The Federal Government, consequently, ordered construction to be commenced, and requested that the sums subscribed by the State should be paid in instalments to the Fiscal Delegation. The sum in question being exhausted, I was surprised by a request for further contribution, from which it would appear that the Federal Government proposes to complete the line exclusively with State resources.

I have persistently protested against this, which is contrary to the agreement and have exerted myself that, at any rate, the line to Vigia may be completed and advantage be taken of the work already realized with the sixteen contos of reis subscribed by the State.

Finally I had an offer of a further 8 contos from the Federal Government for continuation of the work: but it appears to me that to complete the line to Vigia, the State will have to make up its mind to further disbursements.

Railway from Alcobaça to Praia da Rainha

Unquestionably, a methodical and systematic development of the resources of the State is of the utmost importance for the future. This indeed, has always been a matter of deepest interest to our public men, but since the injury inflicted by the unconstitutional measures adopted by the Legislature of the neighbouring State of Amazonas, by which much of the rubber worked and belonging to Para firms was diverted from our market the methodic exploration and development of our territory has become of still more importance.

The project of connecting the upper and lower Tocantins by a railroad past the rapids requires urgent attention, especially since the discovery of vast fields of caucho not only on the Araguaya but on a large number of tributaries of the Tocantins that only await a railway for their development.

The object law 190 of 20 June 1894 authorised the guaranteed capital and interest of the Cia. Viação Ferreira Fluvial

Tocantins and Araguaya, originally in paper, to be reckoned in gold. In virtue of this a contract was executed on 23 December with the favours conferred by law, in which were incorporated all the precautions necessary to cause all obligations to cease on the part of the State in case the company should not succeed in raising the requisite capital for realisation of the concession granted by the Federal Government.

It must, however, be acknowledged that the Araguaya and Tocantins Co. has done its best to carry out its contract: several groups of capitalists have studied the matter and sent out representatives to report, without, however, any practical result so far.

I consider a railway past the rapids on the Tocantins to São João do Araguaya of such importance and so indispensable to the development and progress of this important section of our territory, situated as it is at a point that will serve to attract the commerce of the hinterlands (*sertões*) of four different States and direct it through the railway to this market, that, should the negotiations of the Tocantins Araguaya Co. fall through, the State will itself undertake its construction and by means of a simple financial combination realise this improvement, so important to the people of Pará. The Federal Government, to whom rapid and easy communications with the Central parts of the country are of the greatest interest, will, I feel sure, cooperate in this undertaking.

In execution of Law 913 of 9 November 1903, maintaining the authorisation conferred on the Executive by § of art. 1 of law 762 of 23 February 1901, the Araguaya Tocantins Co. solicited the remission of its debt, that, with the restriction contained in the last mentioned law, was duly granted.

The Bragança Railway

In my inaugural address, I said "the extension of the Bragança Railway constitutes alone a programme for the administration", by which I meant that the termination of the railway would be enough to absorb attention during the four years of an administration. Obligated to give my attention to other matters I have been unable to redeem my promise as regards the Bragança Railway.

Meanwhile, as you will see by what follows, the railway was not neglected, although many efforts on its behalf were restricted to improving the technical conditions and administration. The effort even so was not inconsiderable, 23 kilometres of new line being added, whilst 20 kilometres more are in construction. Work on the branch to Pinheiro was energetically attacked, whilst the new workshops are almost completed and a large quantity of rolling stock, of which the line stood badly in want, has been acquired.

ADMINISTRATION. By decree 1006 of 30th April 1901 a fresh organisation was given to the service of the Bragança Railway, by which expenditure was reduced. The personnel was reduced to 414 men, distributed as follows:—

|                     |     |
|---------------------|-----|
| Administration..... | 18  |
| Traffic.....        | 76  |
| Locomotion.....     | 68  |
| Workshops.....      | 87  |
| Permanent Way.....  | 165 |

Law No. 754 of February 1901 and subsequent budget laws directed that the personnel, with the exception of the administration, should be paid out of receipts and any insufficiency that there might be, made good by the Treasury.

TRAFFIC. The crisis was evidenced chiefly in the movement of timber, general goods being but slightly affected. The passenger traffic shows a tendency to diminish owing to the withdrawal of colonists in 1901 and exodus of rubber gatherers up country.

The decrease in the mileage run, compared with the previous year, is due to the lack of rolling stock and suppression of suburban trains, that proved unprofitable.

The cost of traction was 22 réis per train-kilometre lower. The difference between the dead and useful weight is still considerable and proceeds principally from the conditions under which the timber and firewood traffic is worked, the up cars being always empty, thus augmenting the dead weight, whilst from the nature of the traffic, cattle and spirit cars are never filled to their useful capacity.

In view of the precarious condition of the small farming industry, produced by the fall of prices of nearly all their products, with the authorisation of Congress I proceeded to revise the tariffs, the new tariff having come into execution on 1 June 1903.

Products of prime necessity and those produced along the route of the railway were allowed a reduction of 25%, and put on the footing of the lowest tariffs of other northern lines.

No rebate could be allowed on spirits in demijohns on account of the large space they take up and gratuitous return of the empties.

For timber and firewood no reduction was made as they, being carried any distance irrespective of grades, cause great wear and tear to the waggons.

The reduction of 25% on freights, if not altogether compensated by the increase in volume, gave a fillip to production and 9,000 kilos more produce was exported, a sure sign of the utility of the measure.

Together with the reduction of tariffs and with the sanction of the Legislature collection of export duties on articles of prime necessity, timber and firewood, were suspended, the only agricultural product of this district still taxed being tobacco.

In consequence of these measures, there was a falling off of 25:000\$ in revenue to favour farmers.



The Municipal administration adopted a similar measure and sacrificed 37:000\$ of its revenue for the same object.

Passengers, however, are still subject to the Federal tax of 20% on fares over 1\$000 which produces 26:000\$, more or less, *per annum*.

**THE TELEGRAPH.** For some time past the State lines have not worked satisfactorily; the reform of the whole material, repair of the apparatus, and adoption of a second wire and substitution of worn out parts by old rails being urgently required.

I, therefore, ordered the requisite material and contracted with a competent person for the location of the additional wire and repair of the apparatus, all of which were completed in December last and taken over in March of the current year.

In all, 16:380\$ were expended on acquisition of the material and 11:750\$000 on construction of the line.

The apparatus at the Lauro Sodré Institute were utilised for repair of those in bad condition in the railway.

**LOCOMOTION AND WORKSHOPS.** Locomotion was effected with the rolling stock disposable all more or less the worse for wear, and requires constant repairs, especially the wheels which have constantly to be changed.

During the year the trucks of 4 passenger cars, 3 goods and 8 platform waggons have been substituted by new ones ordered from the United States, that arrived between April and August and cost 302:659\$523.

In this is included the complete material for construction of 20 waggons for transport of timber, firewood and construction materials, their erection being already commenced at the workshops at Marituba.

The workshops at São Braz are no longer sufficient for the repair and reconstruction of the rolling stock, being too small and insufficiently supplied with tools. The carpenters' shop, for example, does not possess a single machine tool, and, in consequence, all the work of repair of the rolling stock is done by hand and is not only greatly delayed but more costly than they need be.

At first it was proposed to acquire land close to the Braz workshops, but the price was too high and the proposal was abandoned. Just at this time, the Government by foreclosure of a mortgage came into possession of the Marituba factory and adjacent lands and resolved to utilize it for the erection of new workshops with all the missing accessories, such as engine and wagon sheds and a village for the operatives of the line that would ensure hygienic and suitable habitations for 100 workmen, together with a store and a butcher's shop.

The personnel of the existing workshops continue to execute satisfactorily all the necessary repairs to the rolling stock and, moreover, have in the foundry annexed east several pieces for other departments.

The machine-tools enumerated below that came from the United States will be shortly mounted at the new workshops at Marituba.

The carpenters' shop with some new tools has been temporarily installed at Marituba, where the motor, boilers and saw-mill were all utilised. Once the new workshops with their full complement of mechanics, boiler-makers, copper, tin and blacksmiths, moulders, founders, carpenters etc. are in working order the railway will be fully equipped, not only to execute repairs of its own material and construction of new cars, trolleys and tools for the permanent way, but also repairs of the machinery of other departments. The personnel will then have to be augmented.

#### MACHINE-TOOLS ORDERED FROM THE UNITED STATES

##### *Tinsmiths' Tools*

- 1 Riveting machine.
- 1 Curving »
- 1 Rolling »
- 1 Doubling »
- 4 Pairs of hand scissors.
- 1 Plier.
- 1 Riveting apparatus.
- 1 Stove for soldering irons.
- 1 Set of soldering irons.
- 1 Cutting machine.
- 1 Shaping »

##### *Carpenters' Tools*

- 1 Grindstone and pulley.
- 1 Bench for circular saw—mounted at Marituba.
- 1 Carpenters' chest.
- 1 Band saw.
- 1 Boring and curving machine—mounted at Marituba.
- 1 Moulding and planing machine— » » »
- 1 Lathe — — — » » »

##### *Fitters' Shop Tools*

- 1 Hydraulic press for removing and replacing wheels and tyres of locomotives of 150 tons pressure.
- 1 Turning lathe for plates up to 8" x 1/2."
- 1 Cutting and boring machine for iron and steel plates up to 7/8" with 25" gap.
- 1 Rotary fan for the foundry.
- 1 Horizontal planing machine on table of 36."
- 1 Radial boring machine.
- 1 Donkey boiler.
- 1 Punching machine for 1/4" to 3/4" plates.
- 5 Sets of dies for blacksmith.
- 5 Parallel vices for Locksmiths' bench.
- 1 Pair bellows for blacksmiths.
- 2 Double ratchet braces.
- 1 Tube cutter.
- 1 Screw cutter for tubes.
- 1 Set Dies for marking tools.
- 1 Tube expander.
- 1 5 ton Winch.

