

The Brazilian



Review

A WEEKLY RECORD OF TRADE AND FINANCE

VOL. VIII

RIO DE JANEIRO, TUESDAY, MARCH 14TH, 1905

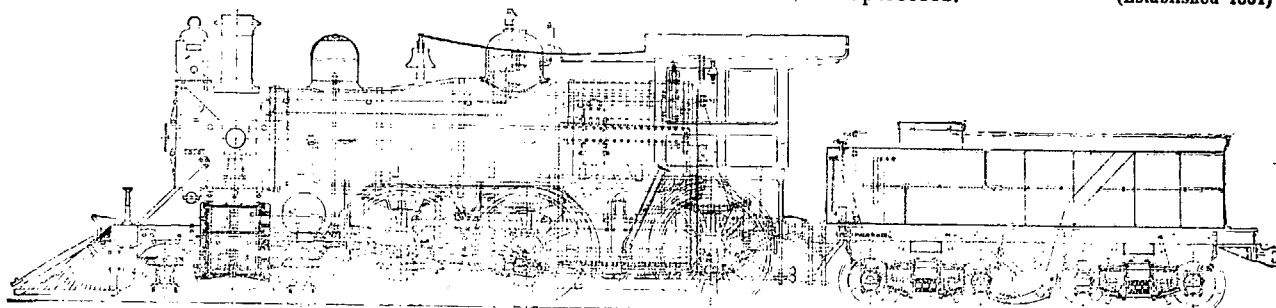
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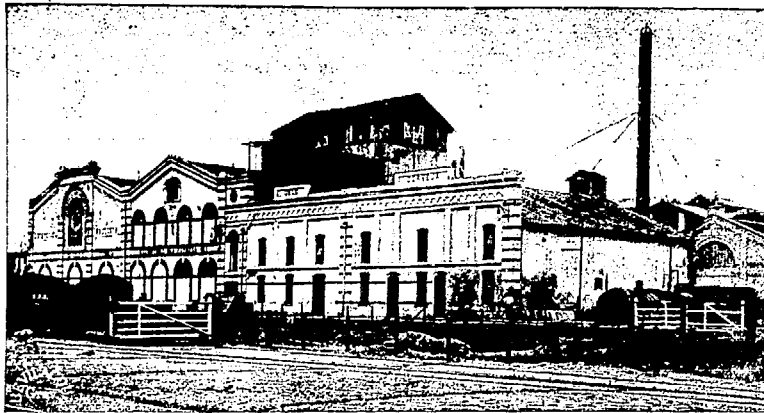
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The Brazilian Review



VOL. VIII

RIO DE JANEIRO, TUESDAY, MARCH 14TH, 1905

No. 11

Offices: RUA DO ROSARIO No. 6

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Subscriptions for Brazil 60\$ per annum. Abroad £3.

Separate copies 1\$200 | Back numbers. 2\$000

Advertising rates furnished on application

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21	Victoria	P.S.N.C.	Liverpool
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Notes

The Next Presidency. It seems as if there will be a struggle after all. The favourites are now reduced practically to three, Campos Salles, Bernardino de Campos and Afonso Penna. All as good as one another, if not a good deal better in their own opinion at least. Dr. Campos Salles has the support of his own conscience, of a large section of the public and of Pinheiro Machado. Dr. Bernardino is supported by the Comissão Central of S. Paulo and Dr. Lauro Muller, who is said to be working for a Bernardino-cum-Chico Salles (the actual Governor of Minas) combination, whilst to judge from the Minas papers that State has determined to run Afonso Penna on its own account. The casting vote of *papai grande* is represented to be for Afonso Penna and Bernardino, or indeed, for anyone but Campos Salles. It is said that for Dr. Bernardino the State of S. Paulo, Minas, Bahia, Pernambuco, Maranhão, Rio Grande do Norte, Ceará, Piauí and Alagoas will vote solid and Minas, we suppose, have to take a back seat once

more and put up with a *Vicc* instead of owning a real live President to pull its own particular chestnuts out of the fire and perhaps sell Bello Horizonte to the Nation.

New Foreign Loans. It is reported that the banks interested in the loan of £1,000,000 for Pernambuco have withdrawn from the business. On the other hand a loan for a similar amount is said to have been closed with the same syndicate for the Municipality of Belem (Pará). Altogether within the last three months loans to the value of £8,413,800 have been negotiated, and to judge from some of these loans, there must be more money than sense.

The loans already negotiated are:

São Paulo.....	£1,000,000
ditto.....	3,800,000
Bahia.....	1,613,800
Municipality (Rio).....	1,000,000
Belem (Pará).....	1,000,000
	£8,413,800

In treaty: —

Pernambuco.....	£1,000,000
Rio Grande do Sul.....	1,000,000
Grand Total.....	£10,413,800

Of this, £613,800 of the Bahia loan is merely a conversion. It was just the reckless lending that caused so much trouble in Argentina and made Baring Brothers suspend payment, and, unless European bankers are more careful whom they lend to here, history will repeat itself, and in a year or two there will be wailing in the tents of Israel.

The Municipal Loan in London. In another column we give the prospectus, that appears to have been privately circulated, of the conditions on which bonds to the nominal value of £1,000,000 of the sterling Municipal loan issued in August last are offered for subscription. This loan was offered in London last year at 80 1/2% and 1% commission or 79 1/2% nett, at which price negotiations were almost concluded. A hitch, however, occurred over the legality of the operation as proposed by the Prefect, that has not, to our knowledge, been yet cleared up, and the London bankers retired from the business. In August of last year it was brought out here at 85% but little was really placed, and the London public has now the pleasure of paying £17. 10s. for a bond that they could have got last year for £16.2s with the disadvantage of its now being a local instead of a foreign issue! Free of commission it is not likely that the Municipality will clear over 85% nett, at which at, say, 13 1/2d exchange £1,000,000 will give only 15,111,000\$ or 789,000\$ less than they would have given at 12d had the original offer of the London and Brazilian Bank of 79 1/2% nett been accepted.

