

The Brazilian Review

VOL. VII

RIO DE JANEIRO, TUESDAY, DECEMBER 6TH, 1904

No. 49

Offices: RUA DA URUGUAYANA, 59

P. O. Box. 472, RIO DE JANEIRO — — — Telegraphic Address — "REVIEW" — RIOJANEIRO

All literary matter to be addressed to THE EDITOR.

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 Uruguayana, 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.

AGENTS FOR SALE OF THE "BRAZILIAN REVIEW"

Rio de Janeiro. Crashley & Co., Rua do Ouvidor 36.
" Rodrigues & Co., Rua do Ouvidor 59.
São Paulo. C. Hildebrand & Co. Rua 15 de Novembro, 40.

London. G. Street & Co. 30 Cornhill.
New York. The Tea and Coffee Trade Journal, 76 & 78,
Park Place.



Separate copies of the "Brazilian Review" are sold at Crashley & Co., Rua do Ouvidor, 36, and at Rodrigues & Co., Rua do Ouvidor 59 and by all other Agents. Price 1\$200. — Announcements of births, deaths and marriages concerning subscribers and friends are inserted in this Review free of charge.

TERMS OF SUBSCRIPTION:

60\$000 or £3 per Annum, Post Free, Payable in Advance.
SINGLE COPIES 1\$200, or 1s.2d.

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
1904			
FOR EUROPE & THE STATES			
Dec. 7	Clyde	Royal Mail	Southampton
13	Cordillera	Messageries Maritimes	Bordeaux
13	Titan	Lanport & Holt	New York
15	Victoria	P. S. N. C.	Liverpool
FOR THE RIVER PLATE AND PACIFIC			
Dec. 6	Nile	Royal Mail	Buenos Aires

A N ENGLISHMAN (recent Civil Service Coach in London) and teaching shorthand

ENGLISH & PORTUGUESE.—PITMAN,

book-keeping by double entry & most modern languages, is desirous of obtaining private pupils. Would accept a post as family tutor.

Address "Preceptor". The Office of this Journal.

WANTED

At this office an apprentice, who can read and write English well.

NOTICE

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

Notes

Treasury Remittances. By the New Zealand s. s. *Athenic* £242,132 were remitted to the Treasury agents in London and £300,000 more will follow during the next fortnight.

The Bank of the Republic. A communication has been received by the directors of the Bank of the Republic from the Minister of Finance, Dr. Bulhões, to the following effect — "It gives me great satisfaction to express in the name of the Government their sense of the meritorious manner in which the directors conducted, without interruption, the business of the bank during the disturbances in November last and of the manner in which operations have been carried on, and a serious fall of exchange and grave injury to the interests of the market have been prevented."

Revenue for November collected at the Customs of Rio de Janeiro amounted to 6,307,890\$ nominal of which 1,603,680\$000 in gold and 4,704,209\$000 in paper, as against 1,520,716\$000 gold and 4,387,720\$000 paper last year. The movement was as follows:—

	1904	1903
Imports, including duties, addiconaes, sur-tax for port works, shipping dues. etc.	5,858:723\$	5,605:482\$
Inland Revenue	32:539\$	31:673\$
Consumption dues	357:060\$	343:530\$
Sundry and eventual revenue	14:995\$	8:549\$
Deposits	60:746\$	33:066\$
	6,307:890\$	5,908:437\$

The surtax for the port works in November yielded 262:350\$ gold, making up the total since 15 July 1903 to 4,097:305\$, equivalent to £ 460,446.

Up to July revenue at this Customs districts showed a falling off of 2,406:630\$ compared with 1903, but since then it has been picking up so that the shrinkage was reduced at the end of November to only 931:576\$ (nominal.)

Rubber. The month of October was comparatively poor, there was a falling off of nearly 7% in the quantity shipped, of which 40% only came from Manaus and 60% comprising chiefly low priced Sernamby, from Pará. In spite of a higher range of prices, export values were consequently only 16,761:512\$ as against 17,333:200\$ last year.

For the 10 months, January to October, the figures are as follows:

	Quantity	F. O. B. Value
1903.....	Tons. 23,356	Rs. 148,282:120\$
1904.....	" 23,702	" 161,293:671\$
Increase...	Tons. 346	Rs. 13,011:551\$

More Robbery. On the 28th ult. one of the cashiers at the Treasury wrapped 330:000\$ he had received for payments in a newspaper, put it under his arm and coolly walked into the street and disappeared!

The wonder is not so much that even with a record of 20 years' irreproachable service he should have so acted, but rather that with 20,000:000\$ at his mercy he should have been contented with so little.

Impunity breeds contempt; and if there is anything left in the Treasury at all it is a proof that after all there are more honest men than there might be.

A *Noticia* gives the following list of robberies in Government offices since 1896:—

At the Central Railway	1896.....	6,700:000\$000
do	1897.....	450:000\$000
do	1900.....	25:000\$000
do	1903.....	805:000\$000
At the Mint.....		13,000:000\$000
At the War Office	1903.....	893:000\$000
At the Treasury	1904.....	330:000\$000
		22,203:000\$000

Over a million sterling stolen in eight years in seven *coups*, without counting innumerable smaller peculations, scarcely worth mentioning!

The loss of the money is of itself bad enough, but still worse is the growing corruption of which it is symptomatic.

It is impossible that a political system that consents to or is impotent to correct such abuses can long endure.

The fault lies in the inability to assimilate exotic institutions, such as the Jury, unsuited to the character of the people.

Until that is altered little or no improvement, we fear, can be looked for, whatever Government may devise and we must be grateful that, even so, peculation is yet the exception and not the rule.

Municipal representative Government is generally admitted to be a dismal failure and projects are afoot to do away with it. Still more ghastly, however, is the failure of the trial by Jury, amongst us, on which, for a consideration, the worst rogue can rely for benevolence if not for certain acquittal.

It was always so, during the Monarchy as during the Republic; and so it always will be until there is a radical change in character.

THE TEUTONIA BREWERY



MENDES

TEUTONIA BRAND



This well-known Brewery is situated at the Crest of the Coast range in an unrivalled situation as regards climate and purity of the water utilised for Brewing. This is collected in vast reservoirs on the property of the Company and conducted, pure and crystalline, in pipes to the Brewery. The situation and conditions under which its beer is brewed guarantee its being the best and purest in the market.

OFFICE IN RIO DE JANEIRO

Rua General Camara No. 37

Telephone No. 1112

THE BRAHMA BREWERY



Recommend their Specialities:

BOCK-ALE

— AND —

Brahma Porter

One of the most Nourishing Beers in the World.

Analysis 13,676, of the National Laboratory, backed by the best medical and private opinions, shows that the Brahma Porter rivals the very best brands of foreign Stout and Porter, and is specially recommended for those suffering from the stomach, to convalescents and to ladies nursing.

Guaranteed to be made of best MALT HOPS only.

Cia Cervejaria Brahma

Rua Visconde de Sapucahy, 140-142
RIO DE JANEIRO

TELEPHONE 111

CAIXA 1205



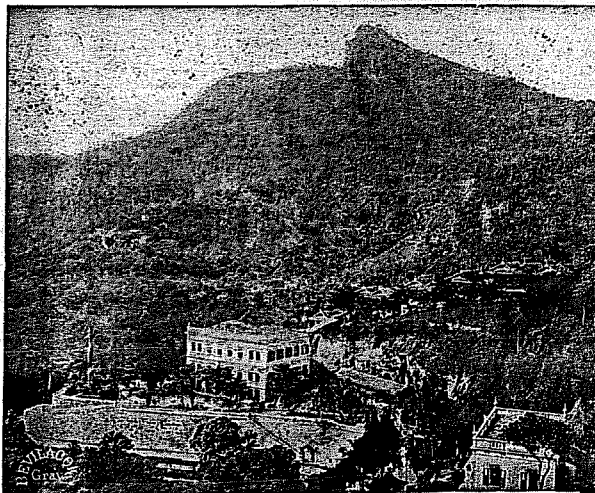
GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO—Telephone No. 134.

1,000 FEET ABOVE THE SEA.

Telegraphic Address—MENTGES—RIO.



Grand Hotel Internacional

Also under the same management

Hotel Paineiras—Corecovado

with all modern comforts for Families.

Nearly 2,000 feet above the sea.—The healthiest part of Rio.—Excellent kitchen and cellars. — Trains pass the door.

Manager, FRANK DA COSTA. Proprietor, FERDINAND MENTGES.

N. B.—THE MANAGER meets all the passenger steamers arriving at Rio, to see to the guests' luggage and comfort, and personally conducts them to the Hotels, the services of interpreters or guides being therefor unnecessary.

SPLENDIDLY SITUATED in one of the HIGHEST POINTS and in the HEALTHIEST PART of Rio, thus assuring GOOD AIR and commanding THE MOST MAGNIFICENT VIEWS.

Highly recommended FIRST-CLASS AND OLD ESTABLISHED HOTEL FOR FAMILIES AND TRAVELLERS.

The ROOMS are FRESH, AIRY and QUIET.

Baths: plunge and shower.

Noted for its EXCELLENT CUISINE and its WELL-SELECTED WINES.

Specialities: LIQUEURS, WHISKY, COCK-TAILS, BEERS and refreshing drinks of the BEST QUALITY.

All meals served at separate table.

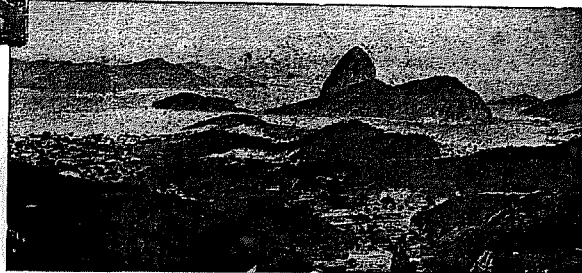
Spacious dining, music, smoking and BILLIARD-ROOMS.

ROOM FOR BANQUETS, BALLS, etc.—*Service de Luxe*

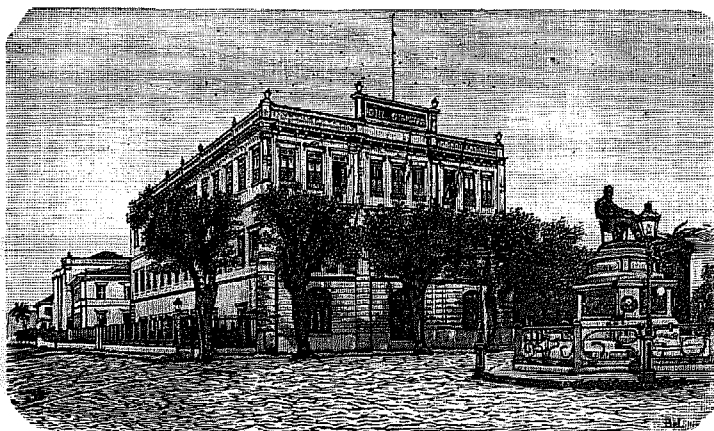
LIBRARY with all the principal NEWSPAPERS.

GARDENS.

Electric-Trams pass the door every 20 minutes.



View taken from the HOTEL INTERNACIONAL



The Strangers Hotel

HOTEL DOS Estrangeiros

THE BEST IN RIO DE JANEIRO

PRAÇA JOSÉ DE ALENCAR No. 1

PETROPOLIS Branch

(Formerly Hotel Internacional)

Rua Primeiro de Março No. 6

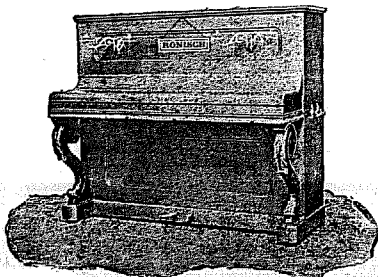
ab 11-ec

E. BEVILACQUA & CO.

RUA CHILE No. 33

A large stock of PIANOS by the following makers always kept on hand RONISCH, COLOMBO, PLEYEL, BOISSELOT, on hire or for sale.

PIANOS REPAIRED AND TUNED.



Any edition of MUSIC. Music engraved and printed in the best possible manner.

High Class Printing in black or colours executed with dispatch, as also illustrated newspapers, commercial forms, post or visiting cards, or any other description of typographical work.

Lithography: Music, Maps, Menu-cards, Placards, etc.

Photo-engraving in line or half-tone. Reproductions of all kinds in zinc or copper.

N. B.—Most of the blocks in this edition of the BRAZILIAN REVIEW were executed by

E. Bevilacqua & Co.

Rua Chile No. 33.

Sugar. The Permanent Committee of the Brussels Sugar Convention has imposed a countervailing duty of 5,25 fcs. per 100 kilos of Candy and 5.60 on other sugars of Brazilian production. This, of course, was to be expected, but in the present state of trade cannot do much harm, as most of our sugar is wanted for home consumption and, as the subjoined figures show, there is as yet scarcely any surplus for export:—

SHIPMENTS OF SUGAR, 9 MONTHS JANUARY TO SEPTEMBER		
	tons	value
1902.....	110,852	14,712:945\$
1903.....	12,688	2,388:036\$
1904.....	2,693	532:214\$

The tax of 5.60 fcs. per 100 kilos is equivalent at 12 d to 4\$452 and to about 21% on the present export value of the only kinds of sugars now exported.

THE FUSION OF THE SÃO PAULO RAILWAYS

At the meeting of the Mogyama shareholders on Wednesday the proposed fusion was rejected by 10,000 votes against 8,957. The meeting was very animated and lasted till 10 p.m. Dr. A. Cunha Bueno opposed the scheme on the grounds that the acquisition of the Sorocabana was not advantageous on the terms proposed. He protested against any arrangement with the São Paulo Railway and against fusion with the Paulista Company, which, he said, is overburdened with its obligations for Rio Claro debentures. The Paulista Company is, however, determined to carry through the operation with or without the Mogyama and expects, with the aid of the Government of the State, to be able to raise the necessary money.

CONGRESS

In a secret session of the Chamber on the 3rd inst, one of the subjects of discussion was the fact that the aggregate of the proposed appropriations for different departments will, if voted, exceed the estimated revenue for the coming year by 15,000, contos—about £750,000. The way expenditure is increasing and credit is being abused is becoming alarming and, unless checked, is certain to lead to disaster.

MUNICIPAL AFFAIRS

The following firms have tendered for asphalt pavement of the Central Avenue:—Messrs. Bruggemann, Pereira & Co for the Hasting Pavement Co., Messrs Quayle, Davidson & Co for the Val de Travers Asphalt Co.; E Charles Ventelet for Amedée Prince & Co., proprietors of the Arthur Metz system; Friend, Correa & Co. for the laying of the concrete basis; Antonio Coutinho de Vasconcellos and René Montreuil, represented by Dr. J. Machado de Mello; Laurence W. Hislop for the Neuchatel Asphalt Co.; Modesto Leal & Co, Luiz Echevarria and Dr. João Proença for the Cia. de Asphaltes de Maestu; J.P. Coughlin, for the South American Asphalt Paving Company and A. G. Fontes for the supply of asphalt tiles or blocks. The tenders of Friend, Correa & Co and A. G. Fontes were ruled out of order and excluded.

A bill has been presented to Congress curtailing the already limited powers of the Municipal Council in a manner as to reduce it practically to impotence and make it a purely decorative institution that might as well be done away with altogether.

"Superaris" A standard of purity for all South America.

PARÁ

"The fact that the *Brazilian Review* attributes to the influence of exchange on paper money the actual conditions of the State shows very clearly that our contemporary is unacquainted with the financial system put into execution by Dr. Paes de Carvalho at the commencement of his administration. *Folha do Norte*, 8th November 1904."

We had not forgotten that in Pará Revenue and Expenditure are estimated on a gold basis, any more than that, as long ago as 1898, we wrote that "to simply decree a gold standard will not restore economic equilibrium nor make that standard a reality, so long as paper money is a legal tender."

Make your estimates how you will, so long as the revenue is derived from *ad valorem* taxation of a product that varies so immensely in value like Rubber, and so long as expenditure, which despite decrees must be largely in currency, is controlled by exchange, financial can only be secured by sacrifice of commercial stability.

Since 1896/7 revenue has been as follows:—

	Gold		Paper
1896/7.....	—		16,417:000\$
1897/8.....	4,900:000\$	approximate	19,000:000\$
1898/9.....	6,750:000\$	>	22,000:000\$
1899/1900.....	7,650:000\$	>	24,000:000\$
1900/1.....	5,150:000\$	>	13,000:000\$
1901/2.....	5,300:000\$	real	12,167:000\$
1902/3.....	6,561:000\$	>	14,987:000\$

In 1897, commenced the great rise of rubber that drove prices from 84 cents in January of that year to 106 cents in 1898 and 110 cents in 1899 and beginning of 1900. Gold revenue rose from 4,900:000\$ for 1897/8 to 7,650:000\$ for 1899/1900, whilst its equivalent in paper, the real legal tender, rose with the depreciation of the currency over 60% between 1896/7 and 1898/9 from 16,417:000\$ to 24,000:000\$.

Everything seemed prosperous, and he would have been more than human who at the time would have foreborne from discounting to some extent so promising a future, or could have foreseen that within two years rubber would fall over 60% to 72 cents, that gold revenue would shrink 37% to 5,150:000\$000, exchange improve to nearly 12d, and the equivalent of revenue in currency fall to 12,167:000\$ in 1901/2, or 50% below what it fetched in 1899-1900.

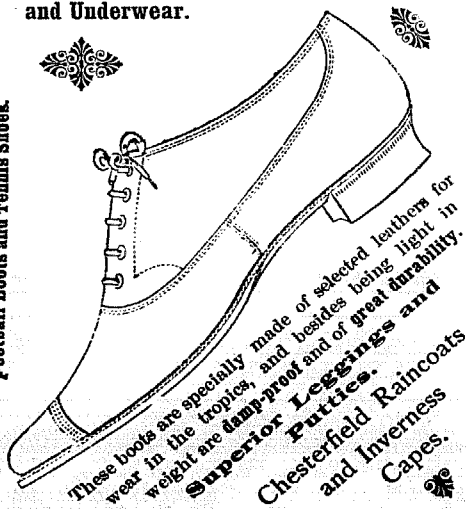
We believe the *Folha do Norte* was not then in existence, but shall be pleased to know what its editor's opinions were at that time on the subject.

The fact that the estimates were in gold made no difference; or, if it did, falling gold prices and rising exchanges must have helped to make the situation still more difficult to commerce. A sudden shrinkage of 37% in Revenue would embarrass any administration, but when to that is added a depreciation in the purchasing power of the specie in which revenue was payable, consequent on the rise of exchange, it must be clear even to the most prejudiced that the embarrassment of any Government in such a position must be most serious.

Had there been no outstanding obligations it might have been possible by strict economy to tide over the difficulties. But, as it was, Government had entered on extensive public works for which large sums were owing to Bankers and constructors. A temporary settlement was made by payment by bonds, which though it relieved Government for the moment, in reality only transferred the burden to its creditors, who were unable to realise these securities. The crisis deepened and the only chance of speedy recovery lay in the importation of fresh capital, not as much to ease Government's finances as to assist the market. The moment could not, however, have been more unpropitious. The Boer War was at its worst, British consols were falling daily, the Stock exchange plunged in gloom and there was no confidence and no inclination for any foreign venture whatsoever.

Superior British Hosiery and Underwear.

Football Boots and Tennis Shoes.



These boots are specially made of selected leathers for wear in the tropics, and besides being light in weight are damp-proof and of great durability.

Superior Leggings and Putties.
Chesterfield Raincoats and Inverness Capes.

Clark's

The Leading Boot & Shoe Stores in Brazil.

AGENTS IN ALL THE PRINCIPAL CITIES.

Rua do Ouvidor No. 67, B

RIO DE JANEIRO

RUA DE S. BENTO No. 8

S. PAULO

—: Bahia and Pará :—



THE PLOT THAT FAILED

Nothing so far has transpired from the enquiry, which is conducted in secret. There are, of course, the usual crop of rumours of dissatisfaction amongst the army, half of whom, if report is to be trusted, are implicated. The São Paulo police are still here and, to judge from their having sent for fresh uniforms, intend to stay.

— The *Barroso* arrived at Pernambuco from Manaus on 27th. ult.

— The *Costeira s. s. Itaipava* left on 28th ult for the Amazon with 334 of the ruffians who, under pretext of the vaccination law, for a week kept the city in uproar, amongst them being the notorious *Prata Preta*, *Moleque Roque da Saude* and *Jovita*, the heroes of "Port Arthur" and worthy allies of the *positivo-monarchico-cum-anarchism-omnium-gatherum*.

— The *Illustrazione Italiana*, published at Rome on the 16th October, thirty days before its actual outbreak, informed its readers of a conspiracy to upset the Government in the following words:—

"Nel Brasile è stato scoperto un complotto militare, per cambiare in dittatura la forma attuale di governo.

Sette ufficiali sono stati arrestati e si aspettano molti altri arresti."

— The Club de Engenharia, of which Dr. Frontin is President, has presented its congratulations, perhaps the sincerest of any, to the President of the Republic on the "re-establishment of order" Under the present dispensation engineers are having such a time as they have not known for years, and have good cause for rejoicing that so paternal and enterprising a Government was not upset, as Heaven knows what would have become of the Avenue and all its works and *patotas* under a new dispensation.

"Superaris" Now a daily question, "have YOU tried Superaris."

General News

Local Items. The returns of the Director General of Public Health for week ended 27th November are as follow:— Yellow fever 1; bubonic plague, 12; small-pox, 67; measles, 1; scarlet fever 0; diphtheria 1; whooping cough, 1; influenza, 8; typhoid fever, 2; dysentery, 2; Beriberi, 5; leprosy, 2; erysipelas, 0; marsh fevers, 8; pulmonary diseases, 70; other contagious diseases, 2; Total 192. Violence, (including suicides) 12. Non-contagious diseases, 209. Total deaths from all causes, 403; equal to an annual death rate of 22.51 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 45.16%. Under treatment in hospitals: yellow fever, 0; small-pox, 189 and bubonic plague, 96.

— A report just issued by the Health Department shows a most satisfactory decline in deaths from yellow fever, which is attributed to the war waged against mosquitoes. The number of deaths during the first six months of the current year were only 38, the lowest recorded. The next lowest was 86 in 1882, 115 in 1887 and the highest 4,819 in the first half of 1892. Dr. Mendonça calculates that the earning power lost to the country since 1874 through yellow fever has averaged 8,554,140\$ per six months and that at the same rate it was only 249,660\$ this year and that a saving of 8,304,580\$ was realized — all through killing mosquitoes.

Certainly, there seem to be fewer mosquitoes in some parts, in others more, and as water tanks are now all closed, the mosquitoes sit on the stings or chains and wait until an inspector comes round to remove the cover to slip silently in and breed as hard as ever.

Still it is indubitable that the fever has diminished, not here only but at Santos also, where although there is no mosquito brigade, it has almost disappeared. So we may be pardoned, perhaps, if we reserve our opinions as to whether it is Dr. Cruz or Providence who has worked the miracle.

— On the 30th ult the Bank of the Republic completed the payment to the Treasury of the £ 990,000 loaned to it by delivery of a bill on London for £169,360.

— The total value of the *inscrições* (3% bank bonds) redeemed to date is 78,544,700\$, out of the total issue of 121,845,000\$000.

— The tremendous falling off of the traffic on the Central Railway since the rupture with the Leopoldina has induced Dr. Osorio de Almeida, the director, to be somewhat more complacent and, consequently, negotiations for re-establishment of mutual traffic have been renewed.

— Dr. White, the American Geologist, paid a flying visit to the principal manganese mines in Minas, but did not go on to Morro Velho as no mules had been provided. Mr. White greatly admired the manganese deposits that, from their extent and easy extraction, put Brazil, in his opinion, at the head of all manganese producing countries. The worst of it is that even in manganese there is no stability of conditions. At 8d exchange it left enormous profits, at 10d was still remunerative, but at 12d only the best mines can be worked and at 14d probably all of them would go out of production, at least until prices of labour etc, had been readjusted.

What we want, above all, is stability.

— The *Juz de direito* of the new department of the Acre scarcely arrived at his destination before he came back and asked for a year's leave of absence to "treat of his health" which, however, an unfeeling government proposes to reduce to three months.

— Two wireless telegraph stations of the Telefunken system have been contracted for by the Ministry of Marine with Messrs Siemens & Halske.

— If, after all the fuss and feasting, Mr. White does not give us a splendid report on our coal-fields, that will make American capitalists run over each other in their anxiety to get such a *pechinha*, he will be a traitor to the country and as a specialist sunk to zero if not under.

São Paulo. At the beginning of November, Dr. Bernardino de Campos, whose health is much improved, was at Rome.