- 1 Double pulley block.
- 2 28 ton jacks.

##### *Tools for Blacksmiths' Shop*

- 1 Anvil with base.

**STATIONS.** The station buildings are in serious want of repairs, or even of reconstruction in a uniform style and on a scale according to their importance. Work was commenced on the Braz station, which was altogether too small for the considerable movement of goods and passengers. Two wings were therefore added to the main building, the left comprising two large goods-sheds and the right a luggage shed, an office for the locomotive department and accommodation for the police picket. The main building was likewise repaired, the wooden floors being taken up and replaced by cement and concrete in the old office of the locomotive department, the station master's and telegraphic offices. In the principal saloon of the main building a new flooring of Acapu and Amarello timber was laid down and in the kitchen and bath room of mosaic. The building was entirely repainted inside and out.

The new building was estimated to cost 48:000\$ and repairs to the old one 7:000\$.

Repairs were also commenced on the Castanhal Station but were abandoned as it seemed useless to repair a building constructed entirely of lath and plaster, the walls of which lacked stability.

The station of Igarapé-assú, constructed by the contractors for the extension, is in a lamentable condition and must be replaced by a new building more appropriate to its location in the principal square of the town.

A suitable building must also be erected at the stopping place at Jambuassú with a siding on the level. At present the siding is in a gradient of 2% and at the entrance to a big cutting, making the stoppage and starting of trains very difficult to the injury of the rolling stock, besides its being prohibited to stop trains on gradients. This stopping place should be converted into a third class station, as it already has the necessary staff.

All the other stations stand in want of more or less repair.

The station at Belem stands in want of thorough overhauling and especially of a new goods-shed, as that in existence is insufficient for the traffic.

The Station at Ananindeua should be reduced to a mere stopping place and the station masters be moved to Marituba, where a third class station will be constructed similar to that at Jambu-assú.

At Kilometre 21, close to the *igarapé* (stream) Ananindeua a new water tank has been placed holding 16,000 litres.

Another of the same capacity was located at Kilom. 76, near the *igarapé* Salgado just beyond Castanhal. The respective pumps came from the United States and are worked by hand. At Kilom. 127 near 2nd Caripú the contractors for the extension constructed a temporary water tank to serve until that at Livramento was completed.

Electric lighting at Belem (Para) costs 1:100\$ per month. I, therefore, ordered experiments to be made for lighting the stations of Belem and S. Braz with acetylene, the cost of which will be 12:500\$, with some modification and allowing for two apparatus with 500 candle power for 7:000\$000.

The new system commenced working on 28 October 1901 and up to date has proceeded without interruption: it is however, necessary to clean out the piping.

The consumption by the two stations is about 400 kilos of carburete per month, costing 240\$000, a very considerable economy compared with the electric light, that will completely pay off the initial outlay in 32 months. The only expense for maintenance was that for change of burners, globes and painting the apparatus.

As soon as the new workshops are working the Director proposes to construct similar smaller apparatus for the other stations of the first class.

My worthy predecessor ordered from Europe 10 regulation clocks for use of the stations, which were set up on 9th July 1901, in accordance with the contract with Senèque Germont, at the cost of 36:828\$016 paid under my administration.

To look after these clocks and keep them in working order, the official in charge of the clock at the Recebedoria was engaged. Up to now they have worked perfectly, those at Belem and S. Braz, however, not being sufficiently powerful to work the transmission to move the hands on the Station fronts. It was, therefore, necessary to disconnect them, in order that the axes of the mechanism, unable to support the weight of 80 kilos of lead requisite to work the hands, should not be injured.

**PERMANENT WAY.** After dismissal of supernumerary hands in January 1901, 151 men were employed for maintenance under the direction of a superintendent and Engineer in chief.

Besides the maintenance of the line during 1901, the branch from the Belem station to the Marine Arsenal was constructed, 1 kilometre in length, for transport of timber and other materials for use of the arsenal and of materials for the railway itself. On the material for this branch 12:000\$ were expended.

A culvert at Kilom. 30 was reconstructed by the maintenance service, pipes of 0m90 furnished by the Water Works being utilised.

At S. Braz, one of the turn-tables ordered from the United States was mounted. Another has been mounted at Marituba for the service of the workshops, the third will be set up at Belem as soon as the alterations to the stations are determined on. These turntables cost 15:000\$ each and their mounting in stone and cement 7:500\$ more.

In consequence of this improvement, the triangle in the praça Floriano Peixoto, that, crossing the tramway line, was the cause of the shunting engines frequently going off the line, the radius being too short, was suppressed.

Plans have been made for a siding 840 metres long 540 metres of which on a 2% incline for approach to the Engine House, which will be commenced as soon as the rails ordered arrive from Europe.

At Benevides the Culvert close to the water tank has been substituted by a drain consisting of 3 pipes of 0m90 dia, furnished by the Water Works.

At Pratinha, a similar alteration was effected but with two pipes of 0m90 dia.

At the siding of Leite & Co. at kilometre 123, a level 140 metres has been constructed with personnel of this firm directed by a foreman of the railway.

The transit of carts and pack mules over the line is constantly destroying the ballast to prevent which a road should be constructed parallel with the line, by a gang for each of the five districts.

**EXTENSIONS.** From 1st May 1901 to date, the following sections were taken over from the contractors by the management and paid for by the Treasury:—

|                       |               |                     |
|-----------------------|---------------|---------------------|
| On 29th May 1901..... | 5 kilometres, | from 118th to 123rd |
| " 18th July 1902..... | 13 "          | " 123rd to 136th    |
| " 19th Nov. 1902..... | 5 "           | " 136th to 141st    |

altogether making 23 kilometres regularly worked since June 1903.

On 1st July of this year certificates were issued by the contractors for 4 kilometres more beyond kilometre 141, exclusive of the bridge over the river Maracanã and maintenance of the earthworks until the date of their being taken over.

This is the only debt liquidated by the Treasury with the Banco do Norte.

The contractors constructed triangles for shunting, one at Igarapé-assu and the other at Livramento.

Beyond Kilom. 145 the bed is prepared to receive the rails for 9 kilometres. From Kilom. 155 onward 8 kilometres of line have been located.

The contractors have not yet presented plans for the bridge over the Maracanã.

**NAVIGATION OF THE RIVERS MARACANÃ AND MARAPANIM.** On 31 de December 1902, I ordered the administration of the railway to take charge of the steam launch *Lauro Sodré*, that was then at Livramento on its return from a voyage of exploration undertaken by my orders.

The launch was in a very dirty condition and had to be cleaned, disinfected and painted as well as repaired. This was finished at the workshops by the 23rd June 1903, when a commencement was made to explore these rivers. On the first voyage a general knowledge of the rivers was gained and of the measures necessary to ensure navigation.

The distance from Livramento to the city of Marapanim via the navigable rivers is 135 kilom. and takes 10 hours. For this, it would be necessary to clear the river Maracanã and maintain its course free of obstructions for 25 kilometres to the junction of the Livramento, at a cost estimated at 6,000\$. As the river was very full it was impossible to do the work at that season, so part of the appropriation was utilised to clear the side channel connecting the Marapanim and Maracanã, although originally in the estimates.

Navigation is now easy for distances mentioned except during the dry seasons, when it is impeded in the Maracanã not so much for want of water as by stumps and trunks of trees.

On 9th March, finally, just after the inauguration of the Livramento station the first regular voyage was made.

From that date forward regular trips have been kept up until November, when it was found that the boiler of the launch required repairs.

Traffic was then interrupted for a month, but it was found that the launch required repairs, not only to the boiler but to the hull to permit of the renewal of the service.

Plans of a new launch more suited for the service were then drawn up.

On 10th February the *Lauro Sodré* made its last journey, having run ashore on a bank at the mouth of the Maracanã close to the outlet of that river. This occurred on the return journey from Marapanim, in consequence of the parting of the gualdrope of the rudder by which the vessel was left at the mercy of the strong sea and North Eastern then blowing furiously from the bar. In spite of all the efforts of the crew, the launch could not be got off, and ultimately was driven into her anchor and a hole opened in her sides which they were unable to stop.

The wreck having occurred at a deserted spot at 2 hours distance from Maracanã it was only 3 days after that I received the news together with appeals for assistance.

The chief of the workshops with a gang of workmen proceeded immediately to the spot, where they arrived two days later and, though they succeeded in floating the launch, the heavy seas prevented them with the small boats at their disposal from saving her.

They, however, removed the more portable parts of the machinery and only the cylinders and shaft with the propeller were left.

On the third day, being without provisions and unable to do anything further, they abandoned the launch and returned to Maracanã, whence they telegraphed to the Administration of the railway, who determined that the launch should be left until further steps could be taken for its salvage.

I at once asked for tenders for the supply of a new launch and of the three received, from New York, Manchester and Hamburg, selecting the last as the most advantageous, the price being 95,000\$ placed in Belém (Pará).

The new launch will shortly arrive, when the regular service will be renewed.

It was the intention of the administration to wait for the new launch before attempting again to float the *Lauro Sodré*, but in view of its position, exposed to damage from the elements and sand, I resolved on competent advice to accept an offer of 3,000\$ for same.

**THE BEMFICA BRANCH.** This branch of 9 kilometres is worked by 4 vehicles drawn by mules, two of them old goods waggons and 2 passenger cars, one of the latter new and purchased at Rio de Janeiro in 1901 for 3,000\$, it seats 16 passengers, the other was adapted in the workshops; besides there is a velocipede to seat 6 persons. Maintenance of the line is effected by 4 men belonging to the permanent way gang and paid by that department. The rails are badly worn, not so much by the railway traffic as by that of private vehicles privileged to make use of it.

**THE NEW WORKSHOPS AT MARITUBA.** On the 18th September of 1903 I handed over the property of Marituba, formerly a paper factory which was destroyed by fire in 1898, to the Railway authorities for the installation therein of the new workshops.