With regard to this loan *The Statist* of 18th February brings the following: —

"It is a remarkable testimony to the change that has taken place in the temper of British investors that the City of Rio last year opened negotiations in London for a loan amounting to 4 millions sterling. It did not, however, agree to the conditions demanded by the negotiators in London, and the result was that the negotiations came to nothing. Subsequently the loan was brought out in Rio, and since then the Messrs Seligmann have bought 1 million, or a quarter of the whole loan, at 87, we believe. They have been selling it here in London, and it is now at over 2 per cent. premium."

Remarkable indeed and remarkably sorry some one will be for it some day, or we are much mistaken.

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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 Riggensbach 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.

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RIO DE JANEIRO



The Sorocabana Loan. The *Morning Post* remarks as follows:—

It is at once characteristic of the thoroughness of German methods and of the concentration of German aims that the issue of the loan of three and a half millions sterling to the Brazilian Province of S. Paulo has been obtained by the Dresdner Bank, and will be placed entirely in Germany. The transaction is an ordinary matter of business. It has been carried out subject to the usual competition of the market, in which this country participated, but the German financiers were evidently more in earnest than their rivals: they knew what they wanted, and by offering better terms they have secured it. Considered by itself the incident is not intrinsically important, but it derives a certain special interest from the circumstance that S. Paulo forms a part of that special region of South America with which a very close and somewhat curious connection has been established by Germany, and in which the financial link now created will constitute a further factor in the process of pacific penetration.

In connection with the rider reported to be attached to the contract with the Dresdner Bank, the following cutting from the *Spectator*, illustrative of the "thoroughness" of French and German banking methods is instructive:—

"The strength of German influence at Constantinople has been illustrated by the progress of the negotiations between France and Turkey in regard to the Syrian railways. The Sultan was prepared to satisfy French claims, and in addition to expend £460,000 on military equipment in France; but M. Constans insisted that £1,200,000, or a third part of the value of Turkey's new armament, should be expended in French factories and, as no answer was returned, broke off the negotiations and intimated that the Paris market was closed to any fresh issue of a Turkish loan. The Ottoman Bank having withdrawn its proposals for the projected loan and refused any advance, it was announced that the Deutsche Bank had come to the rescue, and, as the result of "the extraordinary pressure exercised by the German Embassy," that the entire order for the guns had been placed with the Krupp factory. Reuter's agent, however, telegraphing on Wednesday, announced that a *modus vivendi* had been arrived at on the basis that the order for the guns will be shared between France and Germany. The Germans are to find money to pay Messrs. Krupp; not only for the new guns, but also the arrears due to them on account of the armaments with which they have already provided Turkey. On the other hand, part of the loan which is to be contracted with the Ottoman Bank will be devoted to purchasing the remainder of the guns in France. We are heartily glad that England has taken no hand in this not very dignified game of simultaneously bolstering up and squeezing the Sick Man."

The Bank of the Republic. Plans for the reorganisation of the Bank of the Republic, which the Government must hand over to the shareholders in September, are being actively evolved. The prevalent idea seems to be a mixed administration, part official and part nominated by the shareholders. No doubt such an arrangement might work very well as regards ordinary business, but with regard to exchange it would probably prove a failure. The intervention of Government in the affairs of the Bank can only have for its object the normalisation of exchange. For liquidation of its portfolio the shareholders can dispense with any further tutelage or assistance and manage for themselves. Indeed for the Government itself it would be advisable, as this part of the Bank's business can only be a source of loss without any compensation whatsoever.

With exchange it is different, and unless Government can establish entire control over this part of the Bank's business it would be better to start a separate department for such operations in the Treasury, as has been done in Buenos Aires where they are entrusted to the *Caja de Conversion*.

The greatest objection to handing over the control of exchange to a private or even a mixed Bank would be that the object that the Government has in interfering in exchange would be often inevitably counteracted by the interests of the Bank itself, to which stability would not be the main object but profit. To insure stability it is often necessary not only to sacrifice profits but to incur certain immediate losses to be recouped later on. No private bank would agree to that unless guaranteed by Government; but, in preference to doing that, it would, we believe, be advisable to either continue on the present footing or to detach the exchange department altogether from the other functions of the Bank.

Sugar Bounties Abolished in Argentina. The *Standard* of Buenos Aires of 5th of March brings the following:—

The decree was signed to-day repealing all taxes on sugar (except provincial ones), drawbacks, etc. This brings the industry to its proper bearings, that is to say fair competition and free play for all, especially for the consumer. It was certainly about time that the juggling paraphernalia of tax and bounty were repealed, for it simply meant taking with one hand and giving back with the other, with the sole object of selling our own sugar dear here and cheap abroad. Scientifically it is known as dumping; practically it is called "suicide". At all events it is over and done with, dead and buried, and may the earth lie heavy on it. If it has had one good effect, this has been to prove that unless an industry is natural no legislation will ever serve to bolster it up. We must do Don Rufino Varela the justice to point out that the decree has been issued at his instigation.