— *O Correio Paulistano* says that the work of widening the gauge of the Central Railway from Taubaté to São Paulo will be commenced this year.

Espirito Santo. A company is being organised with the capital of 120:000\$, on which 6% interest is guaranteed by the State, for construction of a line of railway between Porto das Angras and the town of Espirito Santo, near Victoria.

Pernambuco. Sugar is looking up and, if our sugar factories will only make up their minds to improve their methods so as to compete with the European production, there ought to be a good time in store for planters yet. A sign of the times is the issue of new capital to the value of £16,380 by the North Brazilian Sugar Factory Co., an English concern, the Managing director of which is now on a visit to this country.

What is one's man food is another's poison and, however agreeable the rise of prices of sugar may be to the colonies British consumers are not so pleased and complain that it has already cost them over £10,000,000. The West India associated have issued a circular stating that the high prices are the result of failure of the beet crops, and will not last, but that, without some improvement, the sugar industry would have been wiped out, as far as the Antilles and Java is concerned, but here what with prohibitive duties and big internal consumption it would never have been wiped out though domestic competition might have made it unprofitable in good years. Still we have a lot to be grateful for to Great Britain if we only understood it.

Parahyba do Norte. Revenue and Expenditure for 1905 are estimated at 1,120:500\$ of which 245:680\$ is for the police force and only 155:641\$ for administration of justice and 122:500\$ for education.

Pará. The *festas* on the occasion of the anniversary of Dr. Paes de Carvalho's birthday were most animated and show how liked and respected he really is on his native heather.

— Rubber buyers are agitating for a distinction between ordinary "Seramby" and a rubber of that description that has been kept in water.

— The Banco do Pará showed a cash balance on 31 October of 3,445:497\$ and deposits at sight to the value of 3,808:280\$000.

Because one has been used, for years, to paying a high price for a good water, is no reason for not trying another good water, now on the market, at a reasonable price. We tell you the day for high priced waters, in Brazil, is DOOMED.

"Superaris"

Books Received and Notices

REPORT ON THE TRADE OF BAHIA by Mr. Consul Madhurst. There was no improvement in the trade of Bahia, says Mr. Madhurst, business being as bad in 1903 as the previous year, but he has hopes that after so many bad years the corner has at last been turned and that business will improve. Hope springs eternal!

Though money was scarce and loans scarcer, there were fewer failures in 1903, perhaps because there were fewer to fail. Trade discounts averaged 10% *per annum*, a rate that has become normal at Bahia and should leave a fairly good margin for banking, if only there were some security for recovery of the capital, which there is not. Hence 10% and more!

Rubber exports are increasing and the quality is improving. The health of the city was good and for a wonder there was no epidemic in 1903, deaths being 4,384 or 241 less than in 1902. The population is estimated at 265,000. At Bahia, diarrhea, dysentery, consumption and malarial fever account for the greater part of the deaths.

Less steamers entered Bahia in 1903, but British tonnage still heads the list with 527,538 tons out of a total of 1,200,442, Germans coming second with 331,785 tons and French third with 218,498. Only 61 sailing vessels entered the harbour in 1903, of which 27 were British.

With regard to coffee Mr. Madhurst says that the crop was a big one and prices rose, whilst the quality was better than anything known for years.

The Cocoa crop of 1903, contrary to all anticipations, was poor, prices ruling from £2.10s. to £2.16s. *per cwt.* A good deal of new planting has been done and the 1904/5 crop should be a good one.

THE HARLAN AND HOLLINGSWORTH Co.

WORKS SITUATED ON TIDE WATER

Wilmington, Delaware, U. S. A.

MANUFACTURERS OF

Every description of Passenger and Freight Equipment for Broad and Narrow Gauge Railways. Special attention given to the construction of Carriages and Wagons for shipment to Foreign Railways.

Sole Representatives in Brazil:

Norton, Megaw & Co., L'd.

1b-be-ua

x x

Try the delicious and

well-known brand of cigars

B. RODENBURG & Co.

S. FELIX — BAHIA

Never smoke other cigars than
The **RODENBURG**
because, besides being aromatic and delicious, they are THE BEST.

When buying cigars, always ask for
The **RODENBURG**.

WHOLESALEERS:

HERM. STOLTZ & CO. — RIO DE JANEIRO**RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED**

Telegraphic Address "Epidermis"

Post Office Box No. 486

Mills. Rua da Gambôa, No. 1

HEAD OFFICE:

LONDON: 48, Moorgate Street, E. C.

BRANCHES:

S. PAULO: 26, Rua do Comercio.

ROSARIO: 1075, Calle Santa Fé.

BUENOS AIRES: 335, Calle B. Mitre.

AGENCIES:

Victoria, Bahia, Maceió, Pernambuco,
Ceara, Maranhão and Pará
Curitiba, Desterro, Rio Grande, Pelotas
and Porto Alegre

These Mills are the LARGEST in the SOUTHERN HEMISPHERE and are fitted throughout with the most MODERN MACHINERY. For the superiority of their flours they were awarded a GOLD MEDAL at the PARIS UNIVERSAL EXHIBITION of 1889 and the brands of same, which are duly registered at the Junta Commercial, are as follows:

"NACIONAL"

"SAVOIA"

"BUDA-NACIONAL"

"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

Brenlina

Powerful desinfectant, approved by the Directory of Public Health.

Depôt: L. A. BRUZZO & Co.,

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

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 & Co.** — Rua 1º de Março N. 9, Drugs.**Electrical goods**

H. Smyth & Co. — English Electrical Supplies. Rua do Rosario 115.
Telephone de Ouro. — Rua Gonçalves Dias 46. Electric supplies.

Grocers

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

Hairdresser and Barber

J. Mann. — 69, Rua dos Ourives 1st floor. Facing Avenida and one door from Rua do Ouvidor.

Importers and Exporters

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

Jewellers

Farani Sobrinho & Co. — 109 Rua do Ouvidor, diamonds, etc.
Levy Irmãos & Co. Ouvidor 109 (1st floor) rough & cut diamonds.

Photographical Appliances

Bastos Dias — Photographer — Large stock of photographical appliances. Rua Gonçalves Dias 52, 1st floor.

Restaurants

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

Rubber and Stamps

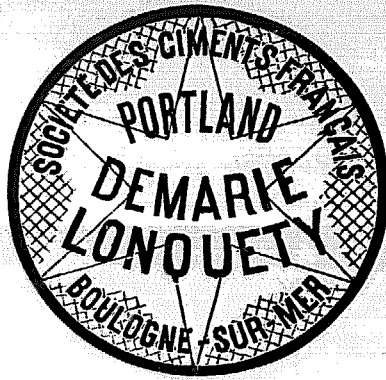
S. T. Longstreth, office and works, 16 Travessa do Ouvidor, 1st floor.

Stationary — Books

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

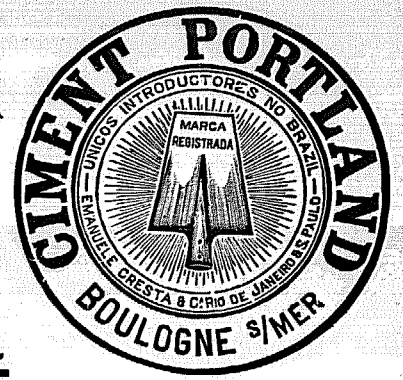
Sworn Translators

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



CASA CRESTA

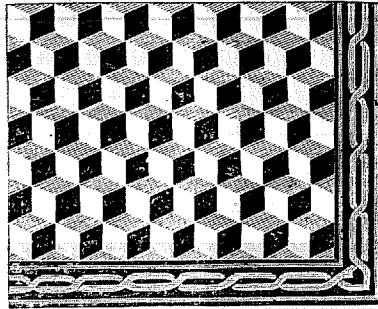
Manufacturers of Tessalated Tiles
AND
FOREIGN
MOSAICS
AND **TILES.**



MARBLE MERCHANTS



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



TRADE MARKS
Demarle Lonquety
AND
PA'



Orders received for the importation of all kinds of Material for Construction.

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

41, Rua da Quitanda, 41 Rio de Janeiro

Smy, Myers & 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"

Correspondence

Pernambuco, November 4th 1904.

A letter in your issue of 25th. from "One of your Readers" tempts a reply from another of your Readers whose views are diametrically opposed to his. Your correspondent complains of the slow withdrawal of the only currency Brazil possesses, a withdrawal originally initiated by the mistaken acquiescence of Minister Martinho in the scheme of the London Bankers to advance at the same time the quotation for Brazilian funds and the rates of Exchange.

I know, Mr. Editor, that you will think my views heresy, as your Editorials have shown you approve of the London scheme. But let us examine the matter a little closely and realise the effect it has produced in Brazil. It is, of course, a necessity for every Nation to have some medium in the shape of currency to carry on the necessary business of that Nation, the quantity depending on the bulk of the business, the population, and the extent of the country, as also on the rapidity of communication between the different portions of it.

In Brazil we have a Country with a population of about 18 millions with annual imports of about Rs. 500,000:000\$ and annual exports of about R. 750,000:000\$ a vast Territory where the intercourse is only by steamers on the seaboard, which require, at least, 20 days between the most distant ports, and with an immense interior, communication with which being accomplished with great difficulty, so that it takes months even to reach the sea-board, as the very few Railways cover but a small section, and with Banks in only the larger coast cities. Now in this country, where the convenience of cheques is practically unknown, and the actual currency has to pass from hand to hand, the paper in circulation to day valued at 12d 1/2 is less than \$10.00 gold per Capita. Compare this with the United States of North America, a country where Bank cheques are in universal use, even in very small transactions, we find there \$32.00 gold per capita. What a contrast! And yet your correspondent appears to think more than half the present currency should be destroyed, and thus bring the country to a gold standard, but he does not tell us how burning paper can bring gold into the country, nor could anyone imagine how it could. Permit me to refer again to the U. S. of America, which for 18 years had a currency of irredeemable paper, and call attention to the method adopted there. There was no over-taxing the people and burning of paper so received, but Trade, Commerce and Agriculture were cherished until such time as the Government found itself in a position to give for every paper dollar tendered a dollar in gold! and thereafter the amount of paper money was regulated by the wants of trade. Now let us turn to Brazil and see what the result of her terrible mistake has been. To carry out the London contract the Government enormously increased taxes of all kinds, and to get gold to send to London required 25 % of the duty to be paid in that metal, then, having squeezed the millions from the people, they reduce them to ashes, although a non-interest bearing liability, when had they returned that currency to the people by buying up the interest bearing internal debt, the liabilities of Brazil would have been just as much reduced without entailing the awful disaster that has overtaken the country. The Government and apparently Europe, congratulate themselves that the scheme is a great success, because Exchange has been forced up to the present rate, but how about the People and Commerce of Brazil, and what has been the result on the finances of the Country? The great Banco da Republica had to be re-organized, to use no harsher term, and every native Bank, in every city of Brazil where there was one, failed, I believe, without exception. To-day, practically every Praça in the Country is suffering from the worst crisis ever experienced, and failures innumerable have taken place, in fact, as I am sure you know, bankruptcy is practically universal in the Agricultural class and very largely in the Commercial class, collections were never so bad, while money is worth, when obtainable 8, 10, 12% p. annum, and even more, with general desconfiança. Federal Custom House duties are so enormous that Custom House frauds seem the rule, and State and Municipal taxes take the very life's blood from the people. And yet with all the taxes, the Government, far from having money to burn, has not in these Northern States, the money necessary even to redeem notes now called in nor such as are too ragged to be kept in circulation, while to somewhat mitigate the damage done by burning currency the Government has been forced to issue a great quantity of nickel, which at certain seasons becomes a serious burden being a legal tender for five milreis only. Against this condition in Brazil, we are said to have greatly improved our Credit in London, and Exchange is over 12d. a very agreeable condition for the Foreign possessors of Brazilian Bonds, or for those who living in Europe derive an income from Brazil, but what about the unfortunates who live and fry to earn a living in Brazil? How long will it be possible to live under such taxes as are now imposed? Nothing escapes, but every article and every transaction must pay tribute to Federal State and Municipal Governments and we see no hope of improvement or relief. Let me close by asking your correspondent how he supposes the Government can obtain 360 thousand contos to burn? Does he think it could be obtained by still heavier taxes, and then what has the Government to give with which to buy the necessary gold to fill such a gap?

[We thought we had made our views on the subject of burning paper money so clear as to be unmistakable, but see that they are still misunderstood.

When the funding scheme was broached we supported it with all our influence and ability because we could see no other possible alternative except absolute bankruptcy, that would sooner or later have entailed foreign intervention, at least in financial matters, and, in the long run, far more onerous conditions. It was a case of Hobson's choice. Besides, our creditors, who were in no way to blame for the mess we had made of our finances, had rights quite as respectable as our own, which it was our duty to respect.

The country, however, rose to the occasion and redeemed every pledge. So far so good! As to the propriety of paying our debts we do not suppose there can be any discussion. But whether it might not have been done just as well without burning paper money or forcing exchange up at all is another matter.

For our part, we always thought burning paper a mistake and think so still.

As is always the case in protracted movements, speculation in 1898 had exaggerated the effects of natural factors and pushed rates much lower than they would have otherwise gone. The suspension of payments created a counter-speculation that allowed rates to resume their natural level and, on the reaction, pushed them higher again before any reduction whatever in the volume of the paper money had been effected.

What the «natural» level of exchange should have been to correspond to the 789,000:000\$ of paper money then in circulation cannot now be determined; but, allowing it to have been 8d. or 9d., we see no reason why, with a proper organisation, exchange after the initial rise should not have been held at that rate with an improving tendency, just as it is now at 12d. It is all a matter of supply and demand.

Had that been done, the crisis created by the fall of currency prices that followed the rise of exchange might have been averted altogether and, in any case, would have been much less severe. As it was, it was felt from Rio Grande to the Amazonas, ruined many banks and obliged half the rest to stop payment.

We do not agree with our correspondent's idea as to insufficiency of the currency. If the quantity were fixed and the demand exceeded the supply, value would quickly rise or gold be imported. At a higher value less is required. In Wileman's work on «Brazilian Exchange» there is a table showing the amount of paper money *per capita* in circulation since 1860. On the three occasions that exchange stood at par the coefficient was 10\$930 to 11\$874 in 1860/64, 16\$918 in 1875, and 14\$000 in 1888/9.

The coefficient by which the necessities of demand for money with which to effect internal exchanges would be satisfied seems to lie between the *minimum*, 14\$000, and *maximum* 16\$000. Whenever it exceeded that figure money has fallen to a discount; a clear proof that the supply was excessive.

In 1890 the coefficient rose at a jump to 23\$223 and exchange fell to a mean, of 22d for the year. The coefficient continued to rise year by year until in 1895 it reached the *maximum* 49\$306, which was maintained until 1898, when exchange fell below 6d. Now the coefficient, taking population at 17,200,000, is still about 39\$ *per capita* and exchange has risen to 12d, almost precisely the same rate it stood at in 1892 with a similar coefficient.

The value of the currency, like that of everything else, is a function of supply and demand. If there be too much, it will be depreciated; and if it is depreciated, it may be concluded that at that particular rate there is too much. But what is too much at 27d is not necessarily too much at 18 or 12d.; if it were, its value would drop still lower.

The views we now express we have, in principle, always maintained, as our correspondent can see by referring to our articles on the subject, when it was a burning question in 1900. As we then maintained, withdrawal of paper money was only to be recommended as an alternative to bankruptcy, whilst we never failed to point out the inevitable consequences that such violent interference with the money of the country must exercise on commerce and banking.

In conclusion we will add that we consider all interference with the volume of the currency, not intended to keep its value steady, as pernicious, whether it be to increase or reduce it. *Ed. of Brazilian Review.*

NOVELTY IS THE SPICE OF LIFE

AND

Here is the Latest

Artistic Souvenir
Spoons,
the famous Brazilian
Beetle, Cats-Eye
and Gold
Wire Jewellery, in the
form of Broaches,
Bracelets,
Scarf and Hat Pins, etc.

Over one hundred unique and
Beautiful designs

Moderate Prices

C. STOCKLE

98 RUA DO OUVIDOR 98

RIO DE JANEIRO



Companhia de S. Christovão

TIJUCA

HOW TO GET THERE AND WHAT TO DO WHEN THERE

ADVICE TO VISITORS AND TOURISTS

THE village of Tijuca lies in a gorge known as the Alto da Boa Vista, and though only 1,300 feet nearer to Heaven than the sweltering town, what a difference those few feet make!

To get away from the glare and heat of Rio to shade and coolness, all poor, panting humanity has to do is to take the S. Christovão mule car at the São Francisco square, at the head of the Rua Ouvidor, to the junction with the electric railway, which can't be missed, and then in one half hour's delightful ride in the electric car to the top of the hill! There a good Hotel will be found and carriages to carry visitors to the different points of interest.

A pleasant day may thus be spent that will linger long in memory.

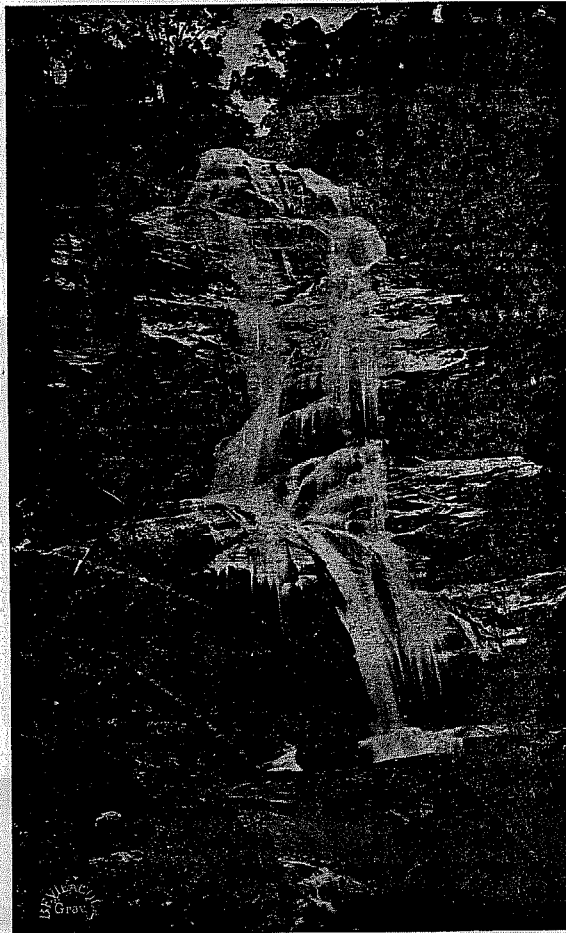
If he do not wish to stay the night, the visitor can take a car down in the cool of the evening up to 10.33 p.m. The journey up takes about 1 1/2 hours from the S. Francisco square and 1 hour to 1 1/4 down.

To expedite matters, breakfast should be ordered at the Hotel White by telephone from the S. Christovão station in the Largo S. Francisco, as also carriages or saddle horses to visit the different points of interest.

Some of the points well worth visiting in the neighbourhood are: — the "Chinese View", the "Emperor's table": Cachoeira or greater Cascade: Cachoeirinha or little cascade: the Grottos of Paulo and Virginia: Excelsior View, and if possible the peak of Tijuca itself. Most, if not all these points, with the exception of the peak, can be comprised in a circular drive of 2 to 3 hours through delightful woods. But should the visitor desire to visit the peak itself, saddle horses, which are not always obtainable, must be ordered in advance by telephone. The Peak is 3,608 feet above the sea, and is higher even than the Corcovado and, indeed, the highest point on the chain. After about half an hour's drive the carriage has to be left and another hour's climb carries one to the peak, in which steps have been cut out of the rock and a hand rail assists the weary climber to reach the top where he is rewarded with a view that has its like nowhere in this wide world, and beggars all description!

The unit of the money of the country is the mil reis (1\$000. worth just one shilling) This is subdivided into fractional nickel coins of 100, 200, and 400 réis, worth 1 1/4 d., 2 1/2 d., and 5d. respectively. Travellers had better change some gold at a money-changers (a respectable house will be found at 17, 1º de Março street), before leaving the city, and if unable to speak either Portuguese, Spanish or French, had better engage an interpreter (at Crashley's the English book-seller's, of 36 Rua do Ouvidor) for whom the charge is commonly Rs. 25\$000, for the day. Charges for breakfast at the Hotel White are at the rate of 4\$000 per head without wine. Carriages to visit the different points of interest cost 30\$000 for the round trip. Saddle horses cost 15\$000 per day but are difficult to obtain. As the electric cars only run on week days at stated intervals and there are none between the hours of 11.04 a.m. and 2.16 p.m., if the 11.04 car be missed it will be advisable to order a special by telephone, for which the charge is very moderate, only 25\$000 for 20 persons for the up journey.

Fares by mule tram to the junction with the electric railway are 200 réis each, and thence by the electric railway a return costs, 2\$500 or 2s. Roughly, one mil-réis goes about as far as 6d. would in England.



THE LITTLE CASCADE (Cascatinha)

TIME TABLE

WEEK DAYS

FROM LARGO DE S. FRANCISCO DE PAULA	
A. M.	5.04—6.24—6.50 (from rua da Conceição luggage and passenger cars) —7.37—8.16—9.28 and 11.04.
P. M.	2.16—3.23 (from rua da Conceição luggage and passenger cars) 3.37—4.28—5.04—5.40—6.49 and 9.04.

FROM ALTO DA BOA VISTA	
A. M.	6.49—8.01—8.40 (luggage and passengers cars) — 9.10—10.00 and 11.10.
P. M.	12.43—4.01—5.04 (luggage and passengers cars)— 6.00—6.39—7.10—9.00 and 10.53.

SUNDAYS

Departure from the Largo de S. Francisco de Paula	
A. M.	5.04—5.52—6.28—7.04—7.28—7.52—8.28—8.52—9.16—9.52—10.16—10.40—11.16—11.40.
P. M.	12.04—12.40—1.04—1.28—2.04—2.28—2.58—3.23—3.52—4.16—4.52—5.16—5.46—6.16—6.40—7.04—7.40—8.04—8.28—9.04.

SUNDAYS	
Departure from the Alto da Boa Vista for the Largo de São Francisco de Paula	
A. M.	6.45—7.41—7.13—8.09—8.37—9.05—9.33—10.01—10.29—10.57—11.25 and 11.53.
P. M.	12.21—12.49—1.17—1.45—2.13—2.41—3.09—3.37—4.05—4.33—5.01—5.29—5.57 (luggage and passengers cars) — 6.25—6.53—7.21—7.49—8.17—8.45—9.13—9.41 and 10.37.

FARES

By horse cars from the Largo de S. Francisco to the Rua Uruguay, connecting with the electric cars.....	Ordinary cars.....	200 réis
	Special cars..	500 réis
	Ordinary cars.....	500 réis
	Special cars...	200 réis
Electric cars from the Junction to the Usina.....		300 réis
		500 réis
		30\$000
Book of 30 tickets available between the Junction and the Alto da Boa Vista.....		15\$000
		x x x

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 90
Telephone 389

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 Commercio 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

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

hh-be-aa

xx

Jardim Botânico Tramway Company

LEME, IGREJINHA, IPANEMA, COPACABANA AND GAVEA

Cheap, rapid and convenient electric service to all these
CHARMING SUBURBS. Delightful retreats after the heat of RIO
Unsurpassed as RESIDENTIAL DISTRICTS

Easy of access to the City, healthy, cool in summer, tempered by the breezes
of the Atlantic, FINE SEA VIEW and Landscape, picturesque VILLAS, at low rents
GRAND BEACH AND SEA-BATHING.

Trams run from the Largo da Carioca at intervals of 10 and 20 minutes, from 6 a. m.
to 9 p. m. and every half-hour afterwards, until midnight. See Company's time-tables.
STRANGERS COMING TO RIO ARE STRONGLY RECOMMENDED TO
LIVE NOWHERE ELSE

The new lines to Leme through the tunnel and the through electric
Service to Gavea are now open.

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.
Turbines.
Storage Batteries.

Electrical Machinery.
Isolated Lighting & Power Plants.
Mining Machinery.

REPORT
TO
Congress of the Auditing Tribunal
(TRIBUNAL DE CONTAS)
1903

The functions of the Auditing Tribunal (*Tribunal de Contas*) are to annually set forth in a report addressed to both Chambers of Congress the financial position of the Treasury: to propose such measures as may tend to the better collection of revenue and fiscalisation of expenditure: to express opinions on the increase in the latter and the reasons for same and to point out any abuses or omissions in the execution of the laws in force regarding fiscal administration (letter G No. 2 § 2º Art. 2, Decree No. 392, 8th Oct. 1896).