The property on the date of delivery comprised a sugar cane mill with requisites for the manufacture of spirits, with two powerful engines of 60 H. P. each in good condition. Of the two boilers that provided steam for the engines, one is in bad condition and requires new tubes, which have been already ordered.

The boundaries of the land that belonged to the former paper factory having been verified by the titles, the area was found to comprise some 1,580 hectares appropriate for cane and cereal growing, the land was crossed diagonally by an *igarapé* of potable water that later on may be used to supplement the city supply.

At the time, 21 squatters were found on the land, all of them former hands of the paper factory and distillery, to whom I allowed 6 months to gather their crops and allowed them the use of the machinery to mill their cane. It was not advisable to allow outsiders to settle within the property, the preservation of the woods and undergrowth being advisable for preserving the purity of the stream. There being vacant lands bordering on the Marituba property, I ordered them to be surveyed and discriminated from private holdings, thus adding 200 hectares of virgin forest to the area.

The plans for the workshops were presented in September 1903.

The estimates of the Department of Public Works amounted to 215 contos, discriminated as follows:—

|  |             |
|--|-------------|
| Preparatory works consisting of clearing, taking up stumps, levelling, putting down sidings and a branch to the quarry at the port of Moejatuba, over 2 kilometres in length ..... | 18:230\$000 |
| Building for workshops .....   | 97:059\$007 |
| Well, tank, turntable and laying rails in shops .....  | 12:118\$803 |
| Roofing and iron work ordered from France .....  | 54:934\$800 |
| Materials taken from the Paz theatre .....   | 22:500\$000 |
| Eventual expenditure .....   | 10:241\$785 |

215:077\$485

As shown above, the edifice only costs about 150,000\$000. Construction was commenced on 13 December and the building is now ready to receive the machinery, tools, motor, forges and other materials from the old shops at São Braz.

The workmen's village with 30 houses in semi detached groups and a garden at the back and sides, with 20 metres front and 30 metres depth, inclusive of a school house, store etc. will cost 250,000\$000.

Water will be supplied from a spring 40 metres distant from the shops, the necessary material consisting of a pump and 700 metres of piping, capable of furnishing 20,000 litres of water per hour, or 200,000 litres in 10 hours, more than sufficient for the shops and village, are already on the spot. The respective reservoirs will be those already existing, with a capacity of 16,000 litres, and one other lately brought from Europe for the Instituto Lauro Sodré, which I have ordered to be handed over to the railway.

**THE PINHEIRO BRANCH.** Government having been authorised by a State enactment to undertake the construction of a line of railway from Belém to Pinheiro, the then Government, I believe, received some proposals, which, however, were rejected by the Technical Council of Public Works. In May 1901, I personally made a trip over the route to assure myself *de visu* of the practicability of the project of connecting this point by rail with the Bragança Railway. The result of my excursion was to more or less determine the distance between Marco da Legua and the town of Pinheiro to be about 18 1/2 kilometres, over solid and tolerably flat ground. The practicability of the project was, therefore, confirmed and although there is a good communication by water with that town, its importance is indisputable.

The Bragança railway has for a long time experienced great difficulty in the landing of imported materials. Consequently, it has had to solicit favours of the Naval Arsenal to permit materials to be landed at its wharves, at which, however, vessels cannot lie and even barges cannot discharge coal, the fuel we have determined to adopt, except at high tide.

In view of the great advantages of a branch to the river side

with a pier of its own for discharge of materials, I contracted their construction with the Banco Norte, the contractor of the railway extension.

This firm held a concession for construction of a branch railway of about 90 kilometres starting from a place known as Capanema on the Bragança railway to the town of Salinas, under which Government was bound to an expenditure of 4,000 contos. As I stated in my last message the concession was annulled in consideration of the contract for the branch to Pinheiro, which will cost about 850,000\$000.

The surveys and plans for the branch and the pier are complete and construction was commenced in April of this year, the earthworks for 5 kilometres being ready to receive the rails lately arrived from Europe.

The iron pier is 100 metres in length, and will admit vessels alongside with 8 metres draught. At the head there is a T, thirty-three metres by five, with an iron scud, fourteen metres by twenty five, for the deposit of the materials discharged. The iron work has been ordered from France, and will also cost 45 contos. It weighed 135 tons, and is erected on iron piles placed five to five metres apart, tied with steel crossbeams, thirty-five centimetres in width, and is calculated to carry a moving load of fifteen tons to each span.

As the length of the pier is only 100 metres, it is unnecessary to use locomotives, the stability calculated being quite insufficient for very heavy loads, whilst the cars with ten ton weight loads can be easily pushed by two men, to the entrance where they will be coupled up to the engine at the end of the pier: nevertheless, a small fifteen to eighteen ton locomotive might be worked on the pier.

This branch has a total length of fifteen and a half kilometres, from the Praça Paes de Carvalho at the Villa de Pinheiro, to the junction of the Bragança Railway at kilometer eleven, a little further on than the point called Souza.

The Banco do Norte expects to complete the construction by the end of this or the commencement of next year.

As the line has been very well built, in a manner such as to permit its being worked at fifty to sixty kilometers per hour, it will be necessary to improve the Bragança line at the junction, and put it into similar condition.

The passenger-service locomotive will be the same as the *Mogul* engine actually in use, with a truck, (Class 10), of twenty-six and a quarter tons (D), the dead-weight will be twenty-five, and the total, with tender, fifty tons. This engine will draw three passenger cars and a luggage van of fifty tons at the rate of from fifty to sixty kilometers per hour on the new line. I have requested the Baldwin Company of Philadelphia to tender for the construction of this engine, which will cost more or less sixty contos.

#### Subsidized Navigation

On the 18th January, 1897, thirteen days previous to the termination of the first constitutional administration of Pará, a contract was entered into by the treasury for the navigation service with the Mediterranean by which an annual subvention of 370 contos, afterwards changed to 360,000 francs, was allowed or for twelve round trips *per annum*, the rate being 30,000 frs. per trip. This contract was to last ten years, counting from the date on which the service commenced, which was on the 17th of May of the same year.

The public can form its own opinions as to the advantages derived from this contract, and as to whether the enormous sums the Treasury became responsible for were compensated in any way. For my part, as soon as I took office, I made up my mind that the contract of the 18th January, 1897 was a mistake, and took steps to either suppress this source of expenditure to the treasury or, at least, to reduce it. After considerable exertions, I succeeded in making another contract with the *Ligue-Brazilianna*, and in reducing the number of trips to one half, i. e. six *per annum*. The new contract came into force on September 1901; consequently, thirty-four trips were saved, with the not inconsiderable economy of francs 1,020,000 to the Treasury without any other obligations.

At the end of last year, I made another effort towards complete rescission of the contract. To do so, I undertook to pay the sum of francs 90,000 as indemnisation, as there still remained twenty-one trips to be made up to the termination of the contract. The rescission effected a saving of francs 630,000, or, deducting the francs 90,000 paid as an indemnity, a net saving of 540,000 francs was realized by this operation. Added to the previous sum of francs 1,020,000, the total economy realized in this respect by my administration amounted to francs 1,560,000!

The contract with the *Companhia Amazonas* for Navigation service with the city of Soure, having terminated on 18th July of the current year, I resolved to renew it for the period of one year, making use of the authorization conceded by Par. 4 of Art. 8 of Law 892 of the 3rd. November, 1903.

The contract for Navigation service between Pinheiro and Mosqueiro is annual. Seeing that with the opening of the railway branch to Pinheiro it will be no longer necessary, I ordered the subvention for this service to be clearly discriminated for each locality.

I have also contracted navigation service between Vizeu and Bragança as well as between Vigia, São Caetano and Curuçá. The contracts for navigation service with the Tocantins, Alto Cumina and Nhamundá have not yet been signed.

Nearly all the navigation contracts are now approaching their termination. Some of them, I think, ought not to be renewed, but, in compensation, new services should be created,

amongst which I recommend the subvention of the service to Capim.

#### The Benjamin Constant Railway

With the object of facilitating traffic between the Benjamin Constant Colony and the City of Bragança, my illustrious predecessor resolved to contract a Decauville line. The contract was signed with Guilherme Linde on 27th April 1900, and, in spite of the date for completion being twice extended, the line was not ready on 27th April 1903, as I acquainted you in my last years' message. I therefore appointed engineer A. Lemos to report on the progress of the work.

It was with no slight difficulty that my instructions were complied with, as no plans or sections of the line, bridges, stations, culverts or the works, stipulated in the contract, were to be found.

Even in the section where rails had been laid, everything was of a temporary character, the banks having been thrown up from side ditches in a manner as to impede the drainage and to cause water to accumulate and threaten the solidity of the earthworks, besides being very unhealthy. In but few of the cuttings had the sides been sloped, the earth from the excavations having been deposited along the crests; two of the culverts, one in dry-stone, and the other of 0<sup>m</sup>.60 and 0<sup>m</sup>.7 by 11<sup>m</sup>.15, in length on the highest bank were unsafe the iron sleepers having in the latter instance been used for the covering. The two open culverts were also of a very temporary character; the rails had been laid without ballast, as stipulated in the contract letter F to be 0<sup>m</sup>.20 thick; the laying down of the sleepers was very wide apart, sometimes as much as a metre, thus seriously prejudicing the stability of the line and twisting and spoiling many of the rails; the hard wood sleepers stipulated in clause "F" of the contract were very few, and of the worst possible quality; the line had been located without proper survey or levelling, reverse curves occurring at intervals, others with several radii, while no levels had been left between up and down gradients; and, finally, not a single stipulation of the contract had been observed. Besides, it was impossible to continue laying the rails, even if Government had desired, because the bark "Agnes", with all the materials for the line, had been wrecked at Sapucaia, without completing the discharge, as contracted with the Insurance Company.

The contract was therefore cancelled, and I commissioned engineer Lemos to continue the construction on account of the administration. The work is now complete, and the line ready for traffic.