The decree suspended Arts. 2 and 3 of the law 4288 whereby a tax of 15 cents per kilo was imposed upon one-fourth part of the sugar produced in the country and a bounty of the same amount was granted upon sugar exported not exceeding such one-fourth part. That is to say sugar was taxed 3 3/4 cents per kilo to cover the said bounty. The suppression is decreed in virtue of the power to that effect given by Art. 5 of the said law, and for the reasons stated by the Administrator of Internal Taxes in our issue of the 23rd inst.

Rubber. Mail quotations show prices to be still on the upward track, Pará fine having risen to 5s. 3 1/2d on 3rd of February.

South American Securities in London. There has been very good buying of South American securities, and the buying is likely to last, unless, of course, something untoward happens to renew apprehension. Most of the South American countries are doing exceedingly well. The mutiny in Argentina has proved to be a mere bugbear. The President has acted exceedingly well. The exports will be on an immense scale, and all the reports respecting the maize crop are most favourable. Chili, likewise, is doing well. The news from Uruguay is satisfactory. So is that from Brazil. It is not surprising, then, that there should be a good demand for the securities of those countries, as they yield a rate of interest which cannot be easily obtained elsewhere. Moreover, the expectation that a conversion of the Argentine debt will be undertaken as soon as the European Money markets become favourable helps to strengthen the Argentine market. *The Statist*, February 18.

The Commercial Supplement of the "Times" of 30 January brings the following:—

The past year has been a good one for prices of the chief Brazilian staples (coffee, rubber, cotton, and sugar), and there can be no doubt that the actual producers have generally done well—which is as it should be. But complaint is very widespread in business circles, and it is a matter of surprise that a strong impulse has not been given to trade and manufacturing interests. The causes are not altogether easy to determine, but as producers are still feeling considerable want of means after some very exhausting years, the spending power of the country may be less than had been supposed. Hard times may also have brought about greater prudence, and it is not unlikely that those who find themselves a little bit ahead have wisely resolved to continue their economies until they feel their position more assured. Taxation is also heavy, and trade conditions are undergoing change to more modern methods. People are adjusting themselves but slowly to the new order of things, and the unnecessary intermediaries who are being forced out, are, naturally, dissatisfied. But the situation is shaping itself in such a way that a decided improvement all round must come at some not very distant time.

COFFEE

In coffee, which is the principal product of this part of Brazil, and which furnishes the most valuable article of export in the whole country, the history of the year has been somewhat peculiar. During the early part of the year the markets were dominated by the operations of a New York "bull" clique, which came to grief in February. At that time spot coffee had reached 9 1/8 c. per lb. After the break the price settled down to a lower range (6 5/8 c. February 29), but by the middle of April there was considerable improvement, which kept on until the quotation was 8 1/2c. Since then fluctuations have not been very wide, and we are waiting to see if New York means to push prices higher during the months of small receipts. Sentiment seems to be controlled by the opinion that, in spite of large visible supplies, the *maximum* of production has been reached for some years, and that the increase of consumption is such that we shall have a steadily decreasing world's stock. Hence we have seen very firm markets when entries were heaviest, and the large stocks seem to have been carried quite easily.

The feeling is very apathetic everywhere, and it may be hard to make any big movement, inasmuch as the belief is now general that the present Rio and Santos crop will be 9 1/2 to 10 million bags, and the next crop (July, 1905, to June, 1906) about 11 millions. Weather for August and September was not very favourable, and the yield will be very much lighter than it would have been otherwise. Recently we have had fine rains, and if the weather is wet during January and February, the weight and quality ought to be good. Places not suffered very heavily from drought last year have taken on new life, and regions that then looked burnt up are now like a garden. There are those who believe that the country is returning to its former climatical conditions, when the rainfall was much heavier and more regular than it has been of late years.

[NOTE OF ED. OF THE B. R. AS regards coffee, rubber and even cotton, prices in 1904 were on a whole fairly remunerative, but for sugar the season was the worst known for many years and exports sank almost to nil.

High prices for coffee do not necessarily mean large profits and in Rio and Minas they have in fact been counteracted by the volume of the crop, which was the smallest for ten years or more, so that, in spite of the rise of prices, the C. O. B. value fell from 139,936,933\$ in 1903 to 114,928,418\$ in 1904 and, instead of increasing, the purchasing power of producers was reduced. The fact is that, whilst São Paulo and other parts of the Union are going ahead, production in the districts served by the port of Rio is declining and business is bad and dragging in consequence. From this, superficial observers conclude that it is the same all over the country, whereas imports in the aggregate have had a tremendous impulse of late and their value has risen from £21,500,000 in 1903 to some £27,000,000 in 1904. This increase is confined, as was to be expected, to the districts where exports have increased, chiefly the Amazon and Northern States generally. At Rio there was a falling off.

With the *Times*' correspondent it is generally believed that taxation is heavy. But "heavy" is not a positive but a comparative term. Compared with other countries, England for example, taxation here is light. £1.9s. 10 d per head against £7.14s.9d. in Great Britain and compared with the value of our exports only 69.6% as against 90% for Great Britain.

What the correspondent of *The Times* probably means is that taxation is heavier than it need be or than we might desire.

By this time the correspondent of the *Times* will probably have corrected his opinion as to the current coffee crop, which for Rio and Santos is certain to reach 10 1/2 millions and probably more. As regards his estimate of 11,000,000 for next crop we consider it to be low.]

The Fabulous North. Pará and Manaus we have, of course, heard of and know that they are the places where rubber and the nuts come from and that from time to time they are very useful as providers of bills; but in Rio impressions of the Amazon are still those of semi-savages wandering in primeval forests searching for nuts and rubber with very little on.