TO THE MEMBERS OF THE FEDERAL CONGRESS: —

I have the honour to place in your hands the report of the Audit Tribunal organised in conformity with Legislative Decree No. 392, 8th October, 1896 and Executive Decree No. 2,409, 23 Dec. 1896:

In accordance with the rules laid down therein, the matter comprised in this report may be divided into the following headings.

a) The position of the Federal Treasury as shown by the figures furnished by the Audit Tribunal, in accordance with the Balance Sheets supplied by fiscal agents and departments, the elements afforded by examination of public expenditure and receipts duly checked by the Tribunal and by verification of the accounts of those in charge of National monies, whether collectors or payers. The Audit Tribunal is merely required to determine the position of the Federal Treasury from its financial aspect, chiefly as regards that part in which the examining powers of said Tribunal may be exercised without infringing the rights of the administrative authorities who determine expenditure and collection of Revenue.

The permanent provisions of the Budget constituted by Receipts and Expenditure in accordance with laws which rule and formulate one and the other, and, as regards the temporary provisions, comprise the product of financial operations such as loans or the consolidation of existing debts, but not, however, issues of Treasury bills, which are generally regarded as advance on Revenue with the object of providing for momentary deficiencies and are essentially banking operations. (Nitti, *Scienza delle Finanze* No. 194 Ed. 1903).

Expenditure entirely impossible to be foreseen at the time of voting the Budget, in consequence of certain services not being contemplated therein or of the requirements of others provided for only to a limited extent that subsequent requirements may have altered entirely, imposes in some cases the necessity for extraordinary and in others supplementary credits. Summing up all these operations of fiscal administration a sure basis is afforded for arithmetical demonstration of the financial position of the Federal Treasury.

With the growth of expenditure, which will be considered later on, the equilibrium of the Budget will be inevitably upset if the sources of income be not augmented.

The protective duties with which it is proposed to supplement the Customs tariff would naturally cause a reduction of revenue derived from imports; the remodelling of direct taxation is, therefore, indispensable in order to counteract deficiencies left by the indirect.

Apart from still further aggravation of import and consumption taxes, the only new source of revenue available is an income tax, for estimating which some elements are afforded by existing taxes on official stipends and salaries, and of professional incomes, usually the least taxed in all countries where the income tax is utilised as an auxiliary and compensating factor of revenue.

The situation of the National Treasury as shown by the report presented by the Auditing Tribunal (*Tribunal de Contas*) for 1903, does not, unfortunately, offer definite and conclusive data, nor can even the report of the Finance Department supply them so long as the measures incorporated in the code for regulation of Public Accounts (*Código de Contabilidade Publica*) be not put into execution and Government do not succeed in organising a fiscal mechanism that will realise the precepts of good and intelligent book-keeping which codification will make permanent and obligatory and concentration of the different laws into a single act ensure uniformity of interpretation and execution.

The report further treats of:

b) An explanation of measures likely to improve the collection of Revenue and the fiscalisation of Expenditure, so that not only shall it be less burdensome to the Treasury but secure efficiency without adding to the burdens of tax-payers. What is greatly in favour of the application of definite rules to the collection of public revenue, is the economy and convenience resulting to the tax-payer both as to the date and manner of payments, its efficacy to ensure the due collection of taxes and, finally, because expenditure can be more efficiently checked without embarrassment to the administration or multiplication of cases of reserved expenditure that escape the fiscalisation of this Tribunal.

c) The study of the expansion of expenditure, a phenomenon that was analyzed in last year's report, and appears to

be inevitable in this as in other countries in an advanced stage of civilization and to be inherent to progress of all collectivities, political or social, and originates in causes that if not wholly inevitable are, at least, extremely difficult to remove in view of the medium in which political and social evolution is moving towards a situation less subject to disturbing agencies such as dominate the actual moment.

d) Lastly, to point out the abuses and omissions in the execution of the Budget laws and those dealing with fiscal administration.

The obligatory matter of the report of the Tribunal de Contas — in accordance with g. No. 2 do § 2º d. Art. 2, 8 October 1896 — is to be found in previous reports and, it must be admitted, have on more than one occasion assisted in the settlement of cases in accordance with the precepts contained in the Budget.

The proposed Code for regulation of accounts affords the opportunity of substituting for the temporary system, limited to the duration of the respective budget, a definite system of public accounts which should be adopted by the administration of both the financial and fiscal departments of the Republic.

* *

Thus in No. 99 and following articles, the manner in which accounts shall be kept of material incorporated into the patrimony of the Republic as an element of its private dominion is provided for and the rules to which it must be subordinated are determined.

Particularly worthy of note is Art. 128 which provides against deterioration suffered by public properties and the transformations they may undergo in the sense of betterment or development and art. 129, which only allows the alienation of the war vessels, the rolling stock of the Railways, works of art, books and manuscripts belonging to libraries and public archives, collections in museums and such matters, subject to legislative authorization, and renders all those charged with their conservation and guardianship liable for same to this Tribunal, under whose jurisdiction they come by mere detention or in virtue of the legal responsibility they are already charged with under acts regulating the management and care of said properties.

This disposition is the necessary complement to Art. 126 of the proposed code which calls for the accounts to be furnished by all who are in charge of the real estate belonging to the Republic, and answers to the necessity of establishing a general rule in regard to same, similar to that in force with regard to the moveables under charge of Commissaries, Doctors and Chemists connected with Marine and Light House departments, a rule which has not yet become applicable to those responsible for the real and moveable property belonging to other departments, nor to those who are in charge of the valuable interests represented by the Navy.

Art. 130 of the projected code puts an end to anomalies, the consequences of which have proved so serious to the National Treasury, as shown by the facts related in the Report of this Tribunal presented to you on 10 July 1900 for the financial year 1899.

The carrying out of these dispositions and those in the project referred to provides proper methods for accounting for the material constituting the patrimony and private estate of the Republic. It is of capital utility, as thereby more perfect fiscalization is provided of this source of public income which figures in the Budget of 1903 for Rs. 44,602,000\$000 paper and Rs. 1,194,000\$000 gold, besides Rs. 160,000\$000 paper corresponding to the dues paid for concessions of foreshore rights.

That part of the National patrimony which does not strictly constitute a source of direct revenue should be subject to the severest method of book-keeping, because it is the expression of the real and moveable wealth that, besides affording to States immediate utility when providing for indispensable services, is the basis of national credit that, if, usually, founded on income, not unseized, is affected by the security that National alienable property may represent, on urgent occasions, for the service of the public debt.

* *

The principal element for financial accuracy is perfect modelling of Budget laws.

The evolution that Budgets have experienced since the embryonic *Etats de prevoyance* until definite rules were laid down for foreseeing and estimating expenditure and revenue, now regarded as administrative acts, realized in the form of law (Gaston Jéze, *Revue de Science et de législation financière* de 1904, pag. 118; Esmelin, *Droit Constitutionnel*, 3 edit. pags 774, 778 e seg.; Duguit, *L'Etat*, vol. 1º, pag. 562, etc.; Hauriou, *Droit admin.*, 5º edit. pag. 22, nota 1º e pag. 758 nota 1º; Laband, *Direito Publico do Imperio Allemão*, edic. franc., de Boucard Jéze, vol. 6 pag. 266 e segs. e 289 e segs. Otto Mayer, *Direito adminstr. Allemão*, ed franc. vol. 2, § 26) has always been accompanied by corresponding accuracy in fiscal management so long as the simplicity, to which Louis Apcher refers (*Revue de science*, 1904 pag. 148), constitutes the fundamental principles, that only uniformity can establish, and is essential to detach from Budgets additional and special dispositions that fundamentally alter them, because they embody dispositions contrary to the character of acts of authorization, that such laws really are, and tend to give them the aspect of ordinary laws, and to embody the most heterogeneous elements, from the simplest operations of book keeping down to fundamental principles and formula.

In England and Italy budget laws assume the aspect of

legislative acts authorizing revenue and expenditure. In France the budget legislated for everything; the budget law of 1904 abolished this vicious process that disfigured the laws regulating both revenue and expenditure. This progressive measure was due to the enlightened initiative of the Finance Minister M. Rouvier and was generally approved (Merlou, Rapport, pag.; Apeher, Revue de Science June to March 1904 pags. 148 to 189; Bulletin de Statistique, etc. de 1903 1 vcl., pags. 770 to 792.)

This salutary practice is repeated in the French budget proposal for 1905, in which only one special disposition figures, that of art. 24 relating to the appointment of an administrator of the District Office of Agricultural Credit, in the department of the Minister of Agriculture.

Although the authorization appears in another form, it is to be expected that it will be eliminated from the budget law. (Bulletin de Statistique, etc. fasciculo de Abril de 1904 paginas 441 e 463.)

The project of the Code for regulation of accounts (Codigo de Contabilidade) refers to this case (art. 198) and advocates the good practice of budget uniformity, which should be incorporated in a single and universal law (art. 179) that shall embrace all revenue and all expenditure whatever may be their source and origin (art. 201).

The faculty of rectifying a budget proposal (art. 191 of the project) supplies opportunities of correcting estimates and valuations, by means of more recent data furnished by returns for collections and payments for the first six months of the fiscal year, and of reducing to figures supplementary credits relating to many appropriations of a problematic nature, now that the custom of over-estimating revenue and arbitrarily reducing expenditure in order to secure an equilibrium of the budget, that operations of the financial year neutralize later on when the true position is recognised and false anticipations are stultified.

The universality of the budget is clearly enunciated in the dispositions of arts. 201 and 204 of the proposed law for regulation of Public accounts (Codigo de Contabilidade Publica). No expenditure can be made, nor revenue be collected without previous authorization by budget laws: services and sources of revenue are created by special laws, but only budget law can make either effective. This is the exact and true definition of the universality and unity of the Budget.

The practice of authorizing expenditure and sanctioning the collection of revenue by special acts attacks the very principles of Budget laws; because when a Budget no longer represents the balance between revenue and expenditure of the respective Country for a determined period, its utility is more than questionable. Only unity and universality justify the determination of revenue and expenditure in a single instead of in several legislative acts: and, if a budget law is the sole act which authorizes the collection of revenue and the realization of expenditure; if it forms the basis of financial administration (Loband, Direito publico do Imperio allemão, vol. 6^o, pag. 314; Nitti, scienza delle finanze, pag. 763; decreto n. 2.409 de 1896, art. 242) and by it the legality of such administration and fiscal management is to be minutely investigated, (arts. 5 e 6 do decreto legislativo n. 313 de 18 de Outubro de 1843; Regulamento de 26 de Abril de 1832, arts. 93, N. 1 e 34 N. 2; decreto n. 2.548, de 18 de Março de 1860, art. 18; decreto legislativo n. 392 de 8 de Outubro de 1896, art. 9^o § 1^o; decreto n. 2.409, de 23 de Dezembro 1896, art. 181) unless it really represent a summary of the whole revenue and expenditure, it cannot fulfil its object.

From this arises the necessity of incorporating in the budget every separate credit voted to supply deficiencies or to make-good omissions in laws for expenditure, whatever their cause, and of considering as source of revenue all such as have been created by ordinary laws.

The proposed law provides precepts for the cases in point by establishing the universality of budgets and providing a remedy for various and unstable interpretations of the written law regulating extra-budgetary credits (arts. 472 a 490).

The first principle in regard to conceding credits is contained in Art. 422: only the authority competent to vote expenditure has power to concede credits other than those specified in the respective budget.

When Congress is not sitting, emergencies provided for by laws of 1850, of 1862, 1873, 1877 and 1884 may arise; it then becomes necessary to prove such cases to be abnormal and demanding prompt settlement. Government was not sufficiently empowered to provide, as was desirable, for the necessities of administration by the measures laid down in laws of 24 October 1852 (Art. 35) and of No. 514 of 28 October 1848 (Art. 53); but this law of 9 September, 1850, inspired in French law of 15 May of same year, effectually remedied.

In order that concession of supplementary credits should not be abused the proposed law exacts:—

a.) That supplementary credits shall not be utilized for amplification of services provided for by the budget (Art 4483).

b.) That supplementary appropriations shall be utilized only for the financial year in which they are respectively voted (Art. 477).

c.) That the amount of a credit shall not exceed the resources that the Treasury disposes of to meet increased expenditure (Art. 489).

d.) That a maximum sum should be fixed by an ordinary and not budgetary law for the opening of such credits (Art. 482).

In spite of precautions budgetary provisions cannot fail to be exceeded so long as the policy, that Coehery so properly condemned, be followed of asking credits of Congress insufficient

for the real exigencies of the service, only with the object of obtaining a fictitious equilibrium, to be later on converted into deficit.

* * *

On more than one occasion this Tribunal called your attention to payment of expenditure corresponding to previous fiscal periods.

In the introduction or exposition of the causes which precede the project (pags. VI e XXIX) and its respective dispositions, (Arts 446 and subsequent) principles, generally accepted, have been formulated for the determination of the nature of debts of past fiscal years, which provide a criterion of the legality of such debts, criterion that by uncertain interpretation of decree No. 41 of 20 February 1846, or of the instructions of 30 January 1871 and of decree No. 10,145 of 5 January 1889, and law of 16 December 1897 (No. 490), Art. 31, has been more than once distorted.

It has been interpreted in the sense that any of the Ministries may, during the fiscal year, requisition payment of expenditure realized during a previous year, so long as the budgetary credit to which such expenditure should be debited, showed a surplus at the close of the fiscal year or additional quarter, after which it is not legal to order any payment whatsoever.

Thus, accounts for supplies dated on the last day of the financial year, seemed to justify requisition for payment during the following fiscal year and the Finance department has provided for expenditure corresponding to current years out of funds voted for liquidation of previous budgets (*exercicios findos*) and has ordered payment of same, so long as it was certified that the surplus exacted by Art. 18 of law 3,018 of 5 November 1880, and 31, § 1^o of law 490 of 16 December 1897, was duly forthcoming.

Following such practice, authorization of expenditure implies the recognition of the rights of the creditor, even when the claim did not fall strictly within the conditions of the credit that authorized that expenditure and, consequently, did not harmonize with the fundamental condition for the classification of expenditure exacted by Art. 20 § 2 of law No. 3,229 of 3 September 1884, specially reproduced to reinforce the principle (previously established only in a budget law) in subsequent l.w.s. (Law 490 16 December 1897, art. 25; law 746, 29 December 1900, art. 31).

Neither the dispositions of art. 11 of law 3,229 of 1884, nor those of decree 10,145 of 1889, art. 8^o of law 490 of 1897, art. 31 justify classification as a previous year's debt of expenditure that has simply been authorised, but for which payment has been neither ordered, requisitioned nor effected during the current year.

Only when Ministers sanction the payment of expenditure within the credits of the respective budgets can the legality of such expenditure and the right acquired by the creditor against the Treasury be duly recognised, as established by art. 8 of decree 41 of 20 February 1840. Only when the debt has been thus qualified is it in a condition to be paid from the respective credit voted in the budget to provide for debts outstanding from previous years, which could not be settled at the time although possessing every element of legality, and payment being authorized by the competent authorities and sufficient credit having been open to meet the payment.

It has frequently happened that besides the minister of Finance, other Ministers have ordered payments on account of the appropriations for previous budgets (*Exercicios findos*), an irregularity that can only be explained by reminiscence of past practices long eliminated from our system of accounts.

When the system of book-keeping was instituted for the financial year 1840, that abolished book-keeping by administration, ruling up to that date, it was understood that each Minister had the power to order payment of debts, which after the close of the year had not been settled; hence in law No. 245 of 30 November 1841 providing for the budget for 1842, are found appropriations for liquidation of liabilities outstanding from the previous fiscal year for each separate ministry.

This system lasted twenty four years. Law No. 1245, of 28 June 1865 fixing expenditure and estimating revenue for the financial year of 1865-1866, was the first to eliminate from the budget of the different Ministries credits for the payment of debts outstanding from previous budgets (*exercicios findos*) and concentrated such payment in that of the Ministry of Finance, to which an appropriation of 200:000\$ was conceded for the purpose.

From this date onwards only the Ministry of Finance was furnished with credits for such disbursements: the other Ministries ceased to order the payment of debts outstanding from previous budgets and were obliged to requisition their payment from the only Ministry that enjoyed a credit for that purpose.

The practice of different Ministries of ordering expenditure and charging same to account of previous budgets (*exercicios findos*) is not now justified, much less the settlement of such expenditure from balances of appropriations, authorized for special services, during the fiscal period, as has frequently occurred.

This Tribunal has refused registration of payments for expenditure on account of previous budgets when such payments have not been ordered by the respective Minister during the respective financial year, and were not realized up to 31 March of the following year, and has thus reestablished the true principles of book-keeping for each financial period formulated in decree No. 41 of 20 February 1840, and still unmodified by any subsequent act, as is erroneously supposed.

The outstanding debts opposed by this Tribunal have been duly scheduled and credits having been voted for their payment; they will now be settled in due course.

The projected code for regulation of public accounts deals with this principle in the following necessary dispositions enumerated in art. 448 :

"In order that a debt should be paid under appropriations for the previous budgets it is essential that the creditor's claim against the Treasury should be duly acknowledged and the payment have been authorized during the corresponding fiscal year.

The following article confirms this disposition in these terms : —

"In case the right of the creditor shall not have been acknowledged during the session to which the service corresponds, and the expenditure has not been duly authorized, the payment shall depend on the concession of a credit by Congress for the purpose."

The somewhat inexact interpretation of Art. 17 of law No. 1144 of 30 December 1903, has given cause for irregularities in dealing with the expenditure of previous budgets which should not be reproduced. This article states : — Overdue previous budget accounts liquidated in conformity with decree No. 10145 of 5 January 1889 are payable at the end of the complementary quarter and during that of the liquidation of the fiscal year.

As will be seen, the disposition regarding the orders for payment by the Minister of Finance of accounts outstanding from previous budgets chargeable to that account only reestablishes the legislation existing previous to decree 10,145 of January 5, 1889 and posterior to decree 41 of February 20, 1840, that permitted all payments to be made within the additional period, i. e. six months after the closing of the fiscal year.

Decree No. 10,145 divides the additional half year into two periods : one corresponding to the first quarter from 1 January to 31 March for completion of the operations of the current year, by settlement of expenditure authorized and ordered within the financial year ; the other corresponding to the second quarter of 1 April to 30 June for final liquidation of same. During this second period specially set apart for investigation and liquidation of operations it is forbidden to pay any item appertaining to the previous financial year, even if authorized within the period of the respective credit.

Art. 17 of the Revenue law for the current fiscal year sanctioned the payment of expenditure ordered by the Finance Minister under the heading "previous budgets," not only up to 31 March, as established in reference to any other expenditure, but up to 30 June, that is, during the quarter apportioned for liquidation.

This expenditure corresponding to "previous budgets" sanctioned for account of any Ministry within the financial year 1902, but not settled by the minister of Finance in 1903 might have been paid not merely up to 31 March but up to 30 June of the current year.

As, however, this is a Budget measure it only remains in force during the current financial year.

* *

The patrimony inherited by the Nation was considerably increased during the year 1903 resulting from the value of the railways acquired, in virtue of authorization contained in Art. 29 No. 25 of law 746 of 29 December 1900.

This value is represented by the sum of £14,605,380 corresponding to the four per cent bonds issued at 66 $\frac{2}{3}$ % for acquisition of railroads. In cash it is equivalent to £9,736,920 and represents the real price paid for the 2,148 kilometres of railway which have been acquired and incorporated into the National patrimony.

There are obligations attaching to this increment that should be included in the National Debt which has been so largely augmented.

The acquisition of the concession of the Sapopemba Railway at Ilha do Governador for the sum of Rs. 300,000,000, in bonds (*apólices*) of the nominal value of Rs. 1,000,000 and interest 5 %, issued to provide for the expenditure entailed by expropriation of different concessions for execution of the Port works at Rio de Janeiro, the expropriation of the Empresa Industrial de Melhoramentos no Brazil and the acquisition of its real and movable estate and accessories for the sum of Rs. 21,380,000,000 paid to the Banco da Republica do Brazil (deed of sale of 30 June 1903) and the acquisition of the Western Minas railway at the cost of Rs. 15,600,000 have resulted in considerable expansion of the property of the Nation.

Likewise in 1903 the assets of the Nation have been largely added to by expropriations realized on account of the Rs. 10,000,000,000 handed over to the commission of the Port Works which amounted to Rs. 1,221,800,000.

The object of these expropriations was to demolish the buildings on the property acquired and to construct on their sites a Central Avenue in conjunction with the Port Works ; the ground occupied by the buildings being now the property of the Republic ; the alienation of the ground would imply an increase in cost to the same estate.

The expropriation to the Rio de Janeiro Harbour and Dock Company Limited, for the construction of various improvement works for the City and Port of Rio de Janeiro effected by decree No. 10,322 of 28 September 1889 was agreed to on 22 May 1903 and executed under deed (*Escriptura*) on 10 June of the same year the price fixed for the acquisition being Rs. 2,750,000,000.

This expropriation is important because it was the only means of eliminating a concession which would have stood in the way of the realization of the plan for the port works although no work had been done to carry out the concession. In any

case, in virtue of the expropriation, the Treasury acquired, in addition to the property indicated by clause 6 of contract of 22 May, all improvements, accessories and privileges in the condition they were then in, all of which represent a fresh addition to the National Patrimony.

Public Debt

The external funded debt at the close of the financial year 1902 showed a total nominal value of £42,423,817.

This figure which represents the total of the Country's foreign obligations is arrived at in the following manner.

The original nominal value was £46,789,617 discriminated as follows : —

Loan of 1883.....	£4,500,600
" 1888.....	6,267,300
" 1889.....	19,837,000
" 1895.....	7,442,000
" 1898.....	8,613,717

The real value of the debt was then £41,827,217 9s. 9d. Amortisation was effected to the nominal value of £4,365,800, but actually cost £3,085,226, 13s. 10d.

The nominal value at the close of the financial year 1903 was £65,751,677 9s. 9d., which represents the original nominal value of £70,605,297 9s. 9d., less £4,853,620 nominal value of the bonds amortized.

The primitive real value of the debt in 1903 was £64,350,897 9s. 9d. less £3,447,079 10s. 7d. amortized.

The increase in the capital value of the external funded debt originates in the issue of £14,605,680 for the so called "recession loan" of 1901 that was devoted to the acquisition of sundry railroads; £3,710,000 of the 1903 loan for the acquisition of the Western Minas line and £5,500,000 of the 1903 loan for the port works at Rio de Janeiro.

Of these loans £165,920, were paid off from the first and £321,900, from the second. Adding to these payments those on account of amortization of the 1883 loan, £1,332,600; of the 1888 loan, £1,474,000; of the 1889 loan, £1,448,800; and of the 1895 loan of £110,400; the nominal amount of debt paid off was £4,853,620.

The external consolidated debt was increased between 1902 and 1903 by the nominal value of £23,327,860.

* *

The total amount of the Internal funded debt outstanding in 1902, was Rs. 564,362:600\$000. The total amount originally emitted having been 648,625:000\$000 and the amount called in 84,263:300\$000.

The floating debt amounted in 1902 to 200,296:688\$717 taking into account only the following amounts:—

Treasury Bills.....	17:500\$000
Funds of deceased and absentees.....	3,493:802\$858
Orphans Fund.....	11,465:971\$387
Deposits in the Monte de Socorro of Rio de Janeiro...	122:798\$072
Savings Bank.....	132,562:473\$371
Public Deposits.....	4,928:103\$618
Sundry deposits.....	47:706\$039\$411

In the above are not included the uninsured debts prior to 1827 comprising sums of less than 400\$000 which amounts to 22,176\$975 and that inscribed in the Ledger (*Grande Livro*) 135:994\$460 and that inscribed in the auxiliary registers of the States but not yet entered in the Ledger (*Grande Livro*) to the amount of 148:765\$260.

In 1903 the Consolidated Internal Debt was 581,340:600\$ all in circulation; the total emission having been 665,925:900\$ and the amortization 84,585:300\$000.

* *

The expansion of the External Funded Debt, as already explained, is owing to the several loans contracted for the acquisition or expropriation of different railroads and for the construction of the Harbour Works at Rio de Janeiro. The spectacle afforded by the funded debts of great European and American countries should serve as a warning against the abuse of credit and the heavy charges thus entailed on the budget. It being impracticable to consecutively raise revenue to the level of expenditure, disequilibrium and deficits must ensue, to repair which fresh appeals are made to credit and so the debt keeps on growing *ad infinitum*.

The public debt of France, which in 1901 amounted to Fcs. 30,096,632,622 and for 1903 required Fcs. 1,216,934,612 for payment of interest alone.

The total debt of England amounted on 31 March 1901, the close of the fiscal year, to £705,723,878.0.0 on 31st March 1902 it rose to £768,443,386, an increase of £62,719,508. The annual service of the debt in 1902 required £63,190,859 or £471,351 more than in 1901.