The Decauville Line that connects the port of Sapucaia with the Benjamin Constant Colony, starts from that port on the right bank of the river Caeté, one kilometer higher up than Bragança. It is of 0<sup>m</sup>.60 gauge and constructed with steel rails, 9 kilos per lineal metre, laid on hard-wood sleepers squared on four faces, and measuring 0<sup>m</sup>.16×0<sup>m</sup>.12, ×0<sup>m</sup>.50. The total length of line is 17,658<sup>m</sup>.8, the width of the earthworks is 2<sup>m</sup>.40; maximum gradient 0<sup>m</sup>.20 and minimum 0<sup>m</sup>.00115; the length in tangents 14,283<sup>m</sup>.550 and in curves 3,375<sup>m</sup>.250; gradients measure, 11,106<sup>m</sup>.250; levels 6,552<sup>m</sup>.3; the maximum radius of curves is 3,437<sup>m</sup>.7 and minimum 102<sup>m</sup>.02. There are in all 28 curves, 7606<sup>m</sup>.392 in cutting, 10,398<sup>m</sup>.029 in bank; 2,791<sup>m</sup>.3,637 taken from side cuttings; one landing pier at Sapucaia 15<sup>m</sup>×4<sup>m</sup>; a bridge over the *igarapé* Cujubim; three bridges; an open culvert; one flat covered culvert 0<sup>m</sup>.60×0<sup>m</sup>.47 and 11<sup>m</sup>.15 long, 2 triangles; 2 tanks; 2 stations and a shed for rolling stock and workshops. The railway possesses 2 locomotives, 2 passenger cars, 2 luggage cars, 2 platform cars of 10 tons, 2 timber waggons and 9 small waggons.

A telephone line has been laid for the service of the line, that will put the Benjamin Constant station in communication with Bragança. Under the administration of Dr. Amynthas de Lemos the cost of these works to 31 July last was 93,177\$078.

The construction of the Benjamin Constant railroad is of the greatest importance to the town of Bragança. The line ought to be extended to Gurupy, thus making its length 45 kilometres in all. When the Bragança Railway reaches this city the Benjamin Constant road will serve as a branch. It will then be necessary to construct a bridge over the Caeté to connect it with the city of Bragança.

#### Water-Works

To properly appreciate the importance of the works executed with regard to the water-service and the results obtained thereby it is necessary to point out what already existed and what has been since constructed and to compare the volume of water disposable, then and now.

The number of springs originally utilized was five, the water being drawn from the *igarapé* Utinga, worked by an old company by surface collection and lead thence through open channels into a circular well and from there into a subterranean reservoir. These channels being entirely open to the weather and running through a considerable extension of swampy land, used, with the slightest rainfall to overflow, and mingle with the spring water, which could not be healthy.

The only work of any real value at the intake station, was a subterranean reservoir of brick and cement with the capacity of 1,600,000 litres.

Subterranean galleries for collection and filtering were likewise in construction, embracing the fifth spring at Utinga and the whole of the Boiussuquara zone, the first with an extension of 281 metres, and the latter of fourteen thousand and odd meters. Besides, it was proposed to enclose the *igarapé* Mari-tuba and Ananindeua from which some surveys had been made.

The machinery consisted of two horizontal low-pressure pumps, of direct action, and three boilers of the Galloway type, set up by the old company. 2 new triple-expansion Worthington pumps, were also mounted, with Babcock & Wilson boilers, but the work was badly done and they were not in working order.

Water was supplied to the city by means of mains of 0m30 diameter on an extension of 4,360 metres through which it was forced by one only of the old pumps.

The new main of 0m90 was also commenced, 800 metres having been laid down, 3 distributing reservoirs existed, one small, spherical-shaped, that served the zone between the Utinga and the Beggars' Asylum, and another larger reservoir, holding 1,500,000 litres at the largo São Braz for the town supply. There were also 2 portable reservoirs, one intended to be placed in front of the workshops at rua João Balby and the other at the corner of the rua Lauro Sodré, and the travessa Primeiro de Março.

The mains measured altogether 68,860 metres and were all of very small diameter, not exceeding 8" or 9", whilst for 52,016, metres, or 75 % of the total, they were not more than 3" in diameter.

The capacity of the pumps was 2,200,000 litres, the maximum furnished during the winter months. During the summer, 1,600,000 litres were furnished per diem the maximum supply of the springs in the dry season. Such was the state in which I found the water service. It is, however, indispensable to do some thing to improve this important service, perhaps the most useful of all. For a time, the work was suspended in order to determine what would be best to do. Later on I resolved to continue the works in the filtering galleries on the 5th spring at Utinga, in accordance with the plans of the improvement commission, as well as the construction of similar works on the Marianna spring, and along the side of the hill in accordance with the respective services and estimates. The construction of a dam for the Utinga basin, and of walls to enclose the channel conducting the water from three other streams, where I likewise resolved on, as well as the collection of the second 0m90 main to the São Braz Branch Reservoir, and with of 0m65 main.

Besides all this the following works were executed: The Worthington pumps were repaired, but the work in the filtering galleries at the Boiussuquara zone were abandoned. A new survey was undertaken for same, and a careful examination was made of all the mains and distributing pipes. I likewise ordered the building intended for the Workshops and offices in the avenida João Balde to be completed, where the new material will be stored.

In 1901, the filtering galleries of the fifth spring at Utinga were complete, comprising a total length of 281 metres, with eleven inspection shafts and an aqueduct 180 metres long with six setting wells. The supplementary main was also laid down for the length of 4,360 metres being in 0m65 pipes and 3,490 metres in 0m. 90 pipes.

Work has commenced on the filtering galleries of the Marianna spring, as also the construction of the walls of the channel and that of the dam at Utinga, as well as of the main communicating with São Braz, the building intended for the new workshops.

In this year too, repairs were commenced on the Worthington pumps, which have since given the very best results.

In 1902, the filtering galleries of the Marianna spring were completed for the length of 296 metres, with 10 inspecting shafts, 2 collecting wells, 2 intermediary deposits and 130 metres of mains connecting the shafts with the wells and another pipe of 0m40 diameter, to connect the last collector with the subterranean tank, in all 248 metres. The two lateral walls were completed, with a length of 332 metres, along the Cajueiro canal thus entirely isolating the water supply from the neighbouring swamp. The works on the dam at Utinga were likewise completed, 2,960 metres of 0m65 main, in continuation of the larger 0m90 one being laid down, between São Braz, and the rua Padre Prudentio, at the corner of the Gentil Bittencourt Avenue. The building for the workshops on the João Balby Avenue were also completed, and all the machinery was mounted and inaugurated on the first of July, most of it having been removed from the premises in the rua da Industria, where they had been previously erected.

Survey and soundings were conducted during the year and plans drawn up for utilizing the springs at Boiussuquara, Catú and Agua Preta, and the works commenced at Boiussuquara on 6th October. These works consist of a main 0m65 diameter, with a total length of 1,324 metres for connecting the water with the four reservoirs, and a stone cemented tank of 6.40x4.40x4.40 metres, and another set of mains of 0m90x24 metres in length, and 7m65 in width, and 1m60 in depth; the canal, in cement-masonry, 1,045 metres long, a second tank, and a double line of pipes of 0m30 and 110 metres in length, and, finally, a dam in cement-masonry.

The collecting tank, and pumping main were completed on the 14th November and commenced to supply the water so badly wanted for the consumption of the city. Simultaneously, the Decauville train line was laid down (0m60 gauge) and in 1903 the works for Boiussuquara were completed, inclusive of the Decauville line, measuring up to the junction tank, 3,215 metres. On the 2nd May, work on the Catú spring was commenced, consisting of a double line of pipes of 0m40, two kilometers long, to carry water from that point to the junction with Boiussuquara.

A spur of the hill had been pierced between the Boiussuquara and the Catú by a cutting of 35,000 cubic metres, with an incline of 1/3. In order to facilitate the transport of the material a 0m60 Decauville line was laid down.

It being found, during its progress, that it would be impos-

sible to complete the work in consequence of the nature of the ground during the present season, a provisional main of 0m40 metres was laid down at a level 2m50 higher than originally projected, and by the use of 2 centrifugal pumps on the first of November, water was brought from Catú into the junction tank at Boiussuquara. In this way, the supply was considerably augmented.

The auxiliary main of 0m40 for a length of 1,100 metres, up to the projected tank at travessa 1ª de Março, that communicates with the 0m20 main, laid down by Dr. Pedro Bezerra, is now ready, as also the 330 metres of the 0m20 main for the supply of the upper part of the city, in the neighbourhood of said tank. Another 0m30 main, 1,600 metres long is completed on the Umarizal section, and finally one of 700 metres for service of the São João road.

The pumps being now insufficient to work the supply, I have ordered a new one with the capacity of 850 cubic metres per hour from North America together with 200 horse-power boilers, and as the Worthington pumps and Babcock boilers actually working have given excellent results, I have ordered the same class of machinery as well as all the requisite accessories.

In 1904, the works on the Catú spring were continued, as also the laying of new mains and lowering of old ones. In consequence of the heavy rains, a part of one of the cuttings collapsed, so that it was necessary to re-open it with an incline of 1/2 instead of 1/3. The Boiussuquara service was improved, the low land being filled-up along the canal and the Decauville line raised where it traverses the swamps. Besides 270 metres of 0m30 pipe were laid commencing from the end of the 0m65 main to the praça Baptista Campos; 200 metres of 0m20 main were laid from the same point to 48th. Street; 260 of 0m30 main were laid from the new tank to the travessa Campos Salles, 500 metres of 0m20 main from this travessa to the Boulevard da Republica, and lastly, 830 metres from the travessa Campos Salles to the rua Pedro Rayol.