In reality, in some respects they are better off than we, being younger and newer and more venturesome. Paraenses and Manaosenses, or whatever they call themselves, rush in where Fluminenses fear to tread. Consequently, they have splendid theatres, electric trams and comfortable steamers while we have to put up with the crazy Lyrico, one-horse bonds and the Lloyd Brasileiro.

As regards outside communications the Amazon is independent and might be in another country for all we here know about it. There are several German and Italian steamers that call periodically at Pará and Manaus, but the bulk of the passenger and goods service is done by the Booth line, the Royal Mail of the North. The line was started in 1866 but previous to that Messrs. Booth had regular sailers trading to the Amazon. In 1869 an auxiliary line—the Red Cross — was started for service between Europe and the Amazon and in 1882 the service to New York was commenced.

The Booth and Red Cross lines were amalgamated in 1900 and have a large interest in the feeder line to Iquitos known as the Red Cross Iquitos Line. The amalgamated fleet consists of 32 steamers with an aggregate of 82,600 tons, 16 of which carry passengers and mails under contract with the British Post Office. The regular service to Liverpool is done by seven fine steamers, *Cyril, Ambrose, Augustine, Clement, Jerome, Madeireira,* and *Obidense*, while eight others work from Liverpool along the coast between Parahyba, Maranhão and Ceará.

The largest of the steamers is the *Cyril* of 4,380 tons measuring 400 feet in length and 48 beam. She can carry 178 first class passengers and 250 steerage. The most modern is the *Ambrose* which has just arrived on its maiden voyage. All the cabins are on deck and the arrangements in the Saloon, Music and Smoking rooms as shown in the beautifully got up guide of the Company are so inviting as to make us long to go home in one of them. Fares vary according to the steamer, £29 from Liverpool to Manaus on the *Ambrose*, £28 by the *Cyril* and *Augustine* and £27 by all the rest of the fleet. To New York the charge is \$100.

CUSTOMS REVENUE AT RIO
JANUARY & FEBRUARY

	Gold	Paper	Both
1903.....	2,923,387\$	10,009,131\$	12,932,518\$
1904.....	3,046,302\$	8,937,754\$	11,984,146\$
1905.....	3,421,139\$	9,817,927\$	12,239,066\$

COMPARED WITH 1904

	1905	Increase	Decrease
Imports including Guarantee Fund & Port Works surtax.....	12,556,922\$	1,252,305\$	—
Inland Revenue.....	661,898\$	35,848\$	—
Consumption dues.....	496,616\$	—	39,953\$
Sundry, Eventual &c.....	337,478\$	16,806\$	—
Deposits.....	85,298\$	12,988\$	—
	13,238,788\$	1,254,648\$	—

Compared with 1904 the revenue for the first two months of the current year shows an increase of 374,767\$ gold and of 879,873\$ paper.

Import dues, Inland and Sundry revenues and Deposits have increased, whilst consumption dues show a falling off of nearly 7 1/2%.

Imports of Cotton Textiles and Jute from Great Britain
JANUARY

DESCRIPTION	1905	1904	1905
Cotton Piece goods grey or unbleached..... yds	175,500	605,700	153,900
do. bleached..... "	3,282,300	2,007,200	2,369,300
do. printed..... "	5,704,700	4,093,200	3,679,400
do. dyed..... "	4,593,800	3,338,000	3,714,200
do. mixed..... yds	13,756,300	9,984,100	9,800,600
Value..... £	151,648	114,315	118,603
Jute Yarn..... lbs	3,025,400	2,262,600	1,910,700
Jute manufactures: Piece goods of all kinds..... yds	58,100	41,200	15,500

THE PORT WORKS

The Balance Sheet issued by the Commission for construction of the Rio de Janeiro Harbour and other improvements shows receipts and expenditure to 31 December 1904 to have been as follows:—

The loan of £5,000,000 issued in London yielded—net....	£4,778,818
Interest paid by London bankers.....	100,209
Yield of the surtax of 1 1/2% on Imports 4,235,940\$ gold	476,543
	£5,355,570

Drawn at different dates yielding 54,947,251\$ paper.....	£2,805,750
Interest on £5,000,000.....	416,625
Payments to C. H. Walker & Co., for construction.....	85,493
	3,307,868

Balance available in London..... £2,047,702

Inclusive of remittances on account of the surtax there should be, therefore, still £2,047,702 available in London.

The sums at the disposal and expenditure of the commission were as follows:—

REVENUE:	currency	currency
Drawn for at different rates to 31 December 1804.....	54,947,351\$	
Internal issue in 1903.....	17,300,000\$	
Income from rents, leases & sale of land....	2,539,196\$	
Deposits, security etc.....	281,154\$	

EXPENDITURE:	currency	currency
Expropriations of the Harbour concessions etc.....		17,300,000\$
Interest on Internal loan.....		1,297,500\$
Judicial and other charges.....		586,844\$
Construction of supplementary Port Works Central Avenue expropriation and construction.....		7,582,716\$
Balance in hand.....		34,286,604\$
		14,014,037\$

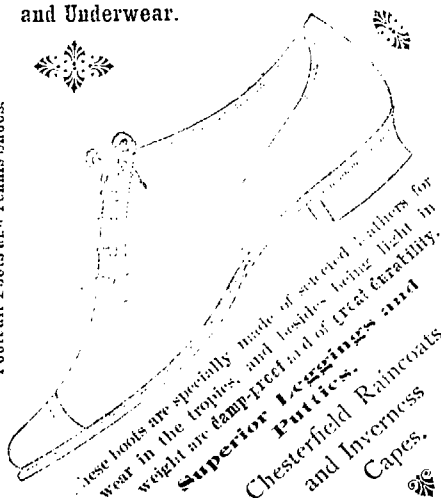
75,067,701\$ 75,067,701\$

It is believed that the balance of 14,014,037\$ in hand together with the product of the sale of lands will suffice to complete the supplementary port works and the avenue without encroaching further on the funds in London, which will be reserved for payment of the works contracted by Walker & Co. In that case there will be no further drawing on account of this loan which with the issue of the balance of £3,000,000 will, in all likelihood, be postponed and left to the next administration.