Between 1891 and 1902 the funded debt of England rose from £579,472,082 to £609,537,248 and the total debt of all kinds from £695,954,018 to £768,443,386 (*Bulletin de Statistique de 1903*, 1^o vol. p. 107 and 108).

Italy has also a considerable Public Debt which on 31st March 1902 amounted to 12,824,569,392 Liras.

Germany is of all the great European countries the least burdened by debt. The debt of that Empire in 1873 being 1,845,100 marks but, later on, military expenses increased it in 1900 to 2,675 million marks of which 2,315 millions was consolidated a 3 $\frac{1}{2}$ % and 3 % interest.

The debts of the Confederate States are, however, much greater and more burdensome; that of Prussia was reckoned in the Budget of 1902/3 at 6,720 million marks, that of Bavaria at 1,600 millions on 31 August 1901, that of the Kingdom of Saxony amounted to 980 millions on 1 January 1902, and that of Wurtemberg to 525 million marks in April 1902.

In spite of this increase in the debts of the confederated States, the debt of Germany is considered small compared with those of France, England and Italy (Nitti, *Scienza delle Finanze*, pag. 734.)

The debt of the United States is small in comparison with the economic resources of so rich a country. The service of the debt is only 28,556,328.82 dollars, whilst according to the report of the secretary of the Treasury dated 8 December 1903 expenditure amounted to 640,323,450.28 dollars. (Daniels, professor at Princeton, *Revue de Science et Legislation financieres de 1904* 2 vol. pag. 304.)

The debt of Russia, which on 1 January 1902 reached 6,473 million roubles, with interest at $3\frac{1}{2}$, 4, and 5%, owing to military and other expenses connected with the construction of Railways, continues to grow, under the exigencies of the war now raging in the Far East, to such a point that it is impossible to foresee the figure to which it may shortly attain.

Italy, on 31st March 1902 showed a debt calculated at 12,824,569,392 liras (*Nitti Scienza delle Finanze* page 736), by the end of June of the same year the debt was reduced to 12,801,000,000 liras as shown in the Report of the Minister of the Treasury dated 22nd Dec. 1902. (*Bulletin de Statistique de 1903* vol. 1^o page 118).

Her financial position is a prosperous one; for some years past Budgets have been balanced, the debt is gradually diminishing, the external debt being reduced to such a point that in May 1902 only 48,437,515 liras, in bonds were owing (Nitti as above page 739.)

Other European countries such as Spain, Turkey, Greece, and Portugal, with large debts held abroad, suffer from the repercussion of the smallest incidents of internal politics in the price of their bonds, depreciation in some of these countries having led to the intervening of creditors in the fiscalization of the financial administration and collection of revenue, as for example in Turkey, Greece, and Egypt.

The financial dependency in which countries place themselves by contracting such heavy obligations, that oblige them to devote a considerable part of revenue to the service of the external debt, cannot fail to create a situation unfavourable to economic development, by paralysing the energies that the State should devote to the development of its resources and apply to ordinary services in order to maintain financial equilibrium.

General Review of Revenue and Expenditure

In the Budget for 1903, Revenue *in gold* was estimated at, 40,967:942\$000; and in currency at, 248,018:000\$000; and expenditure in gold, 41,399:062\$831; in currency, 244,462:545\$495; the gold estimate showed a deficit of 431,120\$834 and that in currency a surplus of 3,555:454\$505. Credits for expenditure were, during the course of the financial period, largely augmented, the aggregate of extraordinary credits amounting to 15,583:469\$454 in gold, 86,214:153\$710 in currency.

For the different Departments the following credits were opened:—

JUSTICE & INTERIOR:		<i>In gold</i>	<i>In currency</i>
Supplementary Credits.....	—	4,135:485\$208	
Special Grants.....	—	1,915:055\$259	
Extraordinary Credits.....	—	2,373:277\$656	
Total.....	—	8,423:798\$123	
EXTERIOR:			
Supplementary Credits.....	185:000\$000	130:000\$000	
Special Grants.....	200:000\$000	—	
Extraordinary Credits.....	—	500:000\$000	
Total.....	385:000\$000	630:000\$000	
NAVY:			
Supplementary.....	—	2,996:996\$350	
Special.....	—	1,735:829\$498	
Extraordinary.....	3:295\$781	3,030:141\$904	
Total.....	3:295\$781	7,760:967\$752	
WAR:			
Supplementary.....	—	4,360:063\$622	
Special.....	8,124:896\$261	24:457\$802	
Extraordinary.....	—	3,069:639\$047	
Total.....	8,124:896\$261	7,454:160\$471	
INDUSTRY AND PUBLIC WORKS:			
Supplementary.....	72:325:104	566:803\$130	
Special.....	1,222:756\$564	4,103:324\$235	
Extraordinary.....	117:000\$000	5,487:107\$860	
Total.....	1,412:081\$668	10,157:235\$225	
FINANCE:			
Supplementary.....	—	4,628:190\$886	
Special.....	5,656:221\$144	44,110:049\$615	
Extraordinary.....	1:974\$600	3,049:751\$638	
Total.....	5,658:195\$744	51,787:992\$139	

The extra Budget grants were therefore:—

	<i>In gold</i>	<i>In currency</i>
Supplementary.....	257:325\$104	16,817:539\$196
Special.....	15,207:169\$750	51,886:696\$409
Extraordinary.....	118:974\$600	17,509:918\$105
Total.....	15,583:469\$454	86,214:153\$710

The large amounts represented by the Supplementary Credits is a clear indication that the different items of expenditure were underestimated in the Budget.

* * *

The excess of Expenditure for the financial year 1903 according to the President's Message of 3rd May of the present year (pages 43 and 44) amounted to Rs. 17,065:954\$840 with a possible reduction for unexhausted credits.

The revenue collected exceeded the estimates, which were for Rs. 40,967:942\$000 gold and 245,488:000\$000 paper.

Whilst the revenue realized was 44,300:908\$589 gold and 264,133:004\$893 paper, the expenditure having been 42,981:127\$881 gold and 281,198:959\$733 paper the deficit is 17,065:954\$840 paper, deducting 1,319:780\$708 gold at 12d. exchange or Rs. 2,969:506\$593 paper.

ADELRMO SANCHES

REAL ESTATE - HOUSE AGENT

43, Rua do Ouvidor (1st floor)

RIO DE JANEIRO

Undertakes the buying and selling of every description of City and Suburban property. Mortgages and Investments.

Rents collected
and Estates taken charge of.

A. LANGE & SONS

(ESTABLISHED 1845)

JURY AT THE SAINT LOUIS SHOW
MANUFACTURERS OF

High-class Watches

GLASHÜTTE, near DRESDEN

SAXONY, GERMANY

Founders of the famous Saxon watch industry

A Lange & Sons' original construction of stemwinding is unequalled and, in durability, warranted for unlimited time. The train, escapement, isochronal hair spring, and the compensation balance are based on scientific and practical principles. An explanation of the many improvements and conveniences, as in case of accidents, replacing a staff or a mainspring without disturbing other parts connected with it, and numerous points only appreciated by Watchmakers, would extend this card to book form.

The essential part of a Watch is its performance. Our best reference are our own Lange Watches used by so many American people, all yielding the most remarkable results and satisfaction to their owners. Their quality, durability, careful adjustments and therefore absolute reliability have gained them the highest reputation and sustained it against all competition.

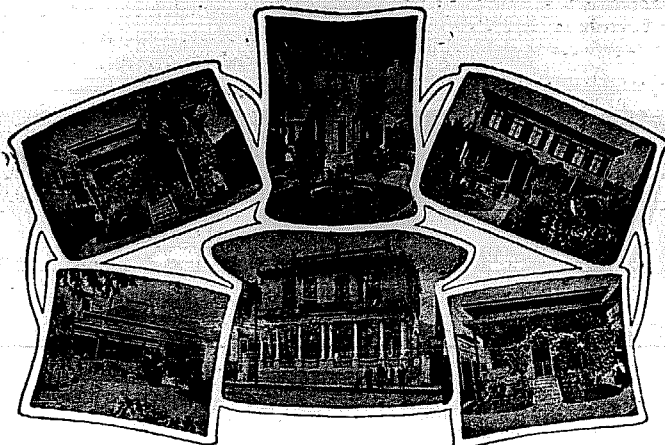
Lange watches have been honoured at various Expositions by the following Prizes and Awards

Silver medal, Berlin.....	1844	Silver medal, Amsterdam.....	1883
Gold medal, Leipzig.....	1850	2 First prizes, Teplitz.....	1884 and 1895
Prize medal, London.....	1851	First prize, Cologne.....	1889
First prize medal, Munich.....	1854	First prize Graz.....	1890
First prize medal, London.....	1862	State medal, Döbeln.....	1893
2 First prize medals, Dresden 1871 & 1875		3 First prizes, Chicago.....	1893
Medal of Merit, Vienna.....	1873	State medal, Freiberg.....	1894
First prize, Santiago de Chile.....	1876	State medal, Dresden.....	1896
First prize, Philadelphia.....	1876	Gold medal, Leipzig.....	1897
First prize, Sydney.....	1879	Member of Jury } Paris.....	1900
Gold medal, Frankfurt a. M.....	1881	Hors concours, Zittau.....	1902
Medal of Merit, Melbourne.....	1881	Great gold Medal, St. Petersburg.	1903

Represented by:— F. KRUSSMANN

32, RUA DO OUVIDOR, 32

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 patron-
ized 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 Rigenbach 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.

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.

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 Mastroço 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

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 Alfândega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, MANAOS, PARA',
 PERNAMBUCO, BAHIA, SANTOS, S. PAULO,
 RIO GRANDE DO SUL
 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. Job. Berenberg, Gossler & Co.,

HAMBURG.

Messrs. Granet, Brown & Co.

GENOA.

ab-bb-ca

x x

BRAZILIANISCHE 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, Manóas, Maranhão, Ceará,
 Pernambuco, Parahyba, 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 }
 LONDON

FRANCE... { Credit Lyonnais, Paris, and branches }
 { Heine & Co., Paris }
 { Comptoir National d'Escompte de Paris, Paris }
 { Lazard Frères & Co., Paris }
 { De Neufville & Co., Paris }
 PARIS

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

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

al-bb-ca

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 1.º DE MARÇO

Branches at:

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

Agent at Santos:

F. S. Hampshire & Co., Ltd.

Correspondents in Pernambuco, Pará, Manóas, 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. Rocsti & 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.

ab-bb-ca

x x

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 Alfândega

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.

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.

ae-be-ca

x x

THE LONDON AND RIVER PLATE BANK, LIMITED

Established 1862

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 Alfândega.

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
 MACEIO'

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.

ab-bb-ca

x x

THE BRAZILIAN COAL COMPANY, LIMITED

Representatives of

CORY BROTHERS & C. L'D

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.

lu-bb-ca

x x

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

h-be-ca

x x

INTRODUCTION TO THE REPORT
OF THE
Minister of Industry and Public Works,
Dr. Lauro Severiano Muller
TO THE
PRESIDENT OF THE REPUBLIC
for 1903

YOUR EXCELLENCY,

In this, the second report which I have the honour to present, your Ex. will find, detailed with all possible minuteness, an exposition for the past year of the services which fall to this department.

I am convinced that an examination of this first period of your Ex's. administration, as also of that of this department, will suffice to demonstrate the faithful and loyal performance of the promises contained in your inaugural address on assuming the government of the Republic.—

Towards this end I have employed every effort, as much from the habit of subordination acquired in the severest school of discipline as from the ardent desire to forward the greatness of the Country.

The works already begun, and those still to be undertaken, have, naturally, in view the twofold object of adding to the welfare of the people and of attracting immigration and foreign capital to Brazil.

To attain these ends, it is necessary to study with untiring earnestness the problems relating to the sanitation and comfort of the chief centres of population, and especially of this capital.

This is the most populous city in Brazil, the best known abroad, and on its good or bad reputation hangs that of the entire country.

All those who have travelled, or studied the question of immigration, are conscious of the extent to which progress has suffered from the unhealthy reputation of this capital.

It was in deference to such considerations that the project for the Port works of Rio de Janeiro, included in your Ex's inaugural address, was drawn up in such a way as to include works of both hygienic and aesthetic improvement of the city, instead of restricting them to merely commercial objects as originally intended when in private hands. The necessity of free communication between the harbour and the commercial and central parts of the city made it advisable to include in the much wanted sanitary improvements—the extension of the Mangue Canal to the sea, and the opening up of the Central Avenue, as projected by me, and consequent removal of a relatively small part of the Castello hill, one of the chief obstacles to free circulation of airthrough the city.

This Avenue can be connected with the avenue along the shore about to be constructed by the city authorities.

From the first day of taking office I have studied the problem of the water supply, and by means of certain technical alterations have succeeded in increasing it as far as was possible with available resources, whilst at the same time providing the Inspecting department with the means of laying down fresh mains. On examining the various catchment areas on this side of the Serra do Mar (coast range), I discovered that, without having recourse to the waters on its further flank, there are still available more than 500 million litres of good water for the supply of the city of Rio de Janeiro. In this sense I shall submit to your Ex. plans for gradual utilization of these sources, with the view of obtaining the necessary extraordinary credits for the works which will fall to the present Government to undertake, so soon as Congress shall have sanctioned the outlay, which was not contemplated in the present Budget.

With regard to our defective drainage system, besides the improvements due to efficient fiscalization and the careful study of the proposals presented by the company for the conveyance of the sewage beyond the bar, I have received valuable information from abroad, in regard to the new methods of bacterial purification. Their study has strengthened my conviction that the discharge of fecal matter into the sea, even outside the bar, is not the solution to which the government should end its authority.

The various chemical processes of sewage disinfection having been condemned by experience, there remains the bacteriological process, the satisfactory results of which are leading to its being generally adopted, especially in England, one of the most advanced countries in sanitary science.

The works for electric lighting will be shortly commenced, and may possibly be carried out more advantageously than under the conditions of the existing contract.

Anxiety for the improvement of this capital, the most national of all the administrative problems that this department has to deal with, has not prevented due attention being given to improvements demanded by other parts of our extensive territory.

Everywhere, from North to South, I have endeavoured to satisfy the private and public requirements, without favour or preference, except such as are imposed by the national character of the undertaking, and to ensure to their execution the decision that our social and political medium demands, with due regard to circumstances of a technical and financial nature.

The construction of harbour works, already complete at Santos and commenced at Manaus, has been undertaken here with the energy that the important interests and resources of

the capital and of the district it serves, demands and renders feasible.

Similar works I am convinced will be undertaken by your Ex's government at Belem, Recife and S. Salvador, as soon as their resources and the state of the money markets permit.

The improvement of the bar at Rio Grande is also of the greatest importance to secure trade that at present goes to neighbouring countries. Should Congress vote the measures considered urgent by the administration, it will be possible, without fresh burden to the Treasury, to develop works there in such a manner as to guarantee free navigation to that important State within four years.

Besides these, improvements are being carried out at other harbours according to their commercial importance: in some the results are already very appreciable; in others, for want of sufficient funds, results are yet insignificant, apart from the sanitary effects of the works and their representing one step more towards progress.

To develop our railways as systematically as possible, I am endeavouring by all means in my power to promote the extension of the main national lines.

In the extreme North, the Madeira and Mamore railway constitutes an engagement of a special character, capable, in conjunction with complementary Bolivian lines, of ensuring communication between the basin of the Amazon and the Pacific, by a land and water service of great commercial and political value, that will at the same time serve Matto Grosso, a district naturally tributary to the Amazon basin. Further south, connection of the Tocantins with the Araguayá appears to be making good progress in virtue of the privileges that have been granted to this company.

The negotiations for the construction of the branch line from Cachoeiro de Itapemirim to Mathilde, in the south of Espirito Santo; for the extension of the Timbó branch to Propriá; those of the inland line from Rio Grande do Norte to connect at Baturité, together with the construction of the Victoria to Minas railway to connect with the Bahia lines, and the future junction of the Sobral line with the extension, across the Piahy to S. Luiz, of the line from Caxias to Cajazeiras, will mark an advance in the problem of communications between North and South by means of commercial lines within a short distance from the coast.

From Rio towards the South, the S. Paulo to Rio Grande company is building the line to Iтарaré to connect with the Sorocabana and, having already reached Iguaçu, is advancing towards Rio Grande do Sul, where the systems will effect a junction. As a complement to these, I am treating an arrangement that will insure the gradual but uninterrupted construction of a link line between Porto Alegre and Uruguayana and Sant'Anna do Livramento.

The great system which serves Rio Grande do Norte, Parahyba and Alagoas, with Pernambuco as its centre, will be extended to Pesqueira within two years, and within three to Campina Grande, and be further improved by the unification of the gauge South of Pernambuco, and by joining up of the various lines. In the central zone, the Central Railway is advancing to Pirapora, where it will effect communication with the States bordering on the river S. Francisco.

Furthermore, the administration is endeavouring to modify the contracts in the case of lines of which the construction or guarantees of interest would be likely to prove burdensome to the Treasury without corresponding advantages, so as to provide the States of Goyaz and Matto Grosso with means of communication. In regard to the first of these States, the railway to the capital should be the trunk of a system of extensions and branches to be constructed later on; as regards Matto Grosso the extension of the Sorocabana along the Tifté valley to near Salto do Urubú-Punga is recommended by the fertility of the district, and also because it will secure the trade for an extent of 2,500 kilometres navigable on the river Paraná and its affluents between Urubú Punga and Sete Quedas. From Itapirú the line, after crossing the Paraná, will proceed through the highlands of the "Serra dos Bahús" to Cuyabá.

Besides the foregoing, a line has been commenced from S. Francisco, a natural inland port on the route to Paraguay, to the development of which it will greatly conduce, as also to cementing our relations with that Country.

The construction of the Ceará-mirim line, in the State of Rio Grande do Norte, is proceeding with rapidity and economy, as also the extension of the Baturité line.

The railway from Victoria to Diamantina is being rapidly pushed forward by the company holding the concession.

The Oeste de Minas Railway is being reorganized with a view to its lease, when it will no longer be burdensome to the Treasury.

On the other hand, the surplus from the Paraná Railway has augmented, and the Santa Maria line, which left a deficit when taken over by the government, now yields a growing surplus. The Thereza Christina line has improved, and its deficit is much more than covered by the surplus from the Paraná and Santa Maria lines.

On the Central Railway, besides the extension in construction and the widening of the gauge to S. Paulo, which the administration desires to complete, having already carried out the widening of the main line as far as Gagé. I am investigating a project for separating the line for through traffic from those of the suburban traffic, transforming the latter to metre gauge, endowing them with electric traction, and extending them to the coast.

This I believe can be effected with considerable profit to the Central Railway and without sacrifice to the Treasury by

combining with it the supply of electric energy for the Port and lighting of the city.

* *

The scantiness of the credit noted for extension of the telegraphs made it advisable to delay the works, so as to avoid any interruptions after having once commenced.

Communication by wireless telegraphy will shortly be inaugurated between the fort of Santa Cruz and the lighthouse on Ilha Grande, this being our first trial of that invention.

The construction of the Matto Grosso lines has been effected with a rapidity and proficiency deserving of mention, and the Rio Grande and Paraná lines, under the supervision of military commissions, are also being proceeded with and are gradually being handed over to the General Telegraph Department.

* *

In the Postal Service, where revenue is increasing satisfactorily, it will be advisable to issue regulations with regard to registered parcels as will better consult the interest of the Post Office and curtail the excessive advantages enjoyed by foreigners under the existing system.

* *

Our coast traffic continues unsatisfactory, owing to the disorganisation of the Lloyd Brasileiro service, whose deficiencies are scarcely compensated by the development so far of other lines. Notwithstanding its valuable fleet, a government subsidy and an abundance of cargo at remunerative rates, the position of that company has been growing worse from year to year and can now be retrieved only by government intervention. The bases have already been adjusted for a reconstruction which would solve one of the chief difficulties with which national trade has to contend.

This department was authorized by Congress to concede to other lines the same privileges as those enjoyed by the Lloyd, with exception of the subsidy; but I have only granted them, so far, to one undertaking, which it was proposed to establish here, securing in return reciprocal advantages, effective fiscalization and other guarantees.

The number of applicants having increased, and in consideration of the value and importance of these privileges, I decided to organize new regulations, in order to define the cases in which the concession of these favours would coincide with the aim of the legislature in authorizing them, and to enable me to apply these regulations, after they have been sanctioned by your Ex., in such a way as to promote the general interests of our maritime trade.

Manufactures are increasing, both here and in the States.

The creed of the old school that nations should only attain to manufacturing progress through centuries of agricultural labour has, here as elsewhere, given way to modern ideas.

To me it has always seemed evident that this change was bound to come, in spite of whatever obstacles the influence of the old school might oppose in the legislature and the administration to the progress of Brazilian industries.

This retrograde spirit is the result of confusing the vicissitudes experienced by Nations, that have traversed every stage of civilisation from the days of rudimentary industry, with the experience of those that nowadays start on their career in full enjoyment of the most advanced industrial advantages.

Capital has become the universal agent of progress; the sum of human labour which it represents is distributed from the great centres to the most distant regions of new countries, covering them with railways and telegraphs, developing population and with it the creation of wealth and of the necessities which stimulate industrial progress.

This, in its turn, has to seek abroad the capital of which it stands in need, and if new countries enjoy peace and good government there will be no want of capital for remunerative undertakings. With this element, supplemented by the accumulation of private wealth, our industrial movement, which caused such admiration at St. Louis, will take its proper place in the economic life of the country, cooperating with agriculture in the accumulation of the national wealth.

* *

There appears to be no doubt as to the success of the Brazilian exhibit at St. Louis. Official communications, fully confirmed by the American press, authorize me to affirm that the display made there by Brazil has powerfully contributed to a just appreciation abroad of our resources and progress. Not few have been the proofs of admiration which have reached us.

* *

In agriculture, our principal source of wealth, we have passed through grave vicissitudes during the last few years. The inflation of the currency, creating an illusory prosperity and a temporary rise in prices, led to excessive production, especially of coffee.

This is gradually righting itself, and the price for coffee is again remunerative.

Everywhere the necessity has been experienced of giving greater attention to the consuming capacity of the markets, of restricting some products and creating and developing others. It will be easy for us to adopt this system, thereby avoiding such crises as we have passed through, by promoting polyculture for which the variety of soil and climate is suited in nearly all

the States, and if not in one state then in others. In the North, cotton, cacao and other products, even tobacco, can be profitably grown, but sugar, the most important product of some of the States, requires an outlet, which the government hopes to secure with solid advantages.

Government has used, and will continue to use, every means to promote the welfare of agriculture. In this it has received valuable assistance from the National Society of Agriculture in this Capital, effectively seconded by similar societies in the States, all of them composed of men devoted to the promotion of this most important of the country's industries.

I have endeavoured to reduce railway freights, especially on national produce, as far as the contracts admitted and in a manner such as to conciliate the interests of the railways with those of producers.

The reorganisation of the maritime services should afford a similar opportunity for improving the conditions of the coast traffic, and for paving the way for an Ocean service.

* *

Mining, which is gradually being developed in the south, but has not yet been tried to any extent in the north, in spite of sure indications of great mineral wealth in the sub-soil, still calls for legislation that would conciliate the legitimate aspirations of that industry with the guarantees demanded by capital. A law, freeing property from the innumerable claimants who generally put in an appearance so soon as exploration commences, would be of inestimable advantage, especially if accompanied by fiscal measures to facilitate the raising of capital.

Under present circumstances, the Federal and some of the State Governments are encouraging private initiative to the best of their power, especially in regard to reduction of transport charges and of duties, but the capital attracted thereby has so far been small.

Congress having authorized the requisite expenditure, the Federal Government has given special attention to the utilization of national coal deposits in view of both their economic and political importance.

In the extreme north the explorations gave a negative result, but from S. Paulo southward the indications are most encouraging.

A notable foreign expert, whose services were secured by the Government, commenced an examination of the mines of the Tubarao district, proceeding thence by land to Rio Grande do Sul. From there he will proceed to Pará, visit S. Paulo and, thereafter, go to Bahia to examine the deposits at Maranhá.

The first two reports on the deposits of Santa Catharina and Rio Grande do Sul state them to be continuous and justify expectations of the complete success of the surveys and borings now being made in that region.

On its side, the industrial world, aroused by the action of the Brazilian Government, is interesting itself in our coal. An important locomotive factory, after a superficial trial, reports the coal of Santa Catharina and Rio Grande do Sul "to be very similar to that of Japan, for the employment of which the firm have constructed a great number of special locomotives with the best practical results."