The Worthington pump and boilers ordered from the United States, have already arrived. The work, for collecting the water at the springs, was that to which most attention was given in obedience to the general plan of guaranteeing a sufficient supply for the city. Thus, the collecting main at Boiussuquara is large enough for pumping sixty million litres daily, and all the other works for using the Boiussuquara, Catú, and Agua Preta springs, are on a similar scale and have been designed in a manner so as to be easily supplemented in case of need by the Ananindeua and Marituba Springs, or those at Maguary, Aura and Oriboea. Auxiliary mains have been laid down in such a manner as to serve later on for the new tanks, and other subsidiary pipes for distribution and so long as these tanks are not put into position, the water will be pumped directly from Utinga.

I ordered a valuation of all the property and plans, their estimated value amounting to 7,801:430\$. This however does not signify the actual outlay, but what the works are really worth.

Complaints have been made that the water rate is too high; but in reality the contrary is the case, as can be seen by comparing the revenue of the two last years. For the year 1896 to 1897 the revenue derived from water-rates amounted to 202:969\$250; in 1896/7, the amount of water furnished was only 2 million litres whilst in 1903 it rose to 8 million litres, the revenue having increased only to 282:730\$500; the quantity supplied being therefore four times greater whilst revenue had not even doubled! At the present moment, 11,400,000 litres are supplied daily, or 6 times the amount of 1900.

For completing the general plan of the water supply, there only now remains the erection of the reservoir at the rua Lauro Sodré, and the new pump ordered from the United States, and some expropriations necessary for the efficacious preservation of the springs.

As you are aware, a great outcry was raised with regard to the purity of the supply from the new springs opened by my Government, the analysis, however, proves the complaint to be unfounded.

**Analysis of Waters from Catú and Boiussuquara effected at the Sanitary Service Laboratory**

SAMPLES TAKEN ON 3RD DECEMBER 1903

|                                   | Catú             | Boiussuquara     |
|-----------------------------------|------------------|------------------|
| Aspect.....                       | slightly opaline | slightly opaline |
| Color.....                        | clear            | clear            |
| Odor.....                         | none             | none             |
| Hydrometric degree.....           | 1.00             | 1.00             |
| Nitrates per litre.....           | 0                | 0                |
| Nitrites " ".....                 | 0                | 0                |
| Organic nitrogen per litre.....   | 0                | 0                |
| Inorganic " " ".....              | 0                | 0                |
| Organic substances per litre..... | Gr. 0.0007       | Gr. 0.0008       |
| Dry " " + 100° per litre..        | " 0.030          | " 0.032          |
| " " " calcined " " "              | " 0.021          | " 0.024          |

**CENTESIMAL COMPOSITION OF THE CALCINED RESIDUE**

|                                   |           |           |
|-----------------------------------|-----------|-----------|
| Chlorate of sodium per litre..... | Gr. 0.010 | Gr. 0.013 |
| Sulphate " " ".....               | " 0.004   | " 0.016   |
| " " chalk per litre { ..          | " 0.003   | " 0.002   |
| " " magnesium " " { ..            | " 0.003   | " 0.002   |
| Carbonate of iron per litre.....  | " 0.004   | " 0.003   |
| Silicium " " ".....               | " 0.004   | " 0.003   |

Bacteriological Analyses only revealed the presence of *micrococcus candidus* and of the *bacill. fluorescens liquef.*

**CONCLUSIONS.** Both these samples are suitable for drinking.

### Public Works

From the following reports the actual state of the works commenced, carried on and finished by the Government during the year can be gathered.

#### GOVERNMENT HOUSE

In my former message I pointed out the condition of this building, which is the property of the State, and the necessity of putting it in repair in view of its dilapidated condition.

This work is now being carried out, but the necessity of not interfering with the service of the various departments, all located in the building, makes it impossible to push on more rapidly.

In the first place I will notice the work undertaken by the Health Board; as in consequence of the establishment of the Pharmaceutical school, some alterations had to be carried out in that Department.

The Library and the office of the Director of the Board of Health were removed to the section of Bacteriology on the first floor, where the various lecture rooms pertaining to that school have been installed. For this purpose the hall had to be divided by a cedar railing so as to separate it from the rest of the Department.

It was necessary to endow the school with the latest appliances of modern science, the school of pharmacy already having a well fitted laboratory, having been assisted by the State Pharmacy which likewise forms part of the Department. For the schools of organic and inorganic chemistry the central part of the terrace behind the palace, which was disoccupied, was selected, the school of inorganic chemistry being placed to the left and that of organic chemistry to the right.

The work effected in the Laboratory of inorganic chemistry consisted in a thorough cleansing of the walls, whitewashing and painting the roof, the construction of benches for chemical analysis, the laying on of gas and water, the construction of a gas meter for sulphohydric gas and of an enamelled tank, the back wall being lined with encaustic tiles; also a table for various services and nine cupboards in which to keep apparatus and chemicals and for the use of the pupils.

The table for analysis measures 12 metres by 1.40 wide and is double, being divided into 24 compartments, each provided with gas and shelves, so that 24 students can work independently of one another.

As organic chemistry is only taken up in the schools during the second year, the work to be carried out in this laboratory has been left over for the vacation.

The terrace which overlooks the court, with two galleries of three arches each, has been closed in by glass windows to protect it from rain.

Since the beginning of my term of office I have been always greatly interested in the fitting up of the laboratory for chemical and bacteriological analysis and have endeavoured to make it as perfect as possible, by adding to its equipment the latest and most perfect apparatus and providing a fresh and considerable supply of serums for the immediate treatment of epidemic diseases such as the bubonic plague and, finally, extending the different sections dependent on it as far as possible.

To effect this, the hall formerly occupied by the second section of the Department of Public Works, Lands & Roads has been turned into an analytical laboratory only a part being reserved for the deposit belonging to the Department of Justice and Public Instruction, which measures 21.80 metres long by 8 metres wide.

In spite of the large size of this hall and the seven windows which open on to the inner court, there was not sufficient air or light for a first class laboratory.

Three large doors two and a half metres wide and four high were, therefore, opened in the wall dividing it from the terrace at the rear, which formerly showed only a small door and two ventilators.

The roof of this part of the building rests directly on the dividing walls of the old apartments, so that it was necessary to change the supports and substitute the beams which were destroyed by white ants in order to convert it into a single large hall. The small and decorated ceilings of the old apartments have been replaced by a single plain ceiling without mouldings or ornaments, suitable for an establishment of this class.

The walls were newly plastered and covered with encaustic tiles ordered specially from Europe, 21 centimetres square to a height of 2.20 metres and above that were whitewashed.

The lintels of the windows and doors are all formed of a single block of marble, even of the doors which are 2.50 metres wide. The old flooring has been replaced by Italian mosaic.

The Laboratory has a complete supply of gas and water for all requirements:—along the centre of the hall, over three large tables, there are eleven gas jets and twelve water taps; on seven of the side walls are also fourteen gas jets and thirteen water taps for the use of the various apparatus which the Laboratory now possesses.

Against two of the walls are placed two tables of grey marble set in cement, one being 2.40 metres long and 80 centimetres wide and the other 4.20 metres by 80 centimetres intended for the distilling apparatus and fitted with four gas jets and three water taps, and seven gas jets and six water taps, respectively, with a waste pipe.

Against another wall on strong iron brackets are solidly set into the wall two marble tables for the chemical balances and a glass case for the weighing operations has been erected.

As to the central tables, two are four metres long by 1.15 metres wide each and the other 5.20 metres by 1.60 metres, having along the centre two shelves supported on turned columns and covered with encaustic tiles.

The middle window of those looking into the central court has been changed into a door and in front of it a cement terrace has been constructed, supported on a large arch in stone and cement, floored with Italian mosaic and adorned with an iron railing with two stone pillars. This terrace is intended for work to be done in the sun.

The whole laboratory is provided with a special system of drainage which cost a considerable sum, as it had to be carried by 30 centimetres earthenware pipes to the *Avenida 16 de Novembro*, the nearest and most convenient point of the general drainage system.

The old corridor between the second and third sections of the Public Works, Lands and Roads Department has been converted into a laboratory for X rays apparatus and microscopic and microphotographic projections.

Another small corridor has been divided into two parts, one attached to the dark chamber for storing photographic plates and chemicals liable to the action of light and the other to the cold chamber.

In the three rooms used for analysis in the old laboratory are installed the Director's office, the library, the store for articles belonging to the laboratory and the electric motor.

An electrical installation has also been fitted up, utilizing a dynamo which was formerly in the Lauro Sodré Institute, which will be worked by a "Grob" gas engine to supply the current to the various apparatus.

Some work was also carried out in the court in the rear. Shelves were erected for the bottle deposit belonging to the pharmacy and a cemented court laid down for washing them. For the use of the Health Department, in case of epidemic, a chalet has been constructed for the purpose of disinfection by formal vapour with the following divisions:—two baths, two chambers hermetically closed for disinfection and two others for dressing rooms for medical officers and subordinates.

A small chalet was also built for the analytical laboratory where the gas metres and the water regulators have been placed and a small urinal has also been erected.

The walls of the ground floor and those inclosing the court have been replastered and painted in imitation of granite, gutters having also been placed along the roofs.

In the State pharmacy the walls adjoining the gas stove have been covered with encaustic tiles.

Work has also been begun in the palace, not only in the part occupied by the Department of Justice and Public Instruction but also in that in which the Fiscal of the Federal Treasury formerly had his offices and is now to be occupied by the State Finance Department. Work will shortly be commenced in the entrance hall and its dependencies, the necessary material having already arrived from Europe.

#### S. SERASTIÃO HOSPITAL

A lodge made of wood covered with galvanized iron sheets was constructed for the hall porter of this hospital on the outbreak of the bubonic plague; so that the sanitary cordon established when the plague patients were under treatment should be scrupulously respected; a double fence of barbed wire was also erected across the ground to ensure the regulations being observed. The building was lighted by acetylene gas.

The roof and gutters were repaired as also the hot air chamber.

The ground round the hospital has also been levelled to a distance of about 1,696 square metres in front and 4,240 behind.