"Superaris" Has everything that appeals to the taste — a pleasant flavour, and it stimulates the appetite. It's a great table water.

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Football Boots and Tennis Shoes.



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RUA DE S. BENTO No. 8

S. PAULO

—: Bahia and Pará :—



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Norton, Megaw & Co., L'd.

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x x

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S. FELIX — BAHIA

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because, besides being aromatic and delicious, they are THE BEST.

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Post Office Box No. 486

Mills. Rua da Gambôa, No. 1

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BRANCHES:

S. PAULO: 26, Rua do Comercio.

ROSARIO: 1075, Calle Santa Fé.

BUENOS AIRES: 335, Calle B. Mitre.

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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:

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"SAVOIA"

"BUDA-NACIONAL"

"BRAZILEIRA"

"GUARANY"

Daily production of Flour and Bran: 10,000 Bags

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Hungarian Claret

Château Palugyay

Hungarian Hock

Tokay

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Powerful disinfectant, approved by the Directory of Public Health.

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"Superaris" NOT sold in bottles — not YET!

COMMERCIAL GUIDE**Coffee Exporters**

C. Dabelew. — Consheir, Suraiva 27. Cable ad: *Dabelew*.
Ornstein & Co. — Sao Pedro 65. Cable ad: *Ornstein*.

Druggists and Pharmacists**Francisco Giffoni & Co.** — Rua 1^a 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.**Horticulturist****Casa Flora** — RUA DO OUVIDOR 25 B — RIO. Orchids, flowers and seeds.**Importers and Exporters****Herm. Stoltz & Co.** — General Camara 68. Cable ad: *Hermstoltz*.**Jewellers**

Farani Sobrinho & Co. — 109 Rua do Ouvidor, diamonds, etc.
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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 Hand Stamps****S. T. Longstreth,** office and works, 16 Travessa do Ouvidor, 1st floor.**Stationary—Books****Laemmer & Co.** — 66 Rua do Ouvidor, Books, Stationary.

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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.

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POPULAR MUSIC



Cake Walk, (celebrated American dance) by Aurelio Cavalcanti.....	Price	1\$000
Avenida, (stirring Dobrado), by Anacleto de Medeiros.....	For Military-Bands	4\$000
	pianos	1\$000
Cake Walk Georgia, March.....	Military-Bands	4\$000
	pianos	1\$000
O Palhaço, (the "Carnival" Tango), by Carlos T. de Carvalho.....	Military-Bands	4\$000
	pianos	1\$000
Você me conhece? (the "Carnival" polka), by J. M. Azeredo Lemos.....	Military-Bands	4\$000
	pianos	1\$000
Heureuse, favourite waltz for piano by the admired composer Rodolphe Bré.....		1\$000

Large assortment of Pianos of the best makers. Pleyel, Schiedmayer, H. Herz, Buschmann, Bord, Gaveau, Garbé, etc.

MUSIC OF ALL THE WELL KNOWN EUROPEAN OR AMERICAN AUTHORS

Large and well appointed establishment for printing music and repairing and tuning PIANOS and HARMONIUMS.

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Manoel Antonio Gomes Guimarães

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Rio de Janeiro.

(Established 1881)

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THE ONLY ENGLISH STORE IN RIO.

Agent for Reddaway's Belting, Mellin's Food, Wilkinson's Whiskies, Bordeaux Wines, English Books, Tauchnitz, always on hand. Special Works to order. Subscriptions received for all English and American papers.

P. O. Box 906. RUA DO OUVIDOR NO. 36. Telegrams, "CRASHLEY"-RIO.

NATIONAL EXPENDITURE AND AVEENUES

When inveighing against the extravagance of Brazil it is well for foreigners to bear in mind their own shortcomings in this respect. To take an example by no means solitary, in the last ten years the British state Revenue has increased from £107,000,000 to £177,000,000 and Local or Municipal from £77,000,000 to £148,000,000, a total increase of £141,000,000 extracted from the citizens.

For 42,000,000 inhabitants that works out at £7 14s. 9d. *per capita*.

In 1902 the total expenditure of the Federal and all the State Governments of Brazil, including the Capital, was 512,294,883\$, which for 17,162,807 inhabitants gave 29\$848 equivalent at 12d. to £1.9s 10d. per head or less than a fifth of the taxation *per capita* paid in England. It is true that they there get more for their money; that their cities are better cleaned, better policed and looked after generally; that life and property are more secure and that justice is better administered than in most countries; but it is also true that they are taxed heavily and pay liberally for it.

If we want similar advantages we, too, must be ready to pay for them and not grumble too much if taxes are inclined to go up here as in every other country with an advancing civilisation. As we delegate to the State services connected with supplies, hygiene and even amusement, formerly mostly undertaken by the individual, the increase of taxation is counter-balanced by the relief thus afforded to private expenditure, gain in time and consequently higher earning capacity, not to mention the greatest of all advantages—better hygienic conditions and lengthening of life.

So long as it is wisely and carefully expended the outlay on such objects is always advantageous, extravagant as it often seems. The construction of avenues, widening of streets and improvement of the conditions of living in great cities are in reality as reproductive as any works that could be undertaken. For proof we have only to go to S. Paulo where the terrible yellow fever epidemics that periodically decimated the interior have disappeared since the towns and villages have been drained. The expense was very great; but who will question the advantage? So here; when inclined to cavil at the Avenue let us remember these things and trust that increased taxation will be more than counter-balanced by the increased comfort and earning power of the community.