The experiments made here were conclusive, even with locomotives adapted for the coal ordinarily used. However, I am thinking of accepting industrial initiative in the construction of engines better adapted to our coal, following the example of other nations which, with practical good sense and perfect success, have availed themselves of this great element of economic and military independence.

The chief problem for a new country is to settle it, and no country has greater need to attend to this than Brazil, with its enormous territory and minimum density of population.

The benefits derived from colonization, from Espirito Santo southwards, are undeniable, even though hampered by the system inherited from the times of slavery. In that State, as in some parts of the States of Rio and Minas, the cooperation of the immigrants, even under the system of colonization then in vogue, is appreciable, and what it would have effected if properly carried out can be estimated by the advantages it can show from S. Paulo to Rio Grande do Sul.

The financial situation of the Union, however, did not admit of the continuance of contracts for the introduction of immigrants and the consequent heavy expenditure. Besides, the cost of transport had already diminished to such a degree as to make the terms of the contract most onerous, whilst, for lack of sufficient resources to establish colonies, its only advantage was for the service of harvesting the crops.

Of the colonists employed in this manner, only a small proportion remained in Brazil: the greater number going backwards and forwards, thereby adding to the expenditure for passages incurred by the Government.

The rescission of the contract, effected without due consideration of the engagements arising from the decree No. 528, of 1890, paralysed the immigration service, which is now restricted to that promoted by the State Governments, especially Sao Paulo, and by private enterprise.

Although our circumstances do not authorize increased expenditure, I think that the administration might with advantage formulate a programme for the guidance of Government in this important matter.

I have no doubt that the desired results would be secured at a moderate cost. The first step would be for the Union Government to encourage immigration of a character calculated to settle and remain in the country, without however, undertaking direct administration which should be left to the states,

as also the obligation of providing year by year the labour required to harvest the crops. In addition, private colonizing enterprise should be encouraged, and especially railways, by privileges in proportion to the services effected, i. e. in proportion to the immigrants located and the lines laid down.

In this way, official action would be limited to collaborating, under certain conditions, in colonisation enterprise such as private initiative could supply and economically undertake.

* * *

The works begun with a view to combat drought are being proceeded with.

In Rio Grande do Norte, the railway has been commenced between Natal and Ceará-Mirim, which are already connected by telegraph, and surveys are in progress for construction of inland lines, reservoirs and harbours. Our first experiment in artesian wells is being made at the town of Santa Cruz. As to the efficacy of this resource, so widely used in the United States, I have received from the member of our deputation to S. Louis commissioned to investigate the matter, full confirmation of the opinion I expressed last year. After completing his mission, the special study now made in various parts of the United States will enable this engineer to undertake a systematic service for mitigating the effects of drought in the future.

In Ceará, besides the extension of the Baturité line; the irrigation works of the Quixadá reservoir are in progress, while the construction of a reservoir at Acarabámirim, with capacity for 60 million litres sufficient to irrigate about 1200 hectares, is also well advanced.

The definitive surveys of the reservoir at Acapape are also in progress, the capacity being the same as that at Acarabámirim.

* * *

Whilst mindful of the responsibilities of Government, I have been careful to conciliate the initiative incumbent on this department with our financial resources.—

To restrain, without arresting, impulse and aspirations, and realize them gradually, according to their urgency or facility of execution; to employ available resources with judicious economy, has been my rule of conduct, of which your Ex. will be able to judge from the following figures which, though not absolutely exact, will not undergo much alteration.

They shew not only the approximate expenditure for 1903 in this department, but also the respective revenue, from which an opinion may be formed of the nett outlay on the different services in charge of this department during that year. These figures do not include the revenue and expenditure that, by legislative decision, have been transferred from this to the Ministry of Finance, among which are the expenditure on pensions and *monte-pio*, and the revenue derived from the lease of railways not affected by the amortization fund; nor has such previous expenditure been taken into account as was compensated by the development of general revenue derived from railways and other public works in which it had been employed.

I have included as expenditure all outlay on works executed during 1903, and also that covered by credits opened in that year for account of works executed in previous fiscal years, but paid for only in 1903. In this way payments will be compensated that may remain to be made for account of that year, during which there were several extraordinary calls on the Treasury, such as arose from the drought in the north, and the grant of 1.100 contos gold for the exhibition at S. Louis. This last item will be spread over three years, but is nevertheless all charged to 1903.

I have also considered as expended all the sums distributed to the Delegations in the States, and have opened special accounts for the Rio Harbour works, the cost of which is met by the surtax of 2%, that the Minister of Finance has, as yet, judged necessary to only partially utilize. This is sufficient proof of the accuracy of the estimates of the revenue to be derived from that tax and of its being ample to meet the actual and future service of the Loan, and to secure financial equilibrium, seeing that the revenue will cover the service of all expenditure on the works projected in accordance with the approved estimates, now practically confirmed by the works already executed.

The expenditure voted for 1903 was as follows: 68,030:477\$253 currency 3,783:315\$479 gold.

The figures show that the actual expenditure was less than that authorized by 5,081:817\$202 currency and 99:470\$604 gold which reduces the expenditure on account of the credits voted to 62,948:660\$051 currency 3,683:844\$875 gold.

The extraordinary credits, destined in great part to the traffic of the railways and ordinary working expenses, raise the foregoing amounts to 9,676:304\$592 currency, including 811:273\$777 for payment of expenditure previous to 1903, and 1,339:743\$846 gold.

Regarding these credits as exhausted, the total expenditure of this department was 72,624:964\$643 paper and 5,023:588\$721 gold.

The revenue derived from the railways worked by this department, and from the telegraph, postal and other services under its charge, of which the expenditure is included in foregoing figures, was: 53,997:331\$681 paper and 409:627\$592 gold.

These figures are incomplete and will have to be augmented, principally as regards the water rate, of which collection is slow, owing to its being the only government service for which the dues are not collected by the respective department.

According to these figures, the deficit between the actual revenue and expenditure amounted to 18,627:632\$962 paper and 4,613:961\$129 gold, which approximately represents the amount which the nation had in 1903 to contribute to meet services of a local character in this city, also for those of railways and other public works administered by this department destined to create and develop national progress throughout the country.

Examination of these figures, incomplete as they may be, will, I think, afford an accurate perception of the influence exercised by the affairs entrusted to my charge on the finances of the country.

COMPANHIA DE LOTERIAS NACIONAES DO BRAZIL

Sede social e salão das extracções, rua Primeiro de Março n. 38; rua Visconde de Itaborahy n. 9.

Caixa do Correio n. 41.

Endereço telegraphico Loterias. Rio de Janeiro.

LOTÉRIAS FEDERAES EXTRAHIDAS NA CAPITAL FEDERAL

Presididas pelo Sr. Fiscal do Governo, representante do Exm. Ministro da Fazenda e com a presença de um Director da Companhia. Serviço do Governo da União em cidade de lei do Congresso Nacional e do contracto assignado na Directoria Geral do Contencioso do Thesouro Federal

Grande loteria do Natal, 1ª loteria do grandioso plano n. 113. Novo e vantajoso plano premiando centenas, dezenas e aproximações até o 3º premio e bem assim os dons finais e a terminação simples do 1º

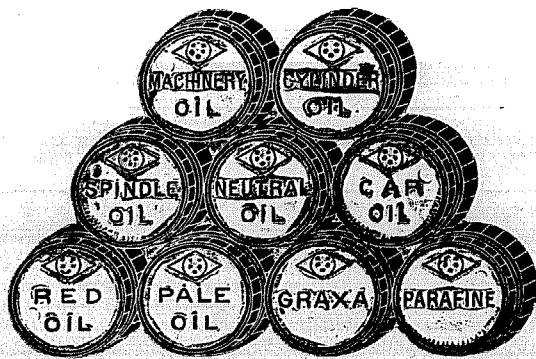
500:000\$000

Sabbado 24 do corrente

A's 3 horas — Inteiros 30\$000. Meios 15\$000. Quartos 7\$500. Quadragesimos \$750

Os bilhetes acham-se á venda, com grande antecedencia ao dia do respectivo sorteio, nas agencias geraes aqui, em todos os Estados da Republica e em todas as casas e kiosques. Os pedidos de bilhetes para as localidades em que a Companhia não tiver agencia official deverão ser dirigidos, com a maior clareza nas direções, aos seguintes agentes geraes nesta Capital: CAMÕES & C., becco das Cancellas n. 2 A, endereço telegraphico — Pekin, caixa do Correio n. 946; Nazareth & C., rua Nova do Ouvidor n. 10, endereço telegraphico — Luzvel, caixa do Correio n. 817. Sómente são pagos ou recebidos em pagamento bilhetes premiados das Loterias Federaes. **PAGAMENTO PONTUAL.**

N. B. — Em virtude da lei, será deduzido o imposto de 5% sobre a importancia dos premios superiores a duzentos mil réis.



STANDARD OIL COMPANY OF NEW YORK

(THOMPSON & BEDFORD DEPARTMENT)

Lubricating oils for Machinery, Cylinders, Looms, etc. Patent Grease.

Black Grease.

Parafine for the manufacture of matches, Candles, etc.

A large stock always on hand

Sole representatives: -- BEHREND, SCHMIDT & CO.

STORES: Rua da Prainha, 125

OFFICES: Rua General Camara, 37, 1st floor.

RIO DE JANEIRO

is little hope that a rise of gold prices would accompany that in exchange.

During the week ended December 2nd the value of the coffee shipped here and at Santos was £47,174 as against £413,174 the previous week and £474,129 last year.

BUSINESS DONE ON THE RIO STOCK EXCHANGE
During the week ended Dec. 2nd, 1904

DESCRIPTION	Sales	Highest	Lowest	CLOSING		
				This week	Last	Date of last
GOVERNMENT SECURITIES						
Apolices Gerias 5 1/2%						
Currency.....	466	1:010\$	996\$	996\$	1:010\$	Nov. 25
Do do Fractions.....	130:200\$	1:000\$	996\$	1:000\$	1:005\$	» 25
Internal Loan 1895, 5 1/2%						
Currency, bearer.....	175	997\$	990\$	957\$	964\$	» 24
Do do order.....	30	1:090\$	988\$	998\$	1:007\$	» 24
Internal Loan 1897 6 1/2%						
Currency, bearer.....	11	1:040\$	1:040\$	1:040\$	1:036\$	» 24
Do do order.....	62	1:040\$	1:030\$	1:030\$	1:030\$	» 25
Do 1903 5 1/2%.....	104	993\$	992\$	993\$	990\$	» 25
Inscrições 3 1/2%.....	170	985\$	980\$	985\$	990\$	» 24
Do do Fractions.....	51:400\$	932\$	925\$	932\$	925\$	» 22
Rio de Janeiro Municipal Loan, bearer.....	231	186\$	185\$	186\$	185\$	» 25
Do order.....	50	187\$	187\$	187\$	186\$	» 18
Do 1904 Internal Gold (£ 20).....	521	300\$	300\$	302\$	300\$	» 25
State of Rio de Janeiro 6 1/2%.....	30	403\$	400\$	400\$	398\$	» 25
Do 1 1/2%.....	3,302	575\$	565\$	575\$	565\$	» 25
Do c/uros.....	18	59\$	59\$	59\$	59\$	» 25
State of Minas, bearer.....	72	75\$	73\$	75\$	75\$	Nov. 25
Do order.....	49	80\$	80\$	80\$	80\$	» 25
BANKS						
Republica.....	509	358\$	35\$	35\$	35\$	Nov. 23
Commercial.....	292	121\$	119\$	119\$	120\$	» 23
Commercio.....	25	175\$	175\$	175\$	175\$	» 17
Lavoura e Comercio.....	5	102\$	102\$	102\$	100\$	Oct. 24
Nacional Brasileira.....	27	42\$	42\$	42\$	42\$	» 6
União do Comercio.....	60	34\$	34\$	34\$	32\$	» 19
RAILWAYS & TRAMWAYS						
S. Christovão Tr'y.....	229	150\$	150\$	150\$	152\$	Nov. 23
Sapucahy R'y.....	900	225\$	225\$	225\$	225\$	» 19
Jardim Botânico Tr'y.....	100	203\$	203\$	203\$	203\$	» 21
Minas S. Jeronymo R'y.....	96	18\$	17\$	17\$	18\$	Oct. 29
INSURANCE						
Mercurio.....	100	37\$	35\$	37\$	36\$	Nov. 23
Lloyd Americano.....	50	25\$	25\$	25\$	24\$	» 19
Minerva.....	100	158\$	158\$	158\$	158\$	» 12
COTTON MILLS						
Alhanga.....	235	257\$	257\$	257\$	256\$	Nov. 22
Brazil Industrial.....	30	220\$	220\$	220\$	215\$	» 3
Industrial Mineira.....	50	230\$	230\$	230\$	—	—
MISCELLANEOUS						
Docas de Santos.....	40	320\$	320\$	320\$	320\$	Nov. 22
Construções Civis.....	40	15\$	15\$	15\$	17\$	» 23
Centros Pastorais.....	50	19\$	19\$	19\$	20\$	» 7
Mercado Municipal.....	50	63\$	63\$	63\$	—	—
DEBENTURES						
Jardim Botânico Tr'y.....	654	214\$	214\$	214\$	214\$	Nov. 24
Soroceba-Itana R'y.....	70	94\$	94\$	94\$	92\$	» 24
Carris Urbanos (200\$).....	50	205\$	205\$	205\$	204\$	» 22
Do (190\$).....	25	101\$	101\$	101\$	102\$	Oct. 29
Candelaria.....	150	205\$	204\$	204\$	204\$	Nov. 22
Mercado Municipal.....	137	193\$	193\$	193\$	180\$	» 23
Eugenho de Quissamaã.....	100	45\$	45\$	45\$	45\$	Oct. 6
Loterias Nacionaes.....	10	200\$	200\$	200\$	197\$	Nov. 10
Carioca.....	82	203\$	203\$	203\$	—	—

The total business done on the Rio de Janeiro Stock Exchange amounted to 2,168,129\$000 distributed as follows:—

Government securities.....	1,691,947\$000
Bank shares.....	61,116\$000
Railway & Tramway shares.....	74,903\$000
Insurance shares.....	6,375\$000
Cotton Mills.....	78,495\$000
Miscellaneous.....	17,600\$000
Debentures.....	237,693\$000
Total, week ending Dec. 2nd, 1904...	2,168,129\$000
» » » Nov. 25th, 1904...	2,059,476\$000
» » » Dec. 4th, 1903...	1,323,612\$000

COMPANHIA NACIONAL LOTERIAS DOS ESTADOS

P. O. Box 1,052 ————— Rio de Janeiro
Telegraphic address "Lotestados"
DAILY DRAWINGS

ESPERANÇA LOTTERY

On 15 December: 2 grand prizes of 50 contos each. Price of ticket 1\$500.

On 17 January: 1 grand prize of 50,000 francs gold.

On 24 February: 1 grand prize of 50,000 francs gold.

On 22 March: 1 grand prize of 100 contos and every ticket has a prize.

AGENCIES VACANT ALL OVER THE COUNTRY

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE
During the week ended December 2nd, 1904

DESCRIPTION	SALES	HIGHEST	LOWEST
Santos Municipality (2nd issue).	106	91\$000	91\$000
S. Paulo Municipality 7 1/2% loan.	152	84\$500	84\$500
SHARES			
Banco de S. Paulo.....	198	122\$000	122\$000
Banco Comercio e Industria.....	220	360\$000	350\$000
Banco União de S. Paulo.....	28	35\$000	35\$000
Banco dos Lavradores.....	20	120\$000	120\$000
Paulista R'y.....	538	256\$000	246\$000
Mogyana R'y.....	507	262\$000	246\$000
MORTGAGE BONDS			
Banco C. R. de S. Paulo 8 1/2%.....	67	57\$000	53\$000
Do do 6 1/2%.....	120	43\$500	42\$500
Banco União de S. Paulo.....	71	55\$500	55\$500

The business done on the São Paulo Stock Exchange amounted to Rs. 402,730\$000 distributed as follows:

Government Securities.....	22,400\$000
Bank Shares.....	106,636\$000
Railway Shares.....	263,816\$000
Mortgage Bonds.....	9,788\$000
Total	402,730\$000

CLOSING QUOTATIONS OF BRAZILIAN STOCKS AND SHARES
ON THE LONDON STOCK EXCHANGE
For week ended

DESCRIPTION	Nov. 4, 1904	Nov. 11, 1904
Government Securities		
Gold Loan 1879 4 1/2%.....	61	86 1/2
» 1883 4 1/2%.....	84	85
» 1888 4 1/2%.....	83	84
» 1889 4%.....	79	80 1/2
» 1895 5%.....	93 1/2	95 1/2
» 1903 5%.....	94 1/2	95 1/2
West of Minas Railway 5%.....	91 1/2	92 1/2
New Funding Bonds 1898 5%.....	80	81
Rescision Bonds 1902 4%.....	102 1/2	102 3/4
State of S. Paulo 5 1/2% 1888.....	96	98 1/2
» Bonds 5%.....	98	100
State of Pará 5%.....	88	90
Corporation Bonds		
City of Rio de Janeiro 4%.....	83	85
City of Santos 6%.....	101	103
Railways		
Brazil Great Southern 7% Cum. Pref.....	3	3 1/2
Conde d'Eu Limited.....	10	11
Espirito Santo and Caravellas.....	3 3/4	4 1/4
Gt. Western of Brazil, Limited.....	8 1/2	9 1/2
» 5% Pref. Shares.....	10	11
Leopoldina Limited.....	4 7/8	5 1/8
Porto Alegre n Novo Hamburgo 7% Pref. Shares.....	6 1/2	7
Rio Claro, S. Paulo, Limited, Shares.....	24	25
S. Paulo, Limited.....	177	179
» 5% Non-Cum. Pref.....	120	122
S. Braz. Rio G. do Sul, Limited.....	16 1/2	17 1/2
Railway Obligations		
Brazil Gt. Southern, 6% Stl. Mt. Debts. 1893.....	77	79
» 6% Stl. Mt. Debts. Red. 6% Perm. Deb. Stock.....	100	102
» 6% Perm. Deb. Stock.....	78	75
Campos & Carangola 5 1/2%.....	48	50
Conde d'Eu 5 1/2% Debts.....	104	106
Gt. Western of Brazil Stock 6%.....	121	123
» Ext. 6%.....	103	105
Leopoldina 4% do Stock, red.....	87	88
Mogyana, 5% Deb. Bonds.....	101	103
Porto Alegre n Novo Hamburgo 6% Mort. Deb. Red. 1907.....	94	96
S. Paulo, Ltd. 5 1/2% Debentures Stock.....	133	135
» 5% do.....	121	123
» 4% do.....	106	108
S. Braz. Rio G. do Sul, Limited 6% do.....	99	101
Rio Claro, S. Paulo 5% Deb. stock.....	125	127
Banks		
British Bank of South America, Limited.....	11 1/2	12 1/2
London & Brazilian Bank, Limited.....	16 3/4	17 1/4
London & River Plate Bank, Limited.....	49	51
Shipping		
Amazon Steam Navigation Co, Limited.....	8 1/4	8 3/4
Royal Mail Steam Packet Co.....	19	21
Pacific Steam Navigation Co.....	20	20 1/4
Mining		
Ouro Preto, ord.....	1/16	3/16
St. John del Rey.....	5/8	3/4
Telegraphs		
Amazon Tel. Shares.....	3 1/2	3 1/2
Western Tel. Co. shares.....	12 3/4	13 1/4
do do 5% Debts.....	101	104
do do 4% deb. stk.....	101	104
Miscellaneous		
Cantareira Waterworks 5% deb. 2nd issue.....	101	104
City of Santos Imp. Ld. 7% non-cum pref.....	10 1/4	10 3/4
City of Santos Imp. Ld. 6% cum pref.....	10	11
do do 5% 1st charge deb.....	99	101
Rio de Janeiro City Imp. Limited.....	5	5 1/2
do 5% Deb. Int. Apr.-Oct.....	100	102
do do do Int. June-Dec.....	102	104
Rio de Janeiro Flour Mills Limited.....	1 3/8	1 5/8
» do Mort. deb.....	101	103
S. Paulo Gas Co. Limited.....	12	13
do 5% Debts. (Regd.).....	51	53
Dumont Coffee, ord.....	1	1 1/2
do 7 1/2% Cum pref.....	5 3/4	6 1/4
do 5 1/2% Ist. Mor. deb.....	90	95
S. Paulo Coffee Est. 5 1/2% Ist. Mort. deb.....	97	99
Pernambuco Water Works.....	80	85

MOVEMENT OF THE FOREIGN BANKS AND BRANCHES

	London & Brazilian Bank Limited	London & River Plate Bank Limited	The British Bank of South America Ltd	Brasilianische Bank für Deutschland	TOTAL for October	TOTAL for September	TOTAL for August
Assets							
Capital uncalled	6,666,667\$	16,808,560\$	4,444,444\$	11,586,564\$	35,506,235\$	35,506,235\$	35,506,235\$
Cash	31,143,152\$	2,084,216\$	3,875,528\$	17,952,901\$	55,055,837\$	55,055,837\$	55,055,837\$
Discounts	4,371,158\$	15,741,072\$	6,393,225\$	16,868,213\$	43,374,268\$	43,374,268\$	43,374,268\$
Accounts with head offices and branches	28,239,092\$	3,730,166\$	6,630,563\$	12,305,127\$	50,904,948\$	50,904,948\$	50,904,948\$
Loans	10,216,795\$	14,236,733\$	4,340,456\$	15,893,362\$	44,687,346\$	44,687,346\$	44,687,346\$
Bills receivable	26,698,173\$	53,161,785\$	19,061,708\$	41,326,743\$	139,248,409\$	139,248,409\$	139,248,409\$
Miscellaneous	19,697,937\$				19,697,937\$	19,697,937\$	19,697,937\$
Total	126,937,920\$	105,758,512\$	49,091,265\$	115,994,510\$	397,782,207\$	396,604,855\$	408,070,083\$
Liabilities							
Shareholders	13,333,333\$	3,500,000\$	8,888,888\$	10,000,000\$	35,722,222\$	35,722,222\$	35,722,222\$
Deposits: Sight	48,881,727\$	17,640,890\$	6,966,413\$	16,532,086\$	89,921,116\$	89,921,116\$	89,921,116\$
Term	3,727,314\$	3,611,921\$	1,317,905\$	8,922,146\$	16,578,286\$	16,578,286\$	16,578,286\$
Accounts with head offices and branches	13,765,048\$	14,052,879\$	22,609,264\$	59,740,795\$	61,254,978\$	61,254,978\$	61,254,978\$
Miscellaneous	52,230,498\$	66,952,823\$	49,091,265\$	59,831,418\$	201,595,976\$	201,595,976\$	202,125,189\$
Total	126,937,920\$	105,758,512\$	49,091,265\$	115,994,510\$	397,782,207\$	396,604,855\$	408,070,083\$

The balance sheet of the 21 branches of the four foreign banks on 31st October show the following alterations compared with 30 September:—

	Increase	Decrease
Assets		
Cash	2,914,357\$	
Discounts		2,094,639\$
Loans	46,195\$	
Bills receivable		760,228\$
Miscellaneous	554,615\$	
Liabilities		
Deposits—Sight	2,571,768\$	
Term	36,797\$	
Miscellaneous	82,704\$	

Accounts with head office show a net increase of 2,030,968\$ to the credit of the different branches. The cash movement was as follows:—

Branches of:	31 Oct.	30 Sept.
London and Brazilian Bank	31,143	32,754
London and River Plate Bank	16,809	13,564
British Bank of South America	4,415	3,333
Brasilianische Bank für Deutschland	11,587	11,888

By locality it was follows:—

Rio de Janeiro	21,303	21,249
São Paulo	13,790	10,295
Santos	4,279	5,319
Rio Grande do Sul	2,784	3,237
Bahia	1,858	2,099
Pernambuco	4,000	4,851
Pará and Manaus	15,340	13,989

The only branches that showed much alteration are S. Paulo, where cash increased 3,495 contos and Pará and Manaus where it rose 1,351 contos.

The percentage of the Cash to the Sight Deposits in all the branches rose from 74.9% on 30 September to 76.1% on 31 October.