#### DOMINGOS FREIRE HOSPITAL

The front wall of this hospital is already finished: it measures 84.80 metres long, 2.90 metres high and 80 centimetres in thickness and has fourteen openings rising one above the other separated by columns; in the centre is a gate 3 metres wide and 3.50 high, in ornamental work.

Only two of the openings on each side of the gate, 5 metres long each, have an iron railing. On the top of the gate is an ornamental iron fixture, 3 metres high.

All the wall is made in concrete, faced inside and out with cement. The gate and the railing were made in the Lauro Sodré Institute. The entrance is paved with granite blocks, and covers 18 square metres.

A lodge has been erected in stone and mortar, near the gate for the gatekeeper, 4.65 metres long by 3.60 metres wide, with two windows and a door; it is roofed with tiles.

Within it is floored with mosaic with a skirting of mortar and a stair with 3 steps.

A central avenue has been made from the gate to the front steps of the hospital 216.20 metres long by 13.20 metres broad with supporting side walls and two foot paths of cement 70 centimetres wide and 196.20 metres long, two cemented gutters, one 196.20 metres long by 30 centimetres wide, and the other of the same width but 48.30 metres long. All the ground is planted with mango trees and covered with yellow sand.

Through the grounds runs a drain for rain water 100 metres long, constructed of old iron pipes of 40 centimetres diameter, useless for any other purpose.

To the main hospital building have been added a kitchen and larder 5.47 metres by 3.50 wide, a refectory for the sisters 5.47 metres by 4 metres and a small pantry 2.05 metres by 4.90 metres, all made of stone and mortar and roofed with tiles. The store room communicates with the kitchen and the refectory and has an outside door for tradespeople; on the walls are shelves, having ventilators above and below. The refectory and the store room are floored with mosaic, the former having one outside door and two windows. The pantry is floored with mosaic and an enamelled tank set in cement and the walls covered with encaustic tiles. These three compartments have ceilings and all round the buildings is a path 1 metre wide with 2 steps 25 centimetres wide.

A tank similar to that in the larder has been put up in the kitchen which has been thoroughly cleared; all these rooms have a skirting of mortar. The kitchen now has an area of 7.55 by 4.65 metres with the stove in the middle.

As the refectory was moved and the number of sisters was increased, the building accommodation had to undergo some alterations.

Three of the four doors opening on the terrace were converted into windows, thus increasing the number of rooms. All the doors and windows were covered with professor Grassi's netting against mosquitos.

Owing to the wretched condition of the waste pipes of the b'aths, privies, sinks and wash houses, all the pipes had to be changed for others of greater diameter. Some external painting and whitewashing was also done.

In the kitchen garden a circular cemented tank has been made with a path 80 centimetres wide with pipes leading to the irrigation channel.

The filling in has been considerably increased, 4,389 square metres having been already levelled and by this means a swamp of 9,000 square metres has been got rid of.

A cow-shed was also ordered to be constructed, which measures 21.20 metres long by 10.50, the height of the walls is 4.50 metres and to the ridge 6.40 metres, all being constructed in brick.

Only the ends and one side are closed in, the other side, which faces the south, being completely open with 3 stone pillars for support of the roof. This building affords stabling for 16 cows besides a hospital for sick cows, deposit for fodder, yard for calves, dwelling house for the keeper and a milking yard

#### LUNATIC ASYLUM

The facade of this building which is Corinthian in style, is now finished.

The whole building had to be reconstructed, not only on account of its design being unappropriate but also because the walls were so badly built as to threaten its total demolition down even to the foundations.

In place of the three low and narrow doors a Corinthian portico has been constructed with an iron door and ornamental transom, made at the Lauro Sodré Institute.

The stone staircase has been extended and the landing paved with mosaic. The wooden beams in the hall have been replaced by iron, the pavement has been laid down in mosaic and the cupola has been whitewashed.

In order to improve the approach to the building, a wide cement path has been constructed with a cemented stone drain to carry off the rain water, which formerly used to accumulate near the entrance.

As fevers and beri-beri had appeared among the lunatics the ground below the dormitories has been covered over, so as to avoid dampness as well as infiltration.

This covering is composed of a mixture of coal, cement and sand and possesses the advantage of being non-porous and at the same time ensures warmth.

The surgery also underwent some repairs, such as painting the doors, windows and roof and whitewashing the walls.

The walling-in of the grounds, the paths and the cemented gutters around the building to prevent the rain water from soaking into the foundations, as well as the drainage have now been all concluded.

#### THE PAZ THEATRE

In June 1902 an old and hardly perceptible fissure in the eastern angle of the front of this theatre began to widen, threatening to bring down the wall and was at once examined by the Public Works Department. The technical report urged its immediate propping up and subsequent demolition, as it was found that all the wood work, for which unsuitable timber had been used, was completely rotten from damp and attacks of the white ant.

This part of the theatre was very inelegant both on account of its extreme width and of its roof being quite independent of that of the main edifice. Moreover it had structural faults such as an even number of doors and an odd number of columns and consequently, its total demolition and reconstruction according to the sound principles of architecture were determined on.

The principal doors of the covered entrance were reduced to five and the number of columns increased to six, the height of the latter being increased by sixty centimetres which made them much more graceful.

As it is desirable to retain the old frontage and its columns, it will be rebuilt at a distance of 1.40 metres from the principal wall as a complement to it. The covered entrance way has been retained.

To improve the appearance of the altered facade the *mezzanini* have been replaced by medallions, in which will be placed four busts, representative of poetry, the dance, music and tragedy. In the centre will be placed the shield with the arms of the State, whilst the two last windows on each side will be filled up and their place be taken by the new decorations.

The small staircase in front of the principal door under the covered entrance has been removed and the area occupied by the main hall, bar and ticket office have been lowered with very good effect; a few steps have been added to the main staircase leading from the hall, which will have a stone balustrade of french stone "tercé."

At the top of the main staircase four small doors used to lead to the boxes and upper circles and on account of their extreme narrowness produced a disagreeable effect and great inconvenience to the spectators when leaving the theatre; they have been replaced by a wide central corridor, which will be appropriately decorated. In order to secure greater height for these entrances

in front of the *nembos* which divide them, a landing has been made on each side, on which will be placed later on the bust of some national author surrounded by an artistic and elegant railing of iron and brass.

The walls and roof of the main hall will be covered with metal plates of highly decorative effect. The columns which supported the cornices and the roof of the bar have been removed. The upper side halls will be covered in like manner with metal plates and all the wood work of the main saloon will be braced with double angle girders.

The foundations of the walls for the covered entrance way and of the main wall of the building have been strongly reinforced to support the weight of the colonnade, frontage and the "tympano." Beneath each column is a set of six iron T girders crossed by others; on the top of the capitals, in the same way, will be placed 2 double T girders fixed to a double channel iron which is secured to the wall by 2 small double T girders, all of which come from the famous Creusot Works.

The pavement of the main entrance will be covered with a special German mosaic and all the side halls, a new passage between them and the new saloons opening on to the stalls are already laid down in Italian mosaic.

The old lavatories and urinals have been removed to two spacious rooms at the end of this new passage.

Two new doors have been opened into the side halls from the bar and cloak room.

The entrance to the upper stalls has been radically altered, a large saloon having replaced the old narrow corridor, the steps being increased in width from one metre twenty centimetres to two metres.

The stalls have been rearranged so as to leave four passages between them and in this way there are seats in the centre portion of the hall. The best place in the house.

Formerly the spectators in the second class stalls were almost on a level with the lower boxes. This inconvenient arrangement has been done away with by the construction of a large varanda, to make room for which all the second class stalls and the first eight lower boxes have been removed.

This improvement produces a splendid esthetic effect. Furniture has been specially ordered for the varanda and the upper and lower boxes will be fitted with new furniture of national make to match the beautiful decorations of the house.

The second class stalls being turned into a gallery are to be removed to the first ten boxes on the second tier, which will be done away with. The boxes on the third tier, which were seldom occupied have been also abolished and transformed into a gallery, at the side of which is a room for lavatories.

The main hall will be fitted with a new and artistic flooring of national woods, forming a mosaic of jacaranda, macacahuba and muirapiranga, and the flooring of the corridors behind the upper and lower boxes is also new. The State box has been enlarged by the addition of a small antechamber and richly ornamented. It was always agreed by all musicians that the orchestra was too small. It has, therefore, been considerably enlarged and placed out of sight in accordance with the modern practice which has produced such satisfactory results wherever adopted. It will moreover be richly decorated to match the proscenium and a foyer will be constructed for the musicians with all the necessary accommodation.

The earthenware filters have been done away with and replaced by marble fountains supplying filtered water.

The arrangements against fire have been improved by the supply of new hoses of large and medium diameter and of a system of perforated pipes which can flood the stage in a moment. The scenery pit has been cemented all over; and the number of actors' dressing rooms has been increased.

The Electric lighting has also been improved. A new improved motor and linked dynamo have been ordered and will soon be set up.

The grand saloon, which is notoriously insufficiently lighted will have a considerably larger number of wall electroliers as well as an increased number of lamps in the chandeliers.

Rich chandeliers will be placed in the main and side halls and all the corridors and passages and the bar will be provided with new lamps. The house itself will also be lighted in a systematic manner, each of the upper or lower boxes having a three light chandelier.

The necessary apparatus will be fitted up on the stage for the projection of lights and changing colours upon the scene.

#### TEMPORARY BUILDINGS IN THE PRAÇA FLORIANO PEIXOTO

The unexpected immigration of refugees from the States devastated by drought increasing daily obliged Government to undertake new works.

The sad and painful spectacle presented to the traveller landing in this country of half naked families in the depths of misery, sheltered under trees on the river bank or bivouacking on the pavement near the wharves; the inconvenience caused to trade and, above all, the want of shelter for so many people landed daily from the steamers chartered by the Federal Government; the great difficulty in properly fiscalizing the distribution of the assistance ordered by Government; the difficulty of preventing the seduction of miserable women; all this forced the Government to undertake the necessary works without any delay.