Moreover we have had, of late, a practical illustration of the advantage of freedom from yellow fever, on the occasion of the arrival of the *Margaret* with the party of American visitors who, a year or two ago, if they had not shunned Rio altogether, would have been hurried up to Petropolis and have seen nothing at all of Rio and its surroundings.

Per capita taxation is not of course an absolute standard, as some people can support and, indeed, for their own comfort require heavier taxation than others. After we have consumed all we require or can pay-for of our own production, the surplus is exported and may be regarded as the savings of the country. On this basis, putting aside the profits from shipping and foreign investments, taxation in the United Kingdom represents about 90% of all exports, which in 1902 amounted to 2360,000,000.

In Brazil the value of exports to foreign countries in 1902 was 735,940,000\$, of which Federal and State taxation represented 69.6% or 20% less than in Great Britain!!

Of course in the particular case of Great Britain if the "invisible exports", such as profits from shipping and investment of

capital abroad were included the percentage would be much reduced. But on the basis of visible exports alone the scale of taxation in this country does not seem excessive.

FEDERAL DISTRICT OF RIO DE JANEIRO

(Republic of the United States of Brazil)

£1,000,000 FIVE PER CENT GOLD BONDS

(Forming part of £4,000,000 authorized by the Federal Congress of Brazil, according to Law 1,101 of November 19th 1903, and by the Municipal Law No. 976 of December 31st 1903, of the Federal District of Rio de Janeiro, and offered for subscription there.)

Principal and Interest payable at the Counting House of Messrs. SELIGMAN BROTHERS.

The Bonds are redeemable in 50 years by a Sinking Fund of one-half per cent. per annum. The first annual redemption taking place on October 1st, 1905. The Bonds and Coupons of the Loan are exempt from all taxation.

MESSRS. SELIGMAN BROTHERS offer for sale the above Bonds, at the price of 87 1/2 per cent, payable as follows:—20 per cent. on 20th February; 25 per cent on 3rd March; 20 per cent. on 24th March; 22 1/2 per cent on 14th April.

The Coupons will be payable on April 1st and October 1st in each year. Payment will be made on April 1st for interest at 5 per cent. per annum on instalments to that date.

ScrIP Certificates will be issued. The Bonds with Coupons attached will be delivered in exchange for fully paid ScrIP Certificates as soon as possible after payment of the last instalment.

The proceeds of the Loan issued are, in accordance with the Federal Law of the 19th November, 1903, intended to be applied to provide for the improvement and sanitation of the Federal capital, and, acting under the Municipal Law of the 31st December, 1903, the Prefect of the Federal City of Rio de Janeiro entered into a contract with the Banco da Republica do Brazil, under the terms of which the proceeds of the Loan are to be employed in part in the redemption of the currency "apolices", in circulation. The number of such "apolices" outstanding is 97,273, requiring about £1,170,000 of the new Bonds. The proceeds of the Imposto Predial (Property Tax) serve as a guarantee for the service of these outstanding "apolices" as well as for the service of the present Loan. When the outstanding "apolices" have been redeemed, the proceeds of the Imposto Predial under the above Contract, will serve as a first charge for the Loan issued.

The amount of the Imposto Predial last year was 9,025 contos, equal to over £500,000 (at the present rate of exchange), while the service of the Loan requires £220,000 per annum.

Copies and translations of the Laws and contract mentioned may be seen at the office of Messrs. LEWIS & YULESLIAS, Solicitors, 6, Old Jewry, E. C.

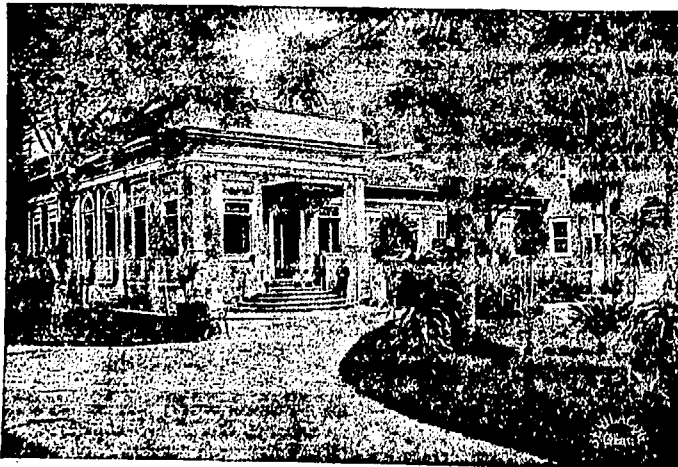
18, AUSTIN FRIARS, F. C., February, 1905.

SUPERARIS

Trade mark — The GREEN Star

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.