For the last few years discounts on 31 October compare as follows:—

1904	63,954 contos
1903	82,729 »
1902	89,532 »
1901	107,919 »
1900	117,584 »

Balance Sheets

London and River Plate Bank, Limited

ESTABLISHED 1862

Capital	£ 1,500,000
Capital paid-up	900,000
Reserve fund	1,000,000

BALANCE SHEET OF THIS BRANCH NOV. 30TH, 1904

Assets	
Bills discounted	1,057,382\$340
Bills receivable	6,739,881\$620
Loans, Accounts pledged, etc.	2,589,865\$450
Accounts with Head Office, branches & agencies	6,860,949\$470
Sundry accounts	683,711\$970
Securities pledged	5,251,384\$920
Securities in deposit	33,182,022\$280
Cash: In current money in the safe of the bank	4,379,302\$420
	41,574,500\$070

Liabilities	
Declared capital of the branch	1,500,000\$000
Deposits, Fixed and with notice	1,790,058\$250
Accounts current with and without interest	8,489,641\$570
Sundry accounts	7,775,109\$340
Deposits of securities, etc.	38,433,406\$300
Bills payable	100,146\$030
Accounts with Head Office, branches & agencies	3,485,541\$580
	62,574,500\$070

E. & O. E.—Rio de Janeiro, December 3rd, 1904. —For the London & River Plate Bank, Limited (Signed) C. D. Simmons Manager; J. Mill, Accountant.

London & Brazilian Bank, Limited

Capital	£ 1,500,000
Capital paid-up	730,000
Reserve fund	600,000

BALANCE SHEET, NOVEMBER 30TH, 1904

Assets	
Capital Uncalled	6,066,668\$970
Deposits	837,316\$889
Bills discounted	7,917,524\$140
Accounts with Head Office & Branches	11,879,578\$240
Loans, accounts current, etc.	2,549,991\$830
Accounts current guaranteed and sundry securities	2,575,905\$510
Sundry accounts	589,410\$369
Cash: In current money	9,653,656\$170
	42,710,041\$800

Liabilities	
Capital	13,333,333\$930
Accounts current without interest	12,364,722\$160
Accounts current at short notice	927,808\$840
Fixed maturity	1,133,531\$140
Accounts with Head Office & Branches	3,226,298\$210
Accounts current guaranteed & sundry securities	2,575,905\$510
Sundry accounts	9,054,038\$690
Bills payable	92,841\$280
	42,710,041\$800

E. & O. E.—Rio de Janeiro, December 2nd, 1904. —For the London & Brazilian Bank, Limited. (Signed) F. Broad, Manager; A. G. C. Blake, Accountant.

Brasilianische Bank für Deutschland

BALANCE SHEET, NOVEMBER 30TH, 1904

Assets	
Accounts current guaranteed	4,180,257\$076
Accounts with Head Office, branches and agencies	13,353,623\$613
Bills discounted	7,203,551\$900
Bills receivable	7,911,175\$479
Bills pledged	924,051\$288
Securities pledged	6,223,063\$579
Securities in deposit	17,432,123\$000
Cash: In current money	4,991,207\$790
	62,249,653\$716

Liabilities	
Capital: 1 Mark=1800	10,000,000\$000
Accounts current with interest	6,573,533\$887
without do.	1,160,094\$254
with Head Office, branches and correspondents	6,121,774\$312
Deposits fixed	4,236,831\$579
Securities pledged and in deposit	32,491,013\$937
Sundry accounts	1,075,493\$347
	62,249,653\$716

E. & O. E.—Rio de Janeiro.—Theil—Gutschow, Directors.

S. PAULO

London & Brazilian Bank, Limited

Capital	£ 1,500,000
Capital paid up	£ 750,000
Reserve Fund	£ 600,000

BALANCE SHEET OF THE BRANCH IN SAO PAULO, NOVEMBER 30TH, 1904

Assets	
Bills discounted	3,049,237\$850
Bills receivable	3,834,532\$930
Loans; accounts current; etc.	4,834,880\$970
Accounts with Head Office and Branches	4,864,316\$000
Accounts current guaranteed and sundry securities	9,984,836\$100
Sundry accounts	395,903\$750
Cash: In currency	5,282,778\$330
	32,146,280\$570

Liabilities	
Deposits: accounts current with and without interest	11,447,949\$080
Deposits fixed	2,282,618\$930
Accounts current guaranteed and sundry securities	9,984,836\$100
Accounts with Head Office and branches	1,838,074\$920
Sundry accounts	6,581,520\$750
Bills payable	11,288\$150
	32,146,280\$570

S. Paulo, December 3rd, 1904.—For the London & Brazilian Bank, Limited.—F. Ford Manager, J. J. Wilson, actg. Accountant.

Brasilianische Bank für Deutschland

BALANCE SHEET OF THIS BRANCH, INCLUDING THE BRANCH OF SANTOS, NOVEMBER 3TH, 1904

Assets	
Accounts current guaranteed	6,850,750\$732
Bills receivable	8,212,705\$278
Bills discounted	9,286,577\$697
Bills pledged	5,784,992\$046
Securities pledged	5,750,740\$960
Securities in deposit	5,132,308\$000
Cash: In current money	4,234,555\$388
	45,257,625\$171

Liabilities	
Capital	2,000,000\$000
Reserve Fund	250,000\$000
Deposits fixed	310,297\$800
Accounts current and correspondents	1,596,914\$880
Abroad	1,719,153\$810
Securities deposited	1,059,107\$310
Sundry accounts	865,464\$660
	7,800,960\$590

E. & O. E.—S. Paulo, 3rd December, 1904.—For the Board, Cav. G. Puglisi.

Liabilities

Accounts current	7,369,815\$860
Deposits fixed	3,251,417\$600
Securities pledged and in deposit and securities receivable for 1/4 of sundry parties	24,885,741\$354
Accounts with Head Office, branch at Rio de Janeiro and correspondents	6,988,148\$662
Sundry accounts	762,502\$905
	43,257,625\$171

E. & O. E.—Plass.—Carl, Directors

London and River Plate Bank, Limited

ESTABLISHED IN 1862

Capital	£ 1,500,000
Capital paid up	900,000
Reserve fund	1,000,000

BALANCE SHEET OF THIS BRANCH NOVEMBER 30TH, 1904

Assets	
Bills discounted	258,913\$470
Bills receivable	1,512,216\$900
Loans, accounts pledged, etc.	608,937\$590
Accounts with Head Office, branches and agencies	529,229\$800
Sundry accounts	45,325\$960
Loans pledged and sundry securities	8,095,948\$540
Cash: In current money in the safe of the bank	1,213,681\$240
	12,264,252\$620

Liabilities	
Declared capital of this branch	600,000\$000
Deposits fixed	48,662\$960
Accounts current with and without interest	1,405,892\$550
Sundry accounts	1,875,417\$520
Securities pledged and in deposit	8,095,948\$540
Bills payable	222,946\$260
Accounts with Head Office, branches and agencies	616,284\$790
	12,264,252\$620

E. & O. E.—S. Paulo, December 2nd, 1904.—For the London and River Plate Bank, Limited, (signed) A. H. Butler, Manager.—R. A. Blyth, Accountant.

Banco Commerciale Italiano di S. Paulo

Established in 1900

JOINT STOCK CO.	
Paid up Capital	2,000,000\$000
Reserve Fund	250,000\$000

BALANCE SHEET ON 30TH, NOVEMBER 1904

Assets	
Loans on securities	460,728\$620
Bills receivable	2,288,090\$140
Accounts current with guarantee	990,156\$510
Correspondents at home	96,468\$040
Abroad	1,734,690\$320
Deposits, Securities etc.	1,059,107\$310
Sundry accounts	237,072\$870
Cash on hand and at the Banks	584,652\$060
	7,800,960\$590

Liabilities	
Capital	2,000,000\$000
Reserve Fund	250,000\$000
Deposits fixed	310,297\$800
Accounts current and correspondents	1,596,914\$880
Abroad	1,719,153\$810
Securities deposited	1,059,107\$310
Sundry accounts	865,464\$660
	7,800,960\$590

E. & O. E.—S. Paulo, 3rd December, 1904.—For the Board, Cav. G. Puglisi.

Banco da Republica do Brazil

OLD ACCOUNT

BALANCE SHEET, NOVEMBER 30th, 1904.

ASSETS

Bank securities:			
Federal Bonds, shares and debentures of Banks and Companies, free in Brazil and Europe.....	23.053:197\$205		
Federal Bonds, shares and debentures of Companies given as security to the Treasury.....	35.715:724\$083	58.768:921\$288	
Bills discounted:			
Not matured, with 2 endorsements.....	236:500\$000		
Not matured, with 1 endorsement.....	273:649\$000	510:149\$000	
Bills deposited:			
Matured.....	143:700\$020		
Not matured.....	163:000\$000	306:700\$020	
			47:280\$000
Bills receivable.....			
Securities in Liquidation:			
Value of the securities.....	25.322:756\$139		
Less:— Credits to sundry others.....	26:299\$214		
— Old premium in this a/c.....	12.799:763\$860	12.826:003\$014	12.496:753\$125
Accounts current, guaranteed:			
Debtors, with guarantee.....	11.513:854\$953		
Debtors, under judicial process.....	22.670:352\$108		
Debtors, in accord with Bank.....	3.236:538\$045		
Debtors, in liquidation.....	47.213:308\$005	84.634:053\$111	
Less:— Old premium in this account.....		35.368:703\$677	49.265:349\$434
General Accounts Current:			16.099:052\$377
Debtors without guarantee.....			
Accounts current:			1.655:919\$801
Debtors, without guarantee.....			
Accounts Current of Aid to Industries:			176:242\$653
Debits from liquidations of bonus loans.....			
Loans to industries:			
Capital.....	7.323:292\$130		
Interest.....	1.603:424\$210	8.926:716\$340	
Agricultural Loans in Northern States:			237:924\$187
Balance of this a/c.....			79:084\$995
Agencies: Debit balance.....			9.199:291\$005
Real Estate: Balance of this a/c.....			1.330:000\$000
Bank Edifice.....			100:000\$000
Furniture.....			
Values deposited:			
As commercial security.....	176.806:563\$776		
Belonging to sundry parties.....	14.887:694\$882	191.694:258\$658	
Repassed exchange (recambios).....			562:604\$950
Shares redeemed: (for redemption of capital) fraction of 0,30.....			1:020\$000
Redemption: of 3 % inscriptions during November.....			601:300\$000
Liquidations: in accord with Law 689 of Sept. 20, 1900 (inscriptions deliverable).....			1.005:900\$000
Cash. Current.....			7.584:170\$407
			360.648:648\$218

LIABILITIES

Capital.....		100.000:000\$000
Profit and loss.....		19.022:927\$260
Deposit: for redemption of hypothecary notes ex-Banco do Brazil.....		2:900\$000
Special creditors, in accord with Law 689 of Sept. 20th, 1900: Balance of liquidation of inscriptions and in cash.....		1.024:047\$260
Privileged creditors:		
By judicial deposits.....	379:760\$112	716:408\$241
By deposits in account current, without interest.....	336:648\$129	
Companhia Lloyd Brazileiro, in judicial liquidation.....		58:820\$104
Accounts current on loans to industries:		
Amount to strike from debit of <i>mutuaries</i>		630:033\$500
General accounts current: Credit balances.....		2.759:427\$646
Bank dividends unpaid.....		160:775\$000
Deposits of values, as stated in Assets.....		191.694:258\$658
Issue of 3 % bonds (inscriptions).....	121.845:000\$000	
Less:— Redeemed up to October.....	77.943:400\$000	43.901:600\$000
Interest on 3 % inscriptions: Balance payable.....		342:112\$500
Profit on redemption of 3 % bonds (inscriptions).....		285:337\$950
		360.648:648\$218

NEW ACCOUNT

BALANCE SHEET, NOVEMBER 30 th, 1904.

ASSETS		LIABILITIES	
Accounts Current, guaranteed.....	4.273:926\$138	Accounts current, without interest.....	10.231:368\$037
Bills discounted.....	5.698:852\$605	Accounts current, with interest.....	30.848:284\$979
" receivable.....	123:595\$210	Accounts current foreign.....	179:328\$990
Securities pledged.....	28.268:684\$988	Agents, in Brazil and in Europe.....	35.676:356\$594
" deposited.....	67.156:272\$308	Judicial deposits.....	961:052\$183
Agents:		Bills, at interest.....	1.871:991\$010
In Brazil and in Europe.....	42.776:582\$458	Deposits, securities, etc.....	95.424:957\$296
Securities belonging to the Bank (£. 1,130,000 at 27d.).....	10.045:700\$000	Federal Treasury:	
Other securities.....	6.594:396\$140	In current account.....	17.868:121\$144
Accounts current with interest: Debtors with guarantee.....	7.654:950\$938	Money at fixed maturity.....	10.000:000\$000
Securities in liquidation.....	1.598:101\$964	Exchange a/c..... (£. 1,000,000 at 27d.)	8.888:888\$880
Cash: In current money.....	2.768:007\$870	Municipality of Rio de Janeiro: interest on Bonds.....	87:603\$700
		Profit & Loss.....	836:771\$409
		Sundry accounts.....	41.448:769\$343
	215.642:832\$092		215.642:832\$092

Coffee Market

COFFEE ENTRIES

	FOR THE WEEK ENDED			FOR THE CROP TO	
	Dec. 2 1904	Nov. 25 1904	Dec. 4 1903	Dec. 2 1904	Dec. 4 1903
Rio					
By Central R'y	21,032	31,120	49,531	750,698	1,911,893
Leopoldina R'y	27,655	28,946	13,313	647,183	409,820
Inland	1,935	2,800	2,388	132,742	162,000
Coastwise, discharged					
Total	50,622	62,866	65,232	1,530,623	2,483,713
Transferred from Rio to Nietheroy	2,580	2,935	3,156	36,806	39,953
Net Entries at Rio	48,042	59,931	62,074	1,493,765	2,443,260
Coastwise, in transit	2,000	2,000	3,000	56,196	119,171
Nietheroy from Rio & Leopoldina R'y	4,987	4,004	8,279	62,556	65,187
Total Rio including Nietheroy & transit	55,029	65,935	73,353	1,619,517	2,627,618
SANTOS:	181,877	204,016	116,042	5,456,877	4,847,602
Total Rio & Santos	236,906	269,951	189,395	7,076,394	7,475,220

The coast arrivals for the week ended Dec. 2nd, were from:—

S. João da Barra	787 bags
Victoria	702 "
Iguape	327 "
Santos	119 "
Total	1,935 bags

The total entries by the different S. Paulo Railways for the Crop to December 2nd, 1904 were as follows:—

	Past Jundiaby	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1904/1905:	4,525,069	935,720	5,460,789	5,456,877	3,912
1903/1904:	4,050,820	760,834	4,811,654	4,847,602	nil

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1904 Dec. 2	1904 Nov. 25	1903 Dec. 4	1904 Dec. 2	1903 Dec. 4
Rio	85,897	47,047	122,182	1,487,362	2,317,351
Nietheroy	1,763	7,363	5,000	57,305	55,697
In transit	2,000	2,000	3,000	56,196	119,171
Total Rio including Nietheroy & transit	89,660	56,410	130,182	1,600,863	2,492,219
Santos	148,927	158,960	140,749	4,102,538	4,114,924
Total Rio & Santos	238,587	215,370	270,931	5,703,401	6,607,143

Rio de Janeiro, December 3rd, 1904.

Entries at Rio and Santos during the week ended 2 December were 33,077 bags smaller than the previous week's but 47,511 more than the corresponding week's last year of which they represent 125 %.

The sudden increase of entries is confined entirely to Santos and, in all probability, will prove but temporary, and to be the result of some large inland stock being suddenly let go.

For the month of November entries amounted to 252,697 bags at Rio and 706,573 at Santos, as against 394,243 and 611,684 bags last year, respectively. In our number of 1 November we estimated entries for Rio at 340,000 and for Santos at 730,000 bags or, jointly, about 1,100,000 bags, i. e. 110,726 more than what was actually received.

Entries for the crop to 2nd December represent 61.6 % of last year's at Rio and 112.5 % at Santos. At these rates entries for the current month should be 210,141 at Rio and 481,714 at Santos or in all 691,855 as against 769,655 last year. Up to 2nd December joint entries at Rio and Santos represent 94.6 % of last year's crop, and at the same rate will give 9,939,000 as the total for the current crop, or say 10,000,000—probably a maximum estimate.

Shipments (embarques) were 28,217 bags over the previous week's but 32,344 less than the corresponding week's last year.

Business was, in consequence of the fall of prices abroad and rise of exchange here, almost at a standstill, only 114,000 bags being reported sold as against 289,000 for the corresponding week last year, at both Rio and Santos.

Prices gave way slightly, the average for the Rio No. 7 being 6\$414 for 10 kilos as against 6\$434 the previous week and 5\$231 last year. At New York, however, the average for spot improved from 8.37c. per lb the previous week to 8.44c. as against 6.44c last year. On Monday 28th the market opened with No. 7 quoted for export at 9\$400 per arroba improving to 9\$500 on Tuesday at which it continued to be quoted, but with little demand, until Saturday 3rd when it fell to 9\$400 at which the market closed.

Stocks are again on the upward track and for Rio and Santos again topped 2 1/2 million bags on the 2nd inst., an increase of 69,170 bags compared with the previous week and of 547,262 compared with last year. The value of coffee cleared from 1st July to 2nd December is £10,877,116 an increase of £1,371,712 compared with last year with 985,503 bags less.

Santos, December 3rd, 1904.

With exception of Monday, when we had a brisk business, the week passed away very quietly. On Thursday and Friday we had specially large entries, and stocks accumulated on the English line. The fact that passagens in November were greater than entries pointed to the probability of a good deal having been held over, and its being sent down so early in December is provoking a good deal of criticism.

Orders from Europe were limited at 38s. 6d. to 39s. 6d. for Superiors but with little doing.

Prices awarded for Superiors here varied from 58\$00 to 68\$100, Primes 200 réis more and Good 200 réis less. Lower grades from Regulars downwards are much slacker, American roasters buying only very slowly, Bourbons, New York types Nos. 3 to 6, showed a slight demand. Specialities in general are neglected. Peaberies are also much quieter and only 7\$700 maximum obtainable for superiors.

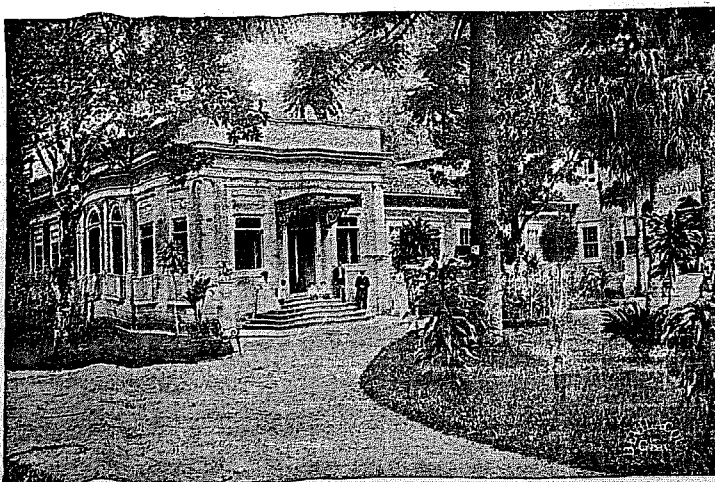
Receipts were very heavy for the season. The stock shows a substantial increase and amounts to 1,909,150 bags of which about one third only may be said to be in shipper's hands. By the middle of the month a decrease in the Sorocabana receipts may be expected and, therefore, in spite of the heavy entries of the first two days of the month, 600,000 bags may be considered the maximum for December receipts.

Exchange is very firm, 12 11/16, and interfering with the calculations of exporters. The *Pauta* is now 600 réis.

The month of November was generally unsatisfactory for exporters. Owing to the unprofitable nature of business lately the number of exporting houses at Santos is steadily diminishing.

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.

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

Grande Hotel Metropole

RUA LARANJEIRAS, 181

The best for families and gentlemen.
Reduced price.

RIO DE JANEIRO

b-hl-en

x x

MANIFESTS OF COFFEE

During the Week ended December 2nd, 1904

SANTOS

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Nov. 28	<i>Equità</i>	Genoa	Fili. P. Carbone & Co	1,600	
	do	do	Carl Hellwig & Co.	500	
	do	do	J. W. Doane & Co.	250	
	do	do	Nossack & Co.	125	
	do	do	Sundry	60	
	do	Smyrna	Nossack & Co.	375	
	do	Naples	Sundry	234	3,144
29	<i>Cordillere</i>	Buenos Aires	Krische & Co.	256	
	do	Montevideo	do	100	356
30	<i>Orleanais</i>	Marseilles	Carl Hellwig & Co.	1,000	
	do	do opt.	W. Rotel & Co.	1,000	
	do	do	Prado, Chaves & Co.	1,000	
	do	do	J. W. Doane & Co.	500	
	do	do	Theodor Wille & Co.	250	
	do	Smyrna opt.	Prado, Chaves & Co.	500	4,250
30	<i>Catania</i>	New York	Theodor Wille & Co.	25,000	
	do	do	Carl Hellwig & Co.	11,225	
	do	do	Prado, Chaves & Co.	5,000	
	do	do	W. F. McLaughlin & C	4,726	
	do	do	Gustav G. Berger	2,462	
	do	do	The Hills Bros Co.	2,288	
	do	do	E. Johnston & Co.	1,000	51,701
30	<i>Roman Prince</i>	do	W. F. McLaughlin & C	5,012	
	do	do	Theodor Wille & Co.	5,000	
	do	do	Carl Hellwig & Co.	2,000	
	do	do	J. W. Doane & Co.	1,250	
	do	do	Prado, Chaves & Co.	1,000	
	do	do	E. Johnston & Co.	1,000	
	do	do	Holworthy Ellis & Co.	1,000	16,262
30	<i>Caravellas</i>	London	E. Johnston & Co.	5,500	
	do	do	N. Gepp & Co., Ltd.	4,250	
	do	do	Prado, Chaves & Co.	3,000	
	do	do	Sundry	250	
	do	Havre	Zerremer Bulw & C	2,010	
	do	do	Carl Hellwig & Co.	1,000	
	do	do	Sundry	3,500	
	do	do	Nossack & Co.	250	
	do	do	E. Johnston & Co.	250	
	do	do	Prado, Chaves & Co.	3	
	do	Nantes	Krische & Co.	251	20,268
30	<i>São Paulo</i>	Hamburg	Baldwin & Co.	4,250	
	do	do	W. Rotel & Co.	4,026	
	do	do	Krische & Co.	3,750	
	do	do	E. Johnston & Co.	2,125	
	do	do	Prado, Chaves & Co.	2,000	
	do	do	Carl Hellwig & Co.	1,750	
	do	do	Theodor Wille & Co.	1,500	
	do	do	Muller & Co.	1,000	
	do	do	Nossack & Co.	1,000	
	do	do	Barbosa & Co.	1,000	
	do	do	Henry Wolffe & Co.	500	
	do	do	Schmidt & Frost	300	
	do	do	N. Gepp & Co., Ltd.	250	
	do	do	Sundry	101	
	do	Copenhagen	Prado, Chaves & Co.	1,000	
	do	do	Hard, Rand & Co.	125	24,707
Dec. 1	<i>Byron</i>	New York	N. Gepp & Co. Ltd.	5,000	
	do	do	Prado, Chaves & Co.	2,000	
	do	do	Baldwin & Co.	2,000	
	do	do	W. F. McLaughlin & C	2,000	
	do	do	The Hills Bros Co.	1,104	
	do	do	Hard, Rand & Co.	1,019	
	do	do	Holworthy Ellis & Co.	500	
	do	do	Gustavo G. Berger	491	
	do	do	Schmidt & Frost	288	16,872
			Total		187,085

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Nov. 26	<i>Itaituba</i>	Rio Grande	Sundry	151	
	do	Pelotas	do	265	
	do	Porto Alegre	do	245	661
27	<i>Temple</i>	Rio Grande	do	200	
	do	do	Ornstein & Co.	100	
	do	Pelotas	Sundry	225	
	do	Porto Alegre	do	100	625
27	<i>Fagnudes Varella</i>	Pernambuco	do	100	
	do	do	Pinto & Co.	525	
	do	do	do	180	
	do	do	Ornstein & Co.	490	
	do	do	do	290	
	do	do	Pinto & Co.	105	
	do	do	Sundry	80	
	do	do	do	225	
	do	do	Ornstein & Co.	450	2,385
28	<i>Sirio</i>	Smyrna	Eugen Urban	262	
	do	Syra	Ornstein & Co.	125	
	do	Salonica	Gustav Trinks & Co	125	502
28	<i>Cordillere</i>	Montevideo	Pinto & Co.	325	
	do	Buenos Aires	Ornstein & Co.	100	425
29	<i>Magellan</i>	Bordeaux	Sundry		15
	do	Pará	do	160	
	do	Pernambuco	do	582	742
30	<i>Equità</i>	Smyrna	do	600	
	do	Naples	do	10	610
30	<i>Orissa</i>	Talcahuano	Theodor Wille & Co		40
	do	Montevideo	Sundry	30	
	do	Ruenos Aires	do	108	138
Dec. 2	<i>São Paulo</i>	Copenhagen	Ornstein & Co	1,375	
	do	do	Hard, Rand & Co.	125	
	do	Hamburg	Ornstein & Co.	2,375	
	do	do	Gustav Trinks & Co	1,001	
	do	do	Norton, Megaw & Co	1,000	
	do	do	Eugen Urban	877	
	do	do	C. Dabelow	393	
	do	do	Rich. Riemer & Co.	44	7,130
			Total		19,273

The coffee sailed during the week ended Dec. 2nd, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio	—	8,237	4,413	603	—	—	13,253	1,511,764
Santos	84,365	62,364	—	356	—	—	147,085	4,063,402
Total	84,365	60,621	4,413	959	—	—	150,358	5,564,966
1903/1904	164,688	148,521	7,147	—	500	—	320,856	6,586,130



SUPERARIS

Trade mark — The GREEN Star

"Superaris" "The burning question" can be settled with Superaris.