The first parties to arrive were sheltered in the sheds of the State Receiving Offices of the Lloyd Brasileiro and on the steamer *Amazonia* lying alongside the quays and offered for that purpose by her owner.

In combination with the Town Council, Government erected a temporary wooden building in the Praça Floriano Peixoto to the right of the Bragança Railway with all the necessary sanitary arrangements.

In 21 days the work was finished and comprised the following—a wooden building 60 metres by 12, walls 4 metres high and ridgetop 5.50 metres, covered with a circular roof of corrugated galvanized iron sheets comprising only one large room in the left front corner measuring 3 metres by 4, for the surgery, store room and room for the keeper. The side walls are closed in to a height of 3.20 metres and the others to a height of 80 centimetres, being above that open for ventilation.

The ground of all the building to an extent of 720 square metres is cemented and the walls pitched to a height of 2 metres inside and out. In other separate buildings were also constructed privies and baths, and water was laid on to all the dependencies. This square was selected on account of the facility of transport by the Bragança railway to and from the river and also because it is removed from the centre of population, which proved to be well advised in view of the neglect of the simplest sanitary rules among that mass of human beings subjected to unheard of privations.

The experience of several years led us to fear the outbreak of some epidemic, such as small pox, common in the districts from whence these starving people came, that would be far easier to deal with by the means that were adopted.

#### JOSÉ VERISSIMO SCHOOL GROUP

A fissure having appeared in the main wall of this building, longitudinal and diagonal iron clamps were employed to strengthen it, one under the roof and the other under the timbers of the first floor. The timber work under the landings of the entrance stairs, which were of wood, were replaced by arches constructed in cement and the two stone staircases were reconstructed as they were out of plumb as well as the walk which, being out of level, caused a serious accumulation of rain water in the basement. The foundations of the back wall were widened, the windows, which let in the rain, were changed, the gutters were repaired and the roof newly tiled, the ceilings were repassed, the walls whitewashed and the doors and windows repainted in the inside.

#### SCHOOL-GROUP AT BAIÃO

To accommodate this group the Government hired a building from Sr. Nicandro Correia Seixas whose tender was reported by the Engineer appointed to examine the different buildings offered to the Government to be the most advantageous.

Some repairs were, however, necessary for fitting up and putting the building in sanitary conditions, such as painting, whitewashing, repairing the iron work and walls.

#### SCHOOL-GROUP AT MUANÁ

The house belonging to Antonio Gomes da Silva was selected for this group by the engineer of the Public Works Department and was duly adopted to its purpose. The house was repainted and whitewashed, inside and out, some walls being removed, floors and ceilings repaired, doors, windows and cedar wood railings put up and lavatories and urinals erected, with earthenware drains leading to a cesspool.

#### SCHOOL-GROUP AT ALEMQUER

As the building occupied by the group in this city was too small it was resolved to have another better adapted for the purpose. A house belonging to Joaquim Ferreira Coelho was selected and put into proper order having been whitewashed and repainted, inside and out, wall removed and partitions erected as well as lavatories, etc.

#### SCHOOL-GROUP AT PINHEIRO

This nucleus is accommodated in the building belonging to Dr. João Hosannah de Oliveira chosen by the engineer appointed for that purpose. The walls were repaired, the house whitewashed and repainted and some walls have been taken down to enlarge the four class rooms.

#### SCHOOL-GROUP AT MOSQUEIRO

The group at this town is accommodated in the house of Sr. Antonio Pindobussú de Lemos, which like all the others was selected by the Public Works Department and the following repairs were effected:—painting and whitewashing, removal of walls to enlarge the rooms, reconstruction of the roof, installation of lavatories and urinals, construction of a marquise and of a cement path two metres wide.

#### THE LAURO SODRÉ INSTITUTE

The works undertaken in this Institute are now finished. New machinery has been provided for the bootmaking shop and the bathroom has been repainted, part of the floor renewed and the venetians altered.

#### PIER AND WHARF OF THE RECEIVING OFFICER

13 fenders of Matá-Matá have been placed on this pier and a broken pile at the right hand front corner has been repaired. This pier, however, needs further repairs, which will shortly be commenced.

#### THE PRATA INSTITUTE

Government resolved to continue the erection of this Institute, then hardly commenced, it is now nearly finished and the Institute for women will be opened in October.

It was resolved to alter the original plan so as to secure more space, raising the building so as to utilize the ground floor which is now 3 metres high. The building measures 56 metres by 17, and the upper story to the eaves 5 metres high. The ground floor is divided into two apartments divided by a passage in the middle. The upper floor is divided in the same way, having the reception room on the right and a larger room, intended for a chapel, on the left. At the back is a veranda running the whole width of the building.

A stair case looking south is being constructed in the front. A Decauville line of 60 centimetres gauge will be built from the Institute to a landing place on the river Maracaná, a distance of 6,260 metres, and thence to the station of Livramento communication will be maintained by the steam launch *Prata*, of 19 tons burden, bought specially for that purpose.

#### THE PIER AT GURUPA!

This pier will be constructed of wood, in the shape of a T, and will measure 66 metres long by 4 metres exclusive of the cross piece T which will be 15 metres by 12 with an ornamental shed 9 metres long by 8 and 7.60 metres high to the skylight and to the eaves 4.80 metres. The piles of the pier, 25 centimetres square are 3 metres apart from centre to centre every way. There are 44 of them in the main pier and 30 in the T, all of *matá-matá* and in the front are five square fenders of the same wood, all driven in by a pile driver. All the piles of the T are cross bound both ways with moises and cross-chaped pieces 15 centimetres square but only the 9 piles in the main pier nearest the T are bound in the same way and that only across the pier.

The piles are secured at the top to cross beams of *massaranduba* with, in the main pier, 3 rows of longitudinals separated 1.50 metres from centre to centre and in the T 13, one metre apart, all of them being 20 centimetres by 30.

The flooring of the pier laid on the longitudinal is of *massaranduba* plants, 5 centimetres thick.

On the left side of the pier there is a ladder with a landing of 2 metres by 2.50, the frame being of *acapu* and the steps of *massaranduba* 1.50 metres wide. Both the pier and the T have a railed parapet of *acapu* all round. The shed is all *acapu* covered with corrugated sheets of galvanized iron, with a peaked roof and a skylight one metre high with venetians.

From the front and back walls, which have each two windows 1.20 metres by 2, piers 2 x 3.70 project; whilst the side walls have each, 3 windows of 1.40 metres by 2.60. All the walls are constructed in *acapu* and ornamental woodwork runs round the edge of the roof. The warehouse, placed in the middle of the T cross pier has 2 lateral corridors 2 metres in width as also one behind and one in front 3 metres in width. It has been painted inside and out and connects with the shore by means of a stone pier 60 metres long, 90 centimetres wide and 60 high.

The pier is being built by the municipal council of that city at an estimated cost of 26:516\$200, Government having granted a subsidy of 18:000\$ and provided transport for materials.

#### THE PIER AT SANTAREM

The pier which is being constructed in this city is of timber in the form of a T, 38 metres long, exclusive of the T, by 4 wide, the T itself measuring 24 metres by 13, in the centre of which is a warehouse 18 metres by 9, 9.50 metres in height to the skylight and 5 metres to the eaves.

The piles are 25 centimetres square, the first six being 8 metres apart from centre to centre and the rest 14.

All the piles across the main pier as well as the T are 3 metres apart from centre to centre, there being 22 in the pier and 58 in the T. All the piles of the T are teed by *moises*, 15 centimetres square and by St. Andrew crosses; in the main pier only the 6 piles near the T are bound by "moises" both ways, all the others are fastened across with crosses 15 centimetres square and lengthwise with clamps. All the piles as well as the six fenders, 27 centimetres square, in the front of the pier are of *matá-matá* and have been well driven in by pile drivers.

The piles are secured at top by cross beams of *massaranduba*, 22 centimetres square, which meet a row of longitudinals in the main pier several metres apart from centre to centre and in the T all being 27 centimetres by 18.

The flooring of *massaranduba* plants, 5 centimetres thick, is laid on the longitudinals, and on each side of the main pier is a ladder with a landing stage of 3 metres by 2, the frame of *acapu* and the steps of *massaranduba* 1.50 metres wide. The whole pier is railed in with a hand rail of *acapu* except on the front of the T. The store is all constructed of *acapu*, covered with corrugated galvanized iron sheets with a peaked roof and an ornamental skylight with venetians. The front and back walls have each a door 2 x 4 and 2 windows 1.20 x 2.60 and the side walls 6 windows of the same size.

All the walls and wood work are of *acapu* and round the edge of the roof runs ornamental woodwork. The shed is painted inside and out, and has four exterior passages, the two side ones 2 metres wide and the other two, 3. The abutment is of stone, 5 metres long by 1 and 1.10 metres high. The depth of water at low tide is never less than 4 metres and 8 at high tide.

The pier is being built by Sr. Manoel Raymundo Bentes, whose tender for 46:845\$980 was accepted and he has already signed the contract in the Finance Department.

#### SCHOOL GROUP AT CASTANHAL

As there was no suitable building in this town for the school-group it was resolved to build one in accordance with modern requirements. This building, in the form of a square occupies an area of 24.60 metres by 14.35 and is situated in the centre of a lot 50 x 30 in the *praça da Matriz* and is adapted for 400 pupils of both sexes.

The building is divided lengthwise by a central wall and the class rooms are arranged as follows—2 in the front, one on each side, measuring 6.65 metres by 8.00 each; behind these are two more of the same size, each one for the accommodation of a class of 80 pupils. Next on the right, a room 6.65 by 5.70 for 40 pupils and on the left 2 divisions of 6.65 by 2.75 metres each, one for the management and the other for the teachers.

On each side there is a terrace, covered by "marquises", each 21.10 metres long by 1.50 and with a staircase at each end.