Companhia de S. Christovão

TIJUCA

HOW TO GET THERE AND WHAT TO DO WHEN THERE

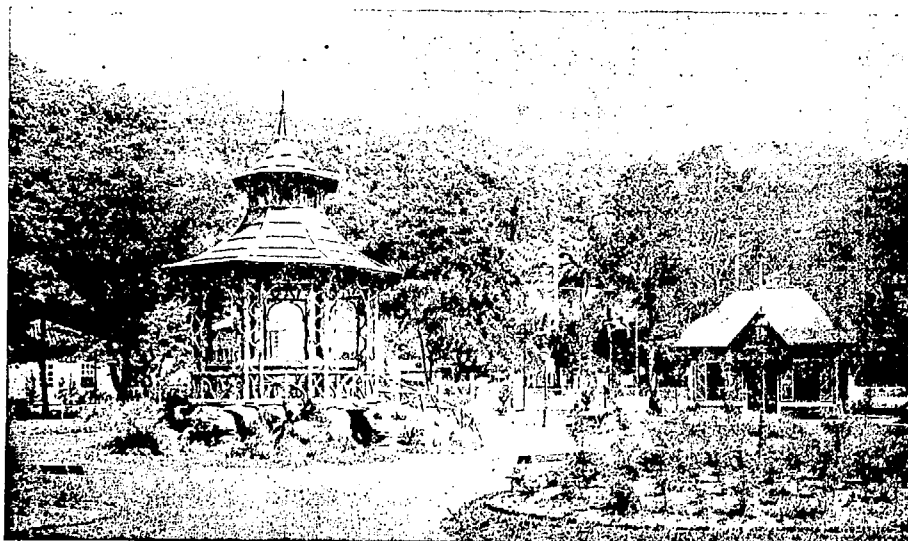
ADVICE TO VISITORS AND TOURISTS

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.



THE PARK -- ALTO DA BOA VISTA, TIJUCA

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 (13000, worth just one shilling). This is subdivided into fractional nickel coins of 100, 200, and 400 reis, worth 1 1/4 d., 2 1/2 d., and 5d. respectively. Travellers had better change some gold at a money-changers in a respectable house will be found at 17, 13 de Mayo 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. 25000, for the day. Charges for breakfast at the Hotel White are at the rate of 45000 per head without wine. Carriages to visit the different points of interest cost 305000 for the round trip. Saddle horses cost 150000 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 250000 for 20 persons for the up journey.

Fares by mule tram to the junction with the electric railway are 200 reis each, and thence by the electric railway a return costs, 250000 or about 2s. Roughly, one mil-reis goes about as far as 6d. would in England.

TIME TABLE WEEK DAYS

FROM LARGO DE S. FRANCISCO DE PAULA		FROM ALTO DA BOA VISTA	
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.	A. M.	6.49-7.56-8.40 (luggage and passengers cars) - 9.19, 9.56 and 11.10.
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.	P. M.	12.48-4.01-5.64 (luggage and passengers cars)- 6.00-6.39-7.10-9.00 and 10.35.
SUNDAYS		SUNDAYS	
Departure from the Largo de S. Francisco de Paula		Departure from the Alto da Boa Vista for the Largo de São 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.	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.	12.04-12.40-1.04-1.28-2.04-2.28-2.58-3.23-3.52-4.16-4.52-5.16-5.46-6.16-6.40-7.04-7.40-8.04-8.28-9.04.	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.	300 réis
.....	{ Special cars ..	500 réis
.....	{ Ordinary cars.	300 réis
.....	{ Special cars...	500 réis
Electric cars from the Junction to the Usina.....		200 réis
..... Usina to the Reservoir.....		300 réis
..... Reservoir to the Alto da Boa Vista.....		500 réis
Book of 50 tickets available between the Junction and the Alto da Boa vista.....		300000
..... Reservoir.....		100000

abo-e-bu

XXX

EXTRACT FROM THE "TRADE REVIEW"

OF MESSRS. BOLLING AND LOWE, OF 2 LAURENCE POUNTNEY HILL, LONDON

Last year we concluded our Trade Review by remarking that we could not "contemplate the immediate future with confidence." The condition of the IRON AND STEEL TRADE this year has been unsatisfactory. Exports in comparison with 1903, not a good year, are reduced. For the first eight months our decrease is equivalent to 1 1/2 per cent. Matters have been worse abroad, the German decline being 28 per cent., and Belgian 3 1/2 per cent. for the same period, and even a similar proportion we expect holds good for the remaining months. The war in the East, and the fear of European complications, have borne out for 1903, the depression foreshadowed in 1901, which has, however, fortunately been less than we might have anticipated for 1903. Upon the termination of the war we may expect a fair proportion of the orders which the two countries engaged will have to give out.

SHIPBUILDING has naturally suffered, but with the orders which will probably be placed when peace is restored, the IRON AND STEEL trades will undoubtedly benefit.

PIG IRON.—Our production this year will probably reach 8,000,000 tons, out of which 800,000 will have been exported.

COAL.—An important feature has been the deliveries for account of Russia and Japan, which gave the trade a needed fillip. We estimate the total quantity exported, including coke and patent fuel, at 50,000,000 tons, and 16,500,000 for bunker coal.

RAILS.—Owing to a lessened demand, this important branch experienced a considerable falling off in the exports from the leading rail-producing countries, while the German Steel Association helped to stimulate American competition and brought down prices to a very low figure.

The chief feature of the year has been the agreement between the makers of Great Britain, Germany, Belgium and France to pool the export orders. The agreement is based upon export sales averaging 1,300,000 tons a year, and the allotment to each country, taking the figure 100 as the unit, is as follows: England, 53.50 per cent.; Germany, 28.83 per cent.; Belgium, 17.67 per cent. The French works, whose export is very small, have their allotment added to this figure of 100, making the actual first year's unit 104.8, and for the third year 106.4.

The rail-mills, lately started in Canada, may, under their new tariff of \$7 per ton, partially stop American importation, which hitherto has benefited by large contracts for that market, consequently the United States Steel Trust's competition will in time be more keen in other markets.

In the United States and elsewhere a low price for old rails means a small demand by the Railway Companies for new ones whilst at a higher figure for old rails the Companies take all the quantities they have contracted for and make renewals freely.