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS
Week ended

	Dec. 2		Nov. 25		Crop to Dec. 2	
	Bags	£	Bags	£	Bags	£
Rio.....	8,860	50,794	18,958	106,429	1,408,284	2,931,668
Santos.....	137,085	161,580	275,828	818,047	4,050,578	7,945,448
Total 1904/1905.....	145,945	212,374	294,786	424,476	5,458,862	10,877,116
do 1903/1904.....	309,711	119,939	544,976	188,362	6,444,365	9,505,404

The Coming Crop. The Committee of the *Centro de Café* estimate the growing Minas and Rio crop at 3 1/2 to 4 million bags, barring possible accidents in January or February. The flowering, they state, was abundant though irregular, but plantations are still suffering from the droughts that have prevailed for a long time and from the intense cold experienced in August. The Committee confirms its estimate of 2 1/2 million bags for the current 1904/5 crop.

O Café of 7th November says that in the circumscriptions of Mattão and Jaboticabal and their neighbourhood the 1905/6 crop will be better than this along the Sorocabana; the coming crop will be smaller in most districts. As regards São Manoel opinions differ, some saying it will be more and others less than the current crop. At Agudos, Baurú, Avaré, Itaiyana, Itu, Tupeva and in the *sertão* generally, it is expected to be smaller.

The Brazilian Consul General at Hamburg reports consumption to be increasing incessantly. Stocks, he says, are being gradually worked off there. As much as 3,470,519 bags were landed at Hamburg in 1903, whilst sales amounted to 3,242,622 bags. At the end of December the stock comprised 1,519,753 Santos, 101,855 Rio, 29,613 Bahia and 100,000 bags of other kinds. Coffee roasting houses are started almost daily and domestic roasting has almost ceased. Most of these houses now buy direct.

MONTHLY ENTRIES

IN BAGS OF 60 KILOS

MONTHS	RIO		SANTOS		BOTH	
	1904-1905	1903-1904	1904-1905	1903-1904	1904-1905	1903-1904
July.....	165,677	515,546	809,146	923,312	994,823	1,498,858
August.....	371,765	598,080	1,402,060	1,148,012	1,773,825	1,746,092
September.....	459,854	517,950	1,346,587	1,120,406	1,736,441	1,638,562
October.....	351,469	568,157	1,095,873	967,676	1,447,342	1,529,834
November.....	252,697	394,243	706,573	611,684	959,270	1,005,927
December.....	—	341,464	—	428,191	—	769,655
January.....	—	258,588	—	291,304	—	489,892
February.....	—	294,320	—	195,578	—	489,898
March.....	—	185,908	—	189,648	—	375,556
April.....	—	149,387	—	177,347	—	326,734
May.....	—	142,402	—	179,796	—	322,198
June.....	—	100,436	—	229,815	—	330,251
Total for 5 months.....	1,601,462	2,583,952	5,360,239	4,771,090	6,961,701	7,355,072
Total for the crop.....	—	4,056,587	—	6,402,769	—	10,459,356

OUR OWN STOCK

RIO : Stock on Nov. 25.....	537,598
Entries during week ended Dec. 2.....	48,042
Loaded (Embarques) for week ended Dec. 2 and local consumption during November.....	583,640
Stock in Rio on Dec. 2.....	494,743
Stock at Nietheroy and Afloat on Nov. 25.....	28,783
Entries at Nietheroy plus total embarques including transit.....	94,647
Deduct: embarques at Nietheroy and sailings during the week.....	123,430
Stock at Nietheroy and afloat on Dec. 2.....	107,858
Stock in 1st and 2nd hands and those at Nietheroy and afloat on Dec. 2.....	602,601
SANTOS: Stock on Nov. 25.....	1,876,200
Entries for week ended Dec. 2.....	181,877
Loaded during same week.....	2,058,077
Stocks in Santos on Dec. 2.....	1,900,150
Stocks in Rio and Santos on Dec. 2nd, 1904.....	2,511,751
do do on Nov. 25th, 1904.....	2,442,581
do do on Dec. 4th, 1903.....	1,964,480

FOREIGN STOCKS

	Nov. 25/1904	Nov. 18/1904	Nov. 27/1903
United States Ports.....	3,386,000	3,345,000	2,170,000
Havre.....	2,999,000	3,083,000	3,303,000
Both.....	6,385,000	6,878,000	5,473,000
Deliveries United States Visible Supply at United States ports.....	97,000	107,000	69,000
	4,070,000	4,050,000	2,890,000

COFFEE PRICE CURRENT
For the week ended Dec. 2nd, 1904

DESCRIPTION	Nov. 26	Nov. 28	Nov. 29	Nov. 30	Dec. 1	Dec. 2	Aver. ages
RIO N. 6. per 10 kilos	min. (6.468 max. (6.536	6.468 6.536	6.404 6.604	— 6.604	6.536 6.604	6.536 6.604	6.550
• N. 7 • • •	min. (6.332 max. (6.400	6.332 6.400	— 6.468	— 6.468	6.400 6.468	6.400 6.468	6.414
• N. 8 • • •	min. (6.196 max. (6.264	6.196 6.264	6.332 6.332	— 6.332	6.264 6.332	6.264 6.332	6.278
• N. 9 • • •	min. (6.060 max. (6.128	6.060 6.128	6.196 6.196	— 6.196	6.128 6.196	6.128 6.196	6.142
SANTOS superior per 10 kilos.....	5.400	5.500	5.500	5.500	—	—	5.475
• Good Average.....	5.300	5.400	5.400	5.400	—	—	5.375
N. YORK per lb.							
Spot N. 7..... cent.	8 3/8	8 3/8	8 3/8	8 1/2	8 1/2	8 1/2	8.44
• N. 8.....	8 1/8	8 1/8	8 1/8	8 1/4	8 1/4	8 1/4	8.19
Options.....							
• Dec.....	6.75	6.95	7.00	6.85	6.90	6.80	6.87
• Mar.....	7.10	7.25	7.35	7.20	7.25	7.15	7.22
• May.....	7.25	7.45	7.55	7.40	7.40	7.35	7.40
HAVRE, per 50 kilos							
Options..... francs.							
• Dec.....	44.75	46.00	45.75	45.50	45.75	45.25	45.50
• Mar.....	45.50	46.75	46.50	46.25	46.50	45.75	46.21
• May.....	46.00	47.25	47.25	46.75	47.00	46.25	46.75
HAMBURG per 1/2 k.							
Options..... pfennige							
• Dec.....	36.50	37.00	37.50	37.25	37.25	37.00	37.08
• Mar.....	37.00	37.75	38.00	38.00	38.00	37.75	37.75
• May.....	37.75	38.25	38.50	38.75	38.50	38.25	38.25
LONDON per cwt.							
Options..... shillings							
• Dec.....	3 9	36/6	36/6	37/-	36 9	36/6	36/-
• Mar.....	36 6	37/0	37/6	38/-	37/0	37/6	37/5
• May.....	37/-	38/-	38/-	38/6	38/6	38/6	37/11

SALES OF COFFEE for the week ending

	Dec 2/1904	Nov. 25/1904	Dec. 4/1903
Rio.....	25,000	19,000	118,000
Santos.....	89,000	99,000	171,000
Total.....	114,000	118,000	289,000

HOURS OF RAINFALL

(By favour of the Leopoldina Railway)

NOV.-DEC.	25th		26th		27th		28th		29th		30th		1st.		TOTAL	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light		
S. Francisco Xavier.....	2	10	2	1	10	—	—	—	—	2	10	—	—	8	6	89
Pilar.....	—	4	2	10	—	5	—	—	—	2	20	—	—	18	2	59
Mauá.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12
Ruiz de Serra.....	—	—	1	3	—	6	—	—	—	2	12	—	—	6	1	29
Petropolis.....	—	—	2	18	—	15	—	—	—	—	24	—	—	24	—	63
Areal.....	—	—	—	—	—	—	—	—	—	2	24	—	—	24	—	52
S. José do Rio Preto.....	—	—	—	—	—	—	—	—	—	—	24	—	—	24	—	62
Entre Rios.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	55
Serraria.....	—	—	2	4	—	8	—	—	—	—	—	—	—	4	2	16
Sococo.....	—	—	4	—	3	—	—	—	—	—	10	—	—	12	4	26
Bicas.....	—	—	—	—	—	6	—	—	—	—	2	10	—	14	2	24
Furado de Campos.....	—	—	14	—	—	8	—	—	—	—	—	—	—	14	6	6
Guarany.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
Ligação.....	—	—	2	2	—	—	—	—	—	—	12	—	—	—	—	16
S. Geraldo.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	18
Tetcheira.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
P. Nova.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10
Saude.....	—	—	—	—	—	—	6	10	—	—	—	—	—	—	—	10
Nietheroy.....	—	—	—	—	—	—	—	—	—	—	3	5	5	3	8	8
P. das Caixas.....	10	4	—	11	—	12	—	—	—	10	9	12	6	8	32	35
Cachoeiras.....	3	2	2	13	8	14	—	2	—	4	4	10	3	3	33	47
Th. de Oliveira.....	—	—	—	4	10	—	—	—	—	—	14	—	—	24	15	2
Felhurgo.....	—	—	—	—	—	6	—	—	—	—	6	—	—	22	—	19
Sumidouro.....	—	—	—	—	—	—	—	—	—	—	—	10	—	—	—	4
Porto Novo.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16
V. Grande.....	—	—	—	1	1	7	—	—	—	—	3	—	21	2	3	43
Recreio.....	—	—	—	—	—	2	—	—	—	—	10	—	—	12	—	26
Leopoldina.....	—	—	—	—	—	2	2	12	—	—	3	8	—	—	—	5
Cataguazes.....	—	—	—	—	—	4	6	4	—	—	—	—	—	—	—	13
Mirahy.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27
Palma.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	15
Patrocínio.....	—	—	—	—	—	1	1	—	—	—	1	—	—	—	—	2
S. Paulo.....	—	—	—	—	—	6	—	8	—	5	5	1	—	12	9	5
Porciuncula.....	—	—	—	—	—	2	—	2	—	—	—	—	—	—	—	10
Santa Luzia.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10
Cordeiro.....	—	—	—	—	—	10	4	—	—	—	1	10	—	12	6	30
Mauco.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	30
Larangelas.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50
Tres Irmãos.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	38
Parakena.....	—															

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO
During the week ended December 3rd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON-NAGE	FROM
Nov. 27	<i>Cordillere</i>	French	S. S.	2,451	Bordeaux
27	<i>Itabira</i>	Brazilian	do	467	Porto Alegre
27	<i>Aurora</i>	do	Schooner	33	Cabo Frio
28	<i>Pinto</i>	do	S. S.	259	S. Joao da Barra
28	<i>Santa Cruz</i>	do	do	94	Iguape
28	<i>Itamy</i>	do	do	482	Pernambuco
28	<i>Sirio</i>	Italian	do	2,275	Buenos Aires
28	<i>Eguilã</i>	do	do	2,139	Rosario
29	<i>Bosphore</i>	French	do	2,080	Bordeaux
30	<i>Magellan</i>	do	do	2,842	Buenos Aires
30	<i>Orissa</i>	British	do	3,308	Liverpool
30	<i>Titian</i>	do	do	2,637	do
30	<i>Alamswell</i>	do	do	1,609	do
30	<i>Pandosa</i>	do	do	2,165	Barraz
30	<i>Itaperuna</i>	Brazilian	do	713	Porto Alegre
30	<i>Itatiba</i>	do	do	514	do
30	<i>Almirante</i>	do	Schooner	195	Itajahy
30	<i>Almirante Saldanha</i>	do	do	53	Cabo Frio
Dec. 1	<i>Themis</i>	do	do	40	Cidade do Prado
1	<i>Garcia</i>	do	S. S.	141	Santos
1	<i>Annie</i>	do	do	95	Cananã
1	<i>Brazil</i>	do	do	1,989	Northern Ports
1	<i>Orita</i>	British	do	5,786	Valparaiso
1	<i>Orleanais</i>	French	do	1,362	Santos
1	<i>S. Paulo</i>	do	do	3,065	do
1	<i>Roman Prince</i>	British	do	1,221	do
1	<i>Victoria</i>	Brazilian	do	481	Porto Alegre
2	<i>Jacology</i>	do	do	569	Pernambuco
2	<i>Castro Alves</i>	do	do	981	Manaos
2	<i>Fastnet</i>	British	do	1,416	Cardiff
2	<i>Nagy Lajos</i>	Austrian	do	1,401	Fiume
2	<i>Byron</i>	British	do	2,526	Santos
3	<i>Anquy</i>	Brazilian	do	504	Caravelhas
3	<i>S. Joao</i>	do	Schooner	43	Cabo Frio
3	<i>Rio Amazonas</i>	Italian	S. S.	2,053	Buenos Aires

SAILINGS FROM THE PORT OF RIO DE JANEIRO
During the week ended December 3rd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON-NAGE	FOR
Nov. 27	<i>Iris</i>	Brazilian	S. S.	899	Porto Alegre
27	<i>Camocim</i>	do	do	1,125	Pernambuco
27	<i>Temple</i>	do	do	374	Porto Alegre
27	<i>Fagundes Varela</i>	do	do	713	Manaos
27	<i>Dois Amigos</i>	do	Schooner	34	Cabo Frio
27	<i>Olivia</i>	do	do	94	do
27	<i>Prinz Sigismund</i>	German	S. S.	2,642	Santos
27	<i>Castanos</i>	British	do	1,920	Buenos Aires
27	<i>Hardsey</i>	do	do	2,184	Philadelphia
27	<i>Ville de San Nicolas</i>	French	do	1,185	River Plate
28	<i>Cordillere</i>	do	do	2,451	do
28	<i>Sirio</i>	Italian	do	2,275	Genoa
28	<i>Canoe</i>	Brazilian	do	1,003	Aracaty
29	<i>Pernambuco</i>	do	do	1,989	Manaos
29	<i>Carangola</i>	do	do	268	S. Joao da Barra
29	<i>S. Sebastião</i>	do	Schooner	18	Cabo Frio
29	<i>Magellan</i>	French	S. S.	2,842	Bordeaux
30	<i>Bosphore</i>	do	do	2,080	Buenos Aires
30	<i>Repton</i>	British	do	1,852	do
30	<i>Bellena</i>	do	do	2,326	Santos
30	<i>Orissa</i>	do	do	3,308	Valparaiso
30	<i>Queen Olga</i>	do	do	2,146	Philadelphia
30	<i>Eguilã</i>	Italian	do	2,139	Genoa
Dec. 1	<i>Orita</i>	British	do	5,786	Liverpool
1	<i>J. D. Everett</i>	do	Ship	1,975	Barbadoes
1	<i>Amelia Clara</i>	Brazilian	Schooner	41	Cabo Frio
1	<i>S. Francis</i>	do	do	18	do
1	<i>Santos</i>	do	S. S.	1,999	Montevideo
1	<i>Itatiba</i>	do	do	481	Manaos
2	<i>S. Paulo</i>	German	do	3,065	Hamburg
2	<i>Cordoba</i>	do	do	3,083	Santos
2	<i>Coblentz</i>	do	do	2,001	do
2	<i>Rosario</i>	American	Ship	3,347	Melbourne
2	<i>Maytã</i>	Norwegian	do	1,384	Bunbury
3	<i>Rolf</i>	Danish	Schooner	213	Falmouth
3	<i>Emilie</i>	Brazilian	do	237	Itajahy
3	<i>Aurora</i>	do	do	30	Cabo Frio
3	<i>Pinto</i>	do	S. S.	259	S. Joao da Barra
3	<i>Santa Cruz</i>	do	do	94	Iguape
3	<i>Rio Amazonas</i>	Italian	do	2,053	Genoa
3	<i>Orleanais</i>	French	do	1,362	Marseilles
3	<i>Roman Prince</i>	British	do	1,221	New York
3	<i>Byron</i>	do	do	2,526	do

EMPRESA BRAZILEIRA DE NAVEGAÇÃO FREITAS

RUA GENERAL CAMARA No. 2

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

The steamer

CASTRO ALVES

sails for BAHIA, MACEIO, PERNAMBUCO, CEARA, MARANHÃO, PARÁ and MANAOS, on 10th December 1904.

For passages and other information apply to the Empresa
2, RUA GENERAL CAMARA, 2

ARRIVALS AT THE PORT OF SANTOS
During the week ended December 2nd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON-NAGE	FROM
Nov. 26	<i>Garcia</i>	Brazilian	S. S.	192	Rio de Janeiro
26	<i>Rudi</i>	do	do	164	do
26	<i>Orleanais</i>	French	do	1,495	Genoa
26	<i>Byron</i>	British	do	2,526	New York
27	<i>Roman Prince</i>	do	do	1,221	Rio G. do Sul
27	<i>Sirio</i>	Italian	do	2,275	Buenos Aires
27	<i>Eguilã</i>	do	do	2,139	do
27	<i>Wittenberg</i>	German	do	2,362	Bremen
27	<i>Gertrudes</i>	Brazilian	Schooner	55	Itajahy
28	<i>Itatiba</i>	do	S. S.	553	Porto Alegre
28	<i>Iris</i>	do	do	897	Rio de Janeiro
28	<i>D. Rodolpho</i>	do	Schooner	47	Ilheus
28	<i>Magellan</i>	French	S. S.	2,842	Buenos Aires
28	<i>Ville de S. Nicolas</i>	do	do	1,184	Havre
28	<i>Prinz Sigismund</i>	German	do	2,941	Hamburg
29	<i>Eastern Prince</i>	British	do	1,978	New York
29	<i>Cordillere</i>	French	do	2,443	Bordeaux
29	<i>Temple</i>	Brazilian	do	374	Pernambuco
29	<i>Annie</i>	do	do	95	Iguape
30	<i>Victoria</i>	do	do	865	Porto Alegre
30	<i>Marajó</i>	do	do	1,260	Mossoró
Dec. 1	<i>Tombridge</i>	British	do	1,814	Pará
1	<i>Bellena</i>	do	do	1,730	Newport
1	<i>Rio Amazonas</i>	Italian	do	2,053	Buenos Aires
2	<i>Santos</i>	Brazilian	do	587	Rio de Janeiro
2	<i>Bosphore</i>	French	do	2,205	Bordeaux

SAILINGS FROM THE PORT OF SANTOS
During the week ended December 2nd, 1904

DATE	NAME OF VESSEL	FLAG	RIG	TON-NAGE	FOR
Nov. 26	<i>Belgrano</i>	German	S. S.	3,083	Buenos Aires
26	<i>Sirio</i>	Italian	do	2,275	Genoa
27	<i>Garcia</i>	Brazilian	do	192	Rio de Janeiro
28	<i>Rudi</i>	do	do	164	Desterro
28	<i>Magellan</i>	French	do	2,842	Bordeaux
28	<i>Eguilã</i>	Italian	do	2,139	Genoa
28	<i>Itatiba</i>	Brazilian	do	553	Rio de Janeiro
29	<i>Iris</i>	do	do	897	Porto Alegre
29	<i>Cordillere</i>	French	do	2,443	Buenos Aires
29	<i>Ville de S. Nicolas</i>	do	do	1,184	do
30	<i>Caravelhas</i>	do	do	1,796	Havre
30	<i>Orleanais</i>	do	do	1,489	Marseilles
30	<i>Catania</i>	German	do	1,822	New York
30	<i>S. Paulo</i>	do	do	3,065	Hamburg
30	<i>Roman Prince</i>	British	do	1,221	New York
30	<i>Kingtor</i>	do	do	1,989	Buenos Aires
30	<i>Lewtsham</i>	do	do	1,784	Rosario
30	<i>Annie</i>	Brazilian	do	95	Rio de Janeiro
30	<i>Victoria</i>	do	do	365	do
30	<i>Baltzer</i>	Russian	Schooner	300	Falmouth f. o.
Dec. 1	<i>Byron</i>	British	S. S.	2,652	New York
2	<i>Rio Amazonas</i>	Italian	do	2,053	Genoa
2	<i>Santos</i>	Brazilian	do	587	Montevideo

FOREIGN VESSELS AFLOAT
IN RIO DE JANEIRO HARBOUR
on December 3rd 1904.

Steamers		Sailing Vessels	
<i>Antisani</i>	Tons 2,317	<i>W. W. McLoughlan</i>	Tons 457
<i>Bauta</i>	» 1,839	<i>Candace</i>	» 364
<i>Birmingham</i>	» 2,612	<i>Scottish Chief</i>	» 687
<i>Bartholey</i>	» 2,433	<i>Monravia</i>	» 1,449
<i>Wittenberg</i>	» 2,363	<i>Rhone</i>	» 838
<i>Nollisment</i>	» 2,492	<i>Senior</i>	» 1,038
<i>Mennon</i>	» 2,046	<i>Maranda</i>	» 1,382
<i>City of Gloucester</i>	» 1,573	<i>Kings County</i>	» 2,061
<i>Mont Rose</i>	» 2,407	<i>Dorane</i>	» 299
<i>Mont Cenis</i>	» 2,105	<i>Noach VI</i>	» 1,260
<i>Titian</i>	» 2,637	<i>Sunbeam</i>	» 834
<i>Alamswell</i>	» 1,609	<i>John Gill</i>	» 928
<i>Pandosa</i>	» 2,165	<i>Evan Lynch</i>	» 447
<i>Fastnet</i>	» 1,416	<i>Prests</i>	» 294
<i>Nagy Lajos</i>	» 1,401	<i>Conductor</i>	» 1,062
		<i>Servia</i>	» 1,227
		<i>Mathilde</i>	» 554
		<i>Low Wood</i>	» 1,091
Total.....	Tons 31,415	Total.....	Tons 16,272

IN SANTOS HARBOUR
on December 2nd, 1904.

Steamers		Sailing Vessels	
<i>Powtois</i>	Tons 1,958	<i>Baden</i>	Tons 1,035
<i>Camcoens</i>	» 2,625	<i>Sterra Cadena</i>	» 1,768
<i>Inchmona</i>	» 2,253	<i>Dawn</i>	» 165
<i>Homer</i>	» 1,640		
<i>Wittenberg</i>	» 2,362		
<i>Prinz Sigismund</i>	» 2,941		
<i>Eastern Prince</i>	» 1,978		
<i>Tombridge</i>	» 1,814		
<i>Bellena</i>	» 1,730		
<i>Bosphore</i>	» 2,205		
Total.....	Tons 20,866	Total.....	Tons 2,968

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

Passenger service for **NEW YORK**
 TENNYSON 2nd Jan. 1905
 The steamer

TITIAN

4,170 tons
 illuminated with electric light sails on
 13th December for
Bahia 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 out the inconvenience of transfer

"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.
 58, RUA PRIMEIRO DE MARÇO
 ae-bl-ea x x

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 dep-
 ôts 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 depôt on Conceição
 Island.

Tug boats always ready for service.

Cargo Lighters.—ditto.

Ballast supplies to ships.

Establishments: Wilson, Sons & Co., Lim-
 ited, London, Cardiff, St Vincent, (Cape
 Verde), Rio, Bahia, Pernambuco, Santos, São
 Paulo, Montevideo, Buenos Aires, La Plata,
 Rosario & las Plmas.

u-lb-ea x x

Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

GORDOBA

Captain Schütterow

Expected from Santos on the 15th December
 will leave on the 16th for:

Bahia, Lisbon, Rotterdam and Hamburg
 at 12 noon

All steamers of this Company are illuminated
 with electric light and have splendid accom-
 modation for 1st. and 3rd. class passengers.
 Free conveyance on board supplied for pas-
 sengers 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.

ae-bl-ea x x

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 trans-
 shipment, to all Mediterranean, East Asiatic and
 East African Ports.