The class rooms in the front have two windows each 4.20 metres high by two with iron bars and at the sides one window 3.30 metres high by 1.30 and two doors 4.20 metres by 1.30, opening on to the two terraces on to which all the other class rooms open by a door. There is a door 4.20 metres high by 3, between the two front class rooms so that, on the occasion of school festivals, they can be converted into a single saloon. All the rooms have communication into one another so as to facilitate supervision by the director.

The back section has 4 windows and all the rooms are floored with *acapú* and *páo amarello* with a skirting of *acapú*, the ceilings being lined with *marapáuba*.

The basement, 6.65 metres by 5.70 is cemented and, is intended for a store room. The building is quadrilateral, with a bell on the main front and on that at the back, and the state arms displayed on the former. The grounds in front of the building are walled in with an iron railing on each side and two iron gates, one for boys and one for girls, and the rest of the grounds are enclosed with a wooden fence.

Inside, the ceilings, skirting boards, windows and doors are painted and the walls whitewashed and the outside of the whole building has been painted.

The building which is being constructed by Sr. Theodoro Amancio de Barros, is almost ready, the estimated cost being about 57 contos. All the walls, both internal and external, are built in brick and the whole building is surrounded by a cemented walk 50 centimetres wide.

#### THE GENTIL BITENCOURT INSTITUTE

At the commencement of my term of office I at once perceived the necessity of continuing with the construction of the new building for the Gentil Bitencourt Institute. I did not, however, carry out my intention at the time as a rough estimate showed that the amount required was then too large for the financial resources of the State. Since then the situation of the Treasury has greatly improved, so it was decided to call for tenders, the estimated cost of finishing the works being 602,333\$559.

Of the three tenders received that of Dr. Octaviano Pinto and architect Victor Derbes, of 596,260\$000, was selected, and the contract was at once signed in the Finance Department.

The building is in the form of an E, the main frontage measures 75 metres wide by 82.10 deep and comprises five sections of which the middle one and that at each end are smaller and projecting.

Behind the main building, which is 16 metres wide, are three wings which form the rest of the building, being separated one from the other by a space of 13.50 metres, each wing being 13 metres wide. The total height of the building to the springing of the roof is 17.10 metres, i. e., basement 2.65, first floor 6.35 and second floor 8.10, but only the main frontage and the two end galleries to a length of 36 metres have more than one storey.

*Division of the first floor.*—The main building, 13 metres wide, intended for the entrance has 3 large doors, each 2 metres wide, which open on to an antechamber 5 metres by 11.80, behind which are 3 rooms 5.70 metres by 3.70, the two side ones for waiting rooms and the middle for a passage.

In the two adjacent sections, standing back from the front there are: on the right, the chapel measuring 17.40×9 metres with 6 windows, 1.60 metres wide, on the front, 4 doors which open on to a corridor separating the front from the 3 wings and another door opening on to the waiting room. On the left a saloon 11.25 by 9 metres for the reception room and another 5.80 by 9 metres for the secretary's office, the reception room having 4 windows on the front and 2 doors on to the corridor, and one opening into the waiting room, and the office having two windows on the front and two doors on the corridor.

The projecting sections at the ends measure 11.10 by 10 metres each, with 3 windows on the front, 3 on the sides and a door on to the corridor. The right hand one is for the sewing department and that on the left for embroidery.

Behind these runs a corridor, the whole width of the building, 3 metres wide by 64.70 long.

The centre wing communicates with the corridor by 3 doors and is in the form of a T. The main building is divided into two parts, one 11.80 metres by 3 next the corridor and the other 11.80 by 41.14, for a refectory. The first has 2 windows on either side and the refectory 11, all 2.50 metres wide.

Next to them is a corridor 5 metres wide which divides the head of the T into 2 parts, on the right a room 5.35 by 5.40 and beyond it a kitchen 10 by 5.35, the room having a window opening on the outside and a door on to the corridor and the kitchen 4 windows and a large arch 5.40 wide opening on to the corridor, all the windows being 1.80 metres wide.

On the left there are two rooms 7.60 by 5.35 each, the first having 2 windows opening outside and a door into the corridor and the second 3 windows opening outside and an arch, like that in the kitchen, the first being intended for a store room and the second for a pantry. At the end of the corridor which is 15.40 metres long is a staircase leading to the garden.

The right wing is 13 metres wide, 3 of which are taken up by a corridor leading to the central court and 66.40 metres long, and divided into 10 compartments as follows:—the first measures 8.10 by 5.70, has 2 windows opening outside and 2 doors on to the corridor and 2 others leading to the second compartment; the second and third are 8.10 by 9.80 each, have 3 windows opening on the outside and 3 doors on to the corridor, all of them are intended for class rooms; in the fourth compartment, 3.10 by 3.20, is situated the staircase leading to the first floor, with one window, opening on the outside, and a door into the corridor; in the 5th and 6th are twelve privies, and in each there is a window and a door as in the others; the 7th is a store room 8.10 by 9.40, with 3 windows opening on the outside and 3 doors opening to the interior of the building, the 8th is a pharmacy, laboratory and store, 3.70 by 8.10 with a window and door as before; the 9th is an infirmary, 8.10 by 9.20 with 3 windows and 3 doors into the corridor; the 10th is a store for the infirmary 8.10 by 6.30 with 2 windows and 2 doors. At the end of the corridor, on the other side, are ten baths occupying a space of 17.50 by 2.65 with 5 windows on to the central court and 5 doors on to the corridor. A staircase placed in the middle of the corridor leads to the central court.

The left wing contains the same number of class rooms and of the same dimensions as those of the right as well as a staircase to the first floor. Next to them comes a room 8.10 by 16.30 with 5 windows and 5 doors, the same as the right wing, which will be used for linen closets, and two more rooms for store rooms 8.10 by 6.30 with 2 doors and 2 windows, and ten baths and a staircase to the court in every respect the same as in the other wing. The middle section of the first floor 12.20 metres by 11.10 is divided into three rooms 8 by 11.30, 5.20 by 4 and 6 by 4 respectively and will be set apart for the management.

The two sections which stand back from the front, each 17.70 by 12.80, the two end ones, each 10.40 by 11.30 and the two wings each 24 by 8.50 form two large saloons and are for the girls' dormitories.

On both sides follow 5 rooms 8.50 by 3.10 each, the two first for the girls' dressing rooms, the third for the staircase and the other two for privies. All these rooms open on to a corridor 3.20 wide, corresponding to that on the ground floor and have windows opening on to the outside of the building. The height from floor to ceiling on the ground floor is 6.30 metres and on the first storey 6 metres.

Steps, 13 metres wide, with a landing 13 metres by 3 lead up to the entrance. When the works were recommenced only the walls as far as the first storey were completed but now it is all covered in and all the stone and brick work finished except the exterior "platibanda" of the right wing.

The ceilings of the centre wing are all finished and the floor ready for the mosaic which in the kitchen and its dependencies has already been laid down. The inner and outer walls to the level of the "empostes" is already plastered, and the private apartments, linen room and 2 store rooms adjacent, the corridor to an extent of 30 metres and the bath rooms have the ceilings finished and are plastered inside. On the first floor the ceilings of the dormitories in the left wing are also finished.

The central frontage is plastered on the outside as far as the basement and the other sections to the level of the "empostes", whilst the façades looking towards the Companhia Urbana and the central courts are also plastered. The floor of the corridor in the left wing and part of that in the front are ready for the mosaic to be laid down. Several window frames have been already put in and the work is being carried on with the greatest activity. The façade is in the Ionic style with an ornamental "tympano" in the centre and the monogram "I. G. B." surmounted by a figure representing the Republic and allegorical figures representing science and art, all made of portuguese stone.

Four iron summer houses have been ordered from England which will be placed in the central courts for the recreation of the pupils.

#### ORPHAN ASYLUM

Some works are being carried out in this establishment, such as a landing stage, a swimming bath, a shed for work shops, some repairs in the building and the offices of the management and an out building is being erected for a kitchen. It will be accommodated in the old immigrants home at Outeiro.

#### Conclusion

On terminating this brief review of the movement during the last year of my administration, it is with the greatest satisfaction that I thus put you in possession of the documents necessary to form an unbiased judgment.

On a previous occasion, I stated that my administration was already on its trial, and the constant and friendly assurances I have received from citizens of every class, convince me that the principles of my administration were the most fitted for the difficult moment at which I was called on to direct the affairs of the State. Hatred, passion, calumny and intrigue, all this I well knew I must face, and though, too often, passion is apt to sway and upset the good sense of the masses, I was also convinced that good resolutions and honest performance must in the end triumph over bad faith and falsehood.

Politically, I always thought that no public man professing democratic principles, when called to office can govern without the support of the party to which he owes his election and of the majority who chose him, whose tendencies and aims he must consult. I never believed that politics necessarily corrupt administrations; on the contrary I made it my task to prove that no such incompatibility existed, and that the administrator can alone build solidly on the foundation of public opinion.

My relations with the party that elected me have always been most cordial, and the solidarity of views and aims between myself and the powerful political organization of which I am the representative in the Government has always been complete. I may add that, with regard to administrative affairs, I have never encountered the slightest obstacle on the part of the directors of the party, nor on their side did they ever exercise pressure on my Government. On the contrary, thanks to a thorough understanding, I always could obtain what was wanted for the definite solution of many of the important undertakings and for the gradual settlement of the rest.

If, in the task of reform and reconstruction forced on me by the crisis, any praise or credit accrue to the government, by right they belong to the party whose adhesion and support alone made the work of use and advantage to the State.

To you, Gentlemen, members of the Legislative Assembly, I would express my profound gratitude for the hearty and unwavering support with which you have honoured me. From the complete and perfect union of views between my Government and the Legislature has been evolved a political power that has overcome every obstacle to the welfare and prosperity of the State of Pará, as a unit of great Brazilian federation.

I salute you,

AUGUSTO MONTENEGRO.