Our production for 1904 has been about 750,000 tons, of which roughly 10,000 tons were exported.

STEEL SLEEPERS.—It would be to the interest of Iron and Steel industries if an arrangement was made between makers of Metal Sleepers and the Railway Companies for their more general adoption. Abroad they are greatly used.

THE ELECTRICAL INDUSTRY, in contradistinction to kindred trades, has done fairly well.

TIN PLATE WORKS have had one of the best years for some time past. Orders have been large and works have contracts running up to next March, and in some instances June and July. This is more curious as in the early part of the year the depression of the past was still in evidence.

COPPER production has been normal, and the visible stock considerably less than in recent times. Prices have proportionately risen, and with the increased demand of the electrical and allied industries, it is apparent that demand will increase and prices advance. New mines will doubtless eventually open up, which will meet demand and level prices.

CANADA.—Financially and commercially has done well. Immigration continues, and the "backblocks" are being opened up by feeder railways. The Manitoba wheat crop is estimated at 64,000,000 bushels, an increase of 11,000,000 over last year, and the grain is said to be of a higher grade. The Government will give better preferential terms if this country reciprocates, and in this connection we must remember that British exports to Canada last year, in Iron and Steel, were valued at \$9,806,000, and those of the United States at \$17,539,000.

SOUTH AFRICA. Progress is slow, but the advent of coolie labour has made a considerable increase in the Gold production, and also in the employ of surplus white labour. On the 30th November there were working 19,316 Chinese, and we anticipate that about 51,000 will be employed by the 30th June, 1905, while the number of natives also increases. The Transvaal November production was 336,167 ounces, the highest since 1899. The future of the country for many years must chiefly depend on an increasing Gold output, which means new mining developments and consequent demand for material in this country. The Governments have sanctioned large schemes of railway extension and additions. Contrary to expectation, emigration from here is on a very small scale.

AUSTRALIA.—Trade is improving, and would improve more rapidly if Capital was not alarmed at the progress of the Labour Party with its Socialistic Programme. The law forbids the importation of Kanaka labour to develop the tropic and sub-tropic areas of the Continent which cannot profitably be done by white workers, and thus prevents developments which would bring greater prosperity there, and an increased demand here to our manufacturers. The evil effects of the drought have passed, and sheep and cattle are rapidly increasing, which greatly enhances the purchasing power of the Commonwealth. As in other Colonies, the idea of Preferential Trade with us has the support of many prominent statesmen. Shipments of Wool from Australia and New Zealand from July 1st to October 31st show an increase of 65,000 Bales as compared with last year.

NEW ZEALAND continues on the prosperous road, and, with a large area suitable for agriculture, ought in time to be thickly populated, and would then be a market of value for this country.

INDIA has had one of the best years of the last decade. Owing to the enhanced price of cotton the export trade advanced nearly £6,412,000. Trade returns for the year in all commodities furnish striking evidence of industrial development and prosperity, while the exchange has been favourable.

EGYPT.—Taxation is reduced and the national credit rising. Irrigation works to increase the habitable area are urgently required, and so, are railways that will bring the country into closer touch with Europe. The realisation of these ideals and notably of a railway from Tangier to Cairo, means work for the engineer and employment for the workers in this country, as doubtless a good share of the orders will come here.

GERMANY, like the rest of Europe, has suffered from trade dulness. The great feature of the year has been the formation of the Steel Combine of which nearly all German Works are members, and which has for its objects the tending of prices and regulation of production.

General News

Local Items. The returns of the Director General of Public Health for week ended 5th March are as follow:— Yellow fever 4; bubonic plague, 0; small-pox, 7; measles, 2; scarlet fever 0; diphtheria 1; whooping cough, 0; influenza, 14; typhoid fever, 1; dysentery, 1; Beriberi, 1; leprosy, 1; erysipelas, 0; marsh fevers, 9; pulmonary diseases, 59; other contagious diseases, 10; Total 110. Violence, (including suicides) 12. Non-contagious diseases, 158. Total deaths from all causes, 268; equal to an annual death rate of 15.44 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 41.04%. Under treatment in hospitals: yellow fever, 11; small-pox, 34; and bubonic plague, 15.

— For the satisfaction of those who contributed to the wreath in memory of José do Patrocinio we beg to state that the expenses were 180\$000 and subscriptions, exclusive of our own, amounted to 66\$000.

— A new twin screw steamer of 1,750 tons the *Carioca* has been added to the Cia Navegação Norte e Sul.

— The President of the Republic has written to the Chief of Police congratulating him on the excellent order maintained throughout Carnival.

— Dr. Seabra was almost a victim to an electric car of the Jardim Botânico line that ran full tilt into his carriage. Fortunately beyond a bad shaking no harm was done.

— On the same day Dr. Custodio Coelho the popular manager of the Bank of the Republic was thrown from an electric car on the Tijuca line, fortunately without any serious injury. It might, however, have been easily otherwise and the market and Government have been deprived of his invaluable services. Without any understudy to replace him, such a contingency cannot be regarded without dismay and in the general interest it is to be hoped that Government will take immediate steps to provide a competent substitute in case of any impediment to the actual manager.

— It is not flattery to say that Dr. Custodio Coelho would be very hard to replace. He has evidenced such extraordinary aptitude for the exchange business that he is evidently the right man in the right place and is one of the very few Brazilian bank managers who has thoroughly grasped all the intricacies of exchange. Apart from that he is assiduous and un-tiring in his attendance at the bank, courteous to everyone and is deservedly popular.

— The seaside Avenue will be inaugurated in June unless another revolution should interrupt it like the one at Botafogo.

— This is the silly season when Momus reigns supreme even