DEPARTURES FROM SANTOS

NAGY-LAJOS 20th December
 ORION 10th January
 STEFÂNIA 1st February

For freight apply to the Broker

Wm. 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.
 ab-lb-ea x x

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STRAMERS

FOR EUROPE

LES ALPES..... 7th December

for

Marseilles, Barcellona, Genoa, and Naples

Through fares to Paris 1st class.... f. gold 728
 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. 136
 Barcellona 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

c-be-ea x x

NORDDEUTSCHER LLOYD, BREMEN.

Capital.. 120,000,000 Marks

NEXT DEPARTURES

Date	Steamer	Destination
1904 Dec. 7	Wittenberg.	Bahia, Madeira, Lisbon, Rotterdam, Antwerp and Bremen.
» 16	Coblentz....	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..... £ 18 Rs. 120\$
 For further information apply to

HERM. STOLTZ & C., Agents

Rua General Camara, N. 68 Rio de Janeiro
 lu-bl-ea x x

H.A.L. American Line

(South American Service)

Next Departures:—

PRINZ WALDEMAR... 6th January

The new fine Imperial Mail Steamer

PRINZ SIGISMUND

6,000 tons

expected from Santos on the 8th December, sails
 on 9th December at noon for:

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

These magnificent and fast steamers, built espe-
 cially for the Brazilian trade and fitted with the latest
 improvements offer to first class passengers the high-
 est comfort.

All steamers carry a surgeon and a stewards.

Free conveyance on board supplied for passen-
 gers 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.

31 Rua da Alfandega.

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
Dec. 7	Clyde.....	Bahia, Pernambuco, St. Vincent, Tenerife, Lisbon, Vigo, Cherbourg and Southampton.
Dec. 6	Nile.....	Montevideo and Buenos Ayres.

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 MARIT-
 IMES** Comp's Steamers.

For freight, passages, and other information
 apply.

No. 73, 1º de Março, 1st floor.

KNIGHT, HARRISON & Co., Agents.

bh-bl-ea

CURRENT COFFEE FREIGHT RATES
FOR THE WEEK ENDED DECEMBER 3rd, 1904

	Rio	Santos
Amsterdam.....	35/- & 5/0	—
Aden via Trieste.....	50/- & 5/0	—
Antwerp 1,000 kilos.....	35/- & 5/0	—
Alexandria**.....	55 fcs. & 10/0	—
Alicante.....	61 fcs. in full.	50 fcs. in full.
Algiers via Marseilles.....	51 1/2 fcs. & 10/0	51 1/2 fcs. & 10/0
Almerie.....	58.50 fcs. in full.	—
Aguiles.....	73.50 fcs. in full.	—
Algoa Bay { via England.....	40s. & 2 1/2 0/0	—
» New York.....	37/6 & 5/0	—
» Hamburg.....	38/6 & 2 1/2 0/0	—
» Antwerp or Bremen.....	38/6 & 2 1/2 0/0	—
Bassorah.....	99 fcs. & 10/0	99 fcs. & 10/0
Barcelona.....	35 fcs. & 10/0	35 fcs. & 10/0
Do via Genoa & Marseilles.....	63 fcs. & 10/0	—
Beira { via Hamburg.....	78/6 & 2 1/2 0/0	—
» Trieste.....	55/- & 5/0	55/- & 5/0
» Southampton.....	80s. & 2 1/2 0/0	—
» Antwerp or Bremen.....	78/6 & 2 1/2 0/0	—
Bilbao.....	56.50 fcs. in full.	60.50 fcs. in full
Bremen.....	35/ & 5/0	30/ & 5/0
Bordeaux, 900 kilos.....	35 fcs. & 10/0	35 fcs. & 10/0
Bombay via Trieste.....	50/- & 5/0	50/- & 5/0
Braila**.....	57.50 fcs. & 10/0	57.50 fcs. & 10/0
Brindisi**.....	49 fcs. & 10/0	49 fcs. & 10/0
Buenos Ayres per bag. 60 kilos.....	18500	18500
Beyrouth**.....	70 fcs. & 10/0	70 fcs. & 10/0
Cadiz.....	35 fcs. & 10/0	35 fcs. & 10/0
Do via Genoa & Marseilles.....	63 fcs. & 10/0	—
Calcutta via Trieste.....	55/- & 5/0	55/- & 5/0
Carthage.....	61 fcs. in full.	50 fcs. in full.
Colombo.....	50/- & 5/0	50/- & 5/0
Corfu**.....	55 fcs. & 10/0	55 fcs. & 10/0
Currahee.....	50/- & 5/0	50/- & 5/0
Corunna.....	58.50 fcs. in full.	53.50 fcs. in full
Cavalla**.....	48 fcs. & 10/0	58 fcs. & 10/0
Christiania.....	45/9 in full	—
Copenhagen direct.....	37/6 & 5/0	32/6 & 5/0
Copenhagen.....	44/3	34/3
Cape Town { via New York.....	37/6 & 5/0	—
» Hamburg.....	38/6 & 2 1/2 0/0	—
» Buenos Aires*.....	40/- in full	—
» Southampton.....	40/- 2 1/2 0/0	—
» Antwerp or Bremen.....	38/6 & 2 1/2 0/0	—
Constantinople**.....	52 1/2 fcs. & 10/0	52 1/2 fcs. & 10/0
Coquimbo.....	50s. & 5/0	—
Durban { via New York.....	42/6 & 5/0	—
» Hamburg.....	43/6 & 2 1/2 0/0	—
» Trieste.....	55/- & 5/0	55/- & 5/0
» Southampton.....	50/- 2 1/2 0/0	—
» Antwerp or Bremen.....	43/6 & 2 1/2 0/0	—
Delagoa Bay { via New York.....	62/6 & 5/0	—
» Hamburg.....	55/- & 2 1/2 0/0	—
» Trieste.....	55/- & 5/0	55/- & 5/0
» Southampton.....	50/- 2 1/2 0/0	—
» Antwerp or Bremen.....	55/- & 2 1/2 0/0	—
East London { via New York.....	42/6 & 5/0	—
» Hamburg.....	43/6 & 2 1/2 0/0	—
» Southampton.....	50/- 2 1/2 0/0	—
» Antwerp or Bremen.....	43/6 & 2 1/2 0/0	—
Fiume.....	40s. & 5/0	35s. & 5/0
Galatz**.....	62 fcs. & 10/0	62 fcs. & 10/0
Genoa 1,000 kilos.....	35 fcs. & 10/0	35 fcs. & 10/0
Gibraltar via Genoa.....	65 — —	46 fcs. in full
Gijon.....	56.50 fcs. in full	56.50 fcs. in full
Hamburg.....	35/ & 5/0	30/ & 5/0
Havre, 900 kilos.....	35 fcs. & 10/0	30 fcs. & 10/0
Hongkong via Trieste.....	60/- & 5/0	60/- & 5/0
Kobe via Trieste.....	65/- & 5/0	65/- & 5/0
Liverpool.....	35/ & 5/0	—
London 1,000 kilos.....	32/6 & 5/0	22/6 & 5/0
Do (options).....	32/6 & 5/0	—
Lourenço Marques via Hamburg.....	55/- & 2 1/2 0/0	—
Malaga.....	35 fcs. & 10/0	35 fcs. & 10/0
Do via Genoa & Marseilles.....	58 fcs. & 10/0	—
Malta..... do do.....	53 fcs. & 10/0	53 fcs. & 10/0
Marseilles 1,000 kilos.....	35 fcs. & 10/0	35 fcs. & 10/0
Messina**.....	45 fcs. & 10/0	45 fcs. & 10/0
Melino**.....	63 fcs. & 10/0	63 fcs. & 10/0
Montevideo per bag. 60 kilos.....	18500	—
Mombassa via Trieste.....	55/- & 5/0	55/- & 5/0
Do (options).....	62/6 & 5/0	—
Mossel Bay { via New York.....	45/ & 2 1/2 0/0	—
» Hamburg.....	45/ & 2 1/2 0/0	—
» Southampton.....	50/- 2 1/2 0/0	—
» Antwerp or Bremen.....	45/- & 2 1/2 0/0	—
Mostaganem via Marseilles.....	53 fcs. & 10/0	53 fcs. & 10/0
Naples.....	43 1/2 fcs. & 10/0	43 1/2 fcs. & 10/0
New York, Liners per bag.....	35c. & 5/0	35c. & 5/0
N. Orleans Liners *.....	35c. & 5/0	35c. & 5/0
Odessa**.....	57 fcs. & 10/0	57 fcs. & 10/0
Oran.....	51 1/2 fcs. & 10/0	51 fcs. & 10/0
Passajes.....	60.50 fcs. in full	—
Palma de Mallorca.....	53.50 fcs. in full	—
Penang via Trieste.....	60/- & 5/0	60/- & 5/0
Palermo.....	45 fcs. & 10/0	—
Patras**.....	55 fcs. & 10/0	55 fcs. & 10/0
Pireus**.....	52 1/2 fcs. & 10/0	52 1/2 fcs. & 10/0
Port Said**.....	55 fcs. & 10/0	55 fcs. & 10/0
Rotterdam.....	35/ & 5/0	30/ & 5/0
Bangoon via Trieste.....	55/- & 5/0	55/- & 5/0
San Sebastian.....	60 1/2 fcs. in full	60 1/2 fcs. in full
Santander.....	56.50 fcs. in full	60.50 fcs. in full
Samsoun**.....	58 fcs. & 10/0	58 fcs. & 10/0
Seville.....	46 fcs. in full	50.50 fcs. in full
Shanghai via Trieste.....	65/- & 5/0	65/- & 5/0
Smyrna**.....	52 1/2 fcs. & 10/0	55 1/2 fcs. & 10/0
Southampton 1,000 kilos.....	30/ & 5/0	27/6 & 5/0

Suez via Trieste.....	50/ & 5/0	50/ & 5/0
Salonica**.....	52 1/2 fcs. & 10/0	52 1/2 fcs. & 10/0
Sulina**.....	57 fcs. & 10/0	57 fcs. & 10/0
Talohuano.....	45s. & 5/0	—
Taragonne.....	53.50 fcs. in full	50 fcs. in full.
Trebrizon**.....	58 fcs. & 10/0	58 fcs. & 10/0
Trieste.....	40/ & 5/0	35s. & 5/0
Tunis**.....	53 fcs. & 10/0	58 fcs. & 10/0
Valencia.....	53 50 fcs. in full.	50 fcs. in full.
Valparaiso.....	45/ & 5/0	—
Varna**.....	62 1/2 fcs. & 10/0	62 1/2 fcs. & 10/0
Venice via Genoa or Marseilles.....	50 fcs. & 10/0	50 fcs. & 10/0
Yoko.....	53 50 fcs. in full.	60.50 fcs. in full
Yokohama via Trieste.....	65/- & 5/0	65/- & 5/0
Zanzibar via Trieste.....	55/- & 5/0	55/- & 5/0

* Royal Mail Steamers in combination with Houlder Bros..
** Conference rates via Marseilles, Genoa or Trieste.

THE FREIGHT MARKETS

British. This market, according to *Fairplay* of 10th inst., continues more or less dull and chartering on anything but a large scale. The fixture of the *Ruskin* for coal from South Wales to Rio is reported at 8s.9d.

Argentine. There is no change to report in rates for the Brazilian ports, but the supply of parcels has slightly increased and there is, consequently, more activity in that market. We quote from B. A. 8s/ to Rio, 22/ to Porto Alegre, 13/ to Rio Grande and 12/ to other lower ports. *The Times* of Argentina, November 21.

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

Per S. S. <i>Byron</i>	for New-York.....	29,000 bags of coffee
» » <i>São Paulo</i>	» Hamburg.....	8,000 » »
» » <i>Clyde</i>	» Port Elizabeth.....	600 » »
» » <i>Ducea di Galliera</i>	» Genoa.....	500 » »
» » <i>Strio</i>	» do.....	125 » »
» » <i>Bellena</i>	» Havre.....	155 » »
» » do.....	» Antwerp.....	600 » » bran.

“SUPERARIS” If you feel drowsy try it.

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	Nov. 26	16,774	16,323	714,980	753,477
S. Braz. Rio Grande. b	176	176	Sept.	140,888	136,576	1,780,988	1,594,224

a Earnings reported in pounds, b in mil reis.

Company Meetings and Reports

SAN PAULO (BRAZILIAN) RAILWAY

The 90th ordinary general meeting of the proprietors of the San Paulo (Brazilian) Railway Company was held at the Cannon Street Hotel, Mr. Matthew George Megaw (chairman of the company) presiding.

The Secretary (Mr. William Hall Moxey) having read the Notice calling the Meeting, and the Auditors' Report, the Director's Report was taken as read.

The Chairman said: As you are all doubtless aware, the report which we are discussing to-day may be regarded in the nature of an interim report. It deals with the six months which we consider to be the lean half of our year. During that period the receipts from coffee are smaller than in the six months from July to December, and I am sorry to say that during the period under review were smaller than we could have wished. The decrease in receipts which we have for some time had to report has therefore continued; but, under the circumstances of materially reduced rates on coffee, I think you will agree with me that the maintaining of our bonus and dividend is not unsatisfactory. (Hear, hear.) Your 10 per cent. dividend was always, to my mind, quite certain; but at one time I confess I was a little nervous about the bonus. A slight improvement in the exchange, and the fact that we were working almost the whole of the six months at our maximum tariff, came to our aid. Our net receipts in currency show a decrease of about 17 1/2 per cent. In sterling we earned £ 153,531, against £ 188,633 in the same period of 1903; or a decrease of over £ 35,000 — a decrease which, I think, will be more than compensated for during the present six months. The tons of cargo carried show only a decrease of 600; but the coffee carried, as already indicated, shows a material reduction of 87,000 metric tons. That falling off means in itself about £ 100,000 in our gross receipts. So you see what a very serious falling off it is. This has been compensated to some extent by the increase in rough goods carried of 87,000 metric tons — almost the same as the decrease in coffee; but the rough goods pay a much lower freight than coffee, and therefore are not so profitable. General goods are the next best cargo after coffee; but these, I am sorry to say, show a small decrease of about 600 tons. I hope, however, we are approaching the period when the revival of prosperity in the State may enable us to look for some increase in this class of freight. Passengers, I am sorry to say, show a reduction of 37,534 during the half-year — nearly all in second class. Although the tide may have turned somewhat in the direction of prosperity, it is not yet flowing strongly enough to enable the people the State to expend money in travelling. Still, matters are certainly on the mend. Immigrants are a negligible quantity, as we have carried free into the interior only 4,444. The better prices of coffee, if maintained, will soon tend to increase the

number of immigrants, which may be regarded, I think, generally as the barometer of prosperity in the State, although they bring no revenue to us. The Exchange has been favourable and very steady; the average rate has been 12.102d., against 11.976d. in the corresponding half-year. Our working expenses have been 59.60 per cent., against 58.60 per cent. for the main line only in the corresponding six months.

The inclusion of the Bragantina Railway, which we have recently purchased, naturally increases the percentage. We cannot expect to work this railway so cheaply as we do our main line. In addition, we found it not in the best of order when we took it over, which is not unusual, and we have had to spend some money on it, but we are getting it into thorough working order now, and this will not continue, in fact it is in very fair order already. As regards our tariff, we have been working almost entirely on our maximum tariff, the deductions made during the six months being only £352. We are now working at our full maximum tariff. I may mention that during the depression in coffee existing in the last three years the total amount of the reduction we have made to the planters is the hand sum of £184,342. To have been able to make that reduction and maintain our dividend and bonus, I think, shows a good deal of vitality in the Railway Company. The result of our half-year's working shows a profit, after paying the interest upon Debenture Stock, of £95,534.17s.9d. To this has to be added the carry-over from last-year, £122,731, 19s.10d. making a total to the credit of Profit and Loss of £218,266.17s.7d. We propose to pay the usual dividend of 5 per cent. on the preference shares, less income tax, and a dividend at the rate of 10 per cent. per annum on the ordinary shares, and a bonus of 1 per cent., both free of income tax, carrying forward the sum of £13,266.17s.7d. I confess that this is the part of the report I like least—the smaller carry-over—but, in view of the large increase in our traffic during the six months, and the fact that our Reserve Fund is a substantial one, though not too large—£511,981.7s.0d.—we did not think that there was any just reason for interfering with our usual dividends. (Hear, hear.) Our gross receipts for the current half-year to date show an increase of no less than £83,591; and I may say that we, of course, took this into consideration in considering the smallness of the carry-over. Should we continue at this rate of progress to December 31, we hope, at least, to reinstate our carry-over to the figure brought into the present account—£122,000 (Hear, hear). We have not put anything to Income Tax Reserve on this occasion. We are hoping for some reduction in the war tax next April; but we are not counting on this. We have enough in hand for all requirements. Our Reserve Fund has not had any direct increase for 18 months; but, by reason of the automatic additions of interest, it now stands at £511,981. What this fund wants is another bumper year.

We continue to be very well satisfied with our Bragantina purchase: but I am sorry to say we have come to a deadlock with regard to extending the line to Socorro. You will remember we bought the line with the right to continue the railway to this town. For years the people of Socorro have been calling out for this railway. They had the concession, but the capital was not forthcoming. We had no sooner bought the concession than intrigues commenced. The concession we had bought and paid for was practically cancelled, because another concession was granted to the Mogyana Company to make a line to the same district—a direct infringement of the privilege secured to us by the concession granted to the Bragantina Company. It is true we were told we could make a line as well, practically running alongside the other—a preposterous idea, when there was not more than 5 per cent. for one railway. It has often been the privilege of the chairman of this company to frankly recognise the just treatment accorded to it by the Brazilian Government. I am therefore anxious to point out that this act—which I must call an act of flagrant injustice—is not in any way the doing of the Federal Government. The responsibility rests entirely with the Government of the State of San Paulo. The cancellation of the Concession was approved by the late President of the State. We have appealed against this treatment, and, as a new President has been appointed, we are hopeful that, in common justice, he will reverse the decision of his predecessor and so encourage the investing public to take an interest in the finances of the State of San Paulo. I think the time has now arrived when you will expect to hear from me something about the Sorocabana Railway, which we have all had dinned into our ears for several years. This Railway, in itself a valuable property, has been for years in a condition of bankruptcy, owing to mismanagement or something worse. It has now been acquired by the Federal Government for the benefit of its creditors, and, presumably, it is for sale. We have made an offer for it on certain conditions, and subject to your approval. At one time we had hopes of a good result; but circumstances have supervened which have upset our plans for the present. The Government of the State has expressed a wish that the railway should remain national property, and, with this object in view, is promoting the amalgamation of the Paulista and Mogyana Railways and the purchase by them of the Sorocabana line. If you were to believe all you see in the papers, you might conclude that the whole object of the scheme was the destruction of the San Paulo Railway. After buying and paying for the Sorocabana we are told their object is to make a new line to Santos, and the British public are to be suicidal enough to subscribe the necessary millions, and injure their present investments in the San Paulo Railway.

As they will require £3,500,000 to pay for and put in order the Sorocabana, and several millions more to make the line to Santos, it does not appear to me to be within the bounds of practical finance, especially as the security offered would be a second mortgage. But some people think pounds sterling are as plentiful in London as blackberries in the country in September. The whole thing reminds one of a tale from the «Arabian Nights.» I am glad, however, to tell you that these reports are quite erroneous. The Paulista and Mogyana Companies have no such intention. They have, of their own accord, approached us, and denied any such intention. They have gone further, and expressed their willingness to put this into the form of a binding contract, on the condition that we assist them in raising the money to buy the Sorocabana. We recognise in this a reasonable and friendly proposal, and our Superintendent has asked them to formulate it in more precise terms, when it will have our most careful consideration. You may therefore conclude that the reports as to the threatened injury to your interests have no foundation. If they had, you may rest assured that any infringements of our rights by the invasion of our Santos privilege would have our most strenuous opposition. We should not take such an invasion «lying down.» I felt bound to give you an explanation of the state of affairs, in view of the rumours that are being circulated, but I do not mean to imply that the above programme will be carried out—far from it. There are many difficulties ahead. The two Companies must agree on terms, which they have not yet done; the conditions offered must be satisfactory to us; and, above all, the money must be found, in my opinion at the present juncture, a matter of great difficulty. All this must be arranged before your approval is sought, and, if you ask my opinion, I say, frankly that I believe in six months time the situation will be very much as it is to-day. Now as to the future. When I last addressed you, I ventured to hope for some improvement in the price of coffee. That hope has to some extent

been realised, and we have, probably, seen the last of the very low prices. The last crop of coffee proved smaller than any one expected; it was actually 4,000,000 bags smaller than the great crop of a few years ago; so it is very satisfactory that, in spite of this, we are able to maintain our dividend and bonus. The present crop our Superintendent estimates at 6,500,000 bags. I would only remark on this that it is a very conservative figure, as we have received up to date nearly 4,700,000 bags. The latest estimate is 6,750,000 bags to 7,250,000 bags; but even 6,500,000 bags will be larger than the last. In any case we expect to furnish you with a satisfactory report six months hence. If any of you care to take our two half-yearly Reports for 1903 and add our net receipts together, I think you will have a very fair basis for calculating what the complete year of 1904 will do for us. I expect it to be quite as good, and I hope that it will be even a little better. (Applause.) I now beg to move «that the Report and Statement of Accounts be adopted.»

Lord Burleigh of Burleigh seconded the motion, which was put and carried unanimously.

The Chairman next moved: «That the following dividends for the half-year ended June 30, 1904, be and the same are hereby, declared, viz: on the preference stock, 2 1/2 per cent., being at the rate of 5 per cent., per annum, less Income Tax; on the Ordinary Stock 5 per cent., being at the rate of 10 per cent. per annum, together with a bonus of 1 per cent., both free of Income Tax, and that the same be payable forthwith.»

Sir E. H. Galsworthy seconded the motion, which was unanimously agreed to.

Mr. Hughes proposed in flattering terms a vote of thanks to the Chairman and Directors. He was very sorry to hear of the action of the Government of the State of San Paulo as regards the Bragantina Concession. He had always had the greatest respect for the State of San Paulo. He advised the Shareholders to take a trip and see the country.

A Shareholder: I beg to second that. Our Directors have had troublesome times, but they have steered the ship with great judgment and care; and therefore it is only right that we should acknowledge their services.

Mr. Bayley: Would you allow me to add to that Motion that our best thanks are due to our Staff. (Hear, hear.) It will be very pleasing to our Staff to know that their efforts are acknowledged by the Shareholders.

Mr. Hughes: It was quite an omission on my part leaving out the Staff. I have the greatest respect for the Staff, and I ought not to have omitted them. I know Mr. Speers very well, and also some of the Staff. I therefore beg to include the Staff in my Motion, and I move the Resolution in that form.

The Resolution was put and carried unanimously.

Mr. Heyland: Mr. Chairman, as I only arrived a few days ago from Brazil, I was thinking that perhaps some of the Shareholders, if they were not too hungry—although, we have had a fat dividend—would not mind staying while I give them my impressions of our property. Through the kindness of Mr. Speers I passed the greater part of two days on the San Paulo Railway, and I also went on the Bragantina Railway. With regard to the Bragantina, I may mention that in my opinion we shall find that a very excellent investment in every way. With regard to the San Paulo Railway, I went over the whole line, I went into the buildings of all the various departments, the Locomotive Department and Shops, the Civil Engineering Department, the Permanent Way, and the Traffic Departments, and I must say that I was immensely pleased with the general tone, the great efficiency and discipline shown throughout the Railway. Even the Brazilians themselves consider the San Paulo Railway, which is the pioneer Railway in São Paulo, to be the best organised line. I may also say that I do not believe that the San Paulo Railway in those respects has much to learn from our lines at home. For the San Paulo Railway to be maintained in such a high state of efficiency which is very hard to equal and still harder to beat, is, I think, most creditable indeed to our representative, Mr. Speers, and all the Heads of the various Departments. Without detracting in any way from the various Heads of Departments, I should like to mention the Traffic Manager. He is a Brazilian, who has been trained in this Company's service ever since he was a boy under Mr. Speers' management. He is held in high esteem by every one, and great credit is due to him for the traffic organisation on the San Paulo Railway. After all, I think that proves conclusively that we have a very zealous, devoted and efficient man at the head of our affairs in Brazil, and that is Mr. Speers, which also reflects great credit on the gentlemen sitting on the other side of the table. (Hear, hear.) I have much pleasure in agreeing with the vote of thanks to our Staff, in Brazil; but I may also add that our Staff in London are equally zealous in doing their work on this side of the water.

The Chairman: On behalf of my colleagues and of myself and our Staff, I beg to tender you our best thanks; and I am particularly obliged to you, Sir, for mentioning the Staff, because I consider that we have an excellent Staff, and that our prosperity depends greatly upon them. I thank you most sincerely.

Companhia



Nacional

NAVEGAÇÃO COSTEIRA

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

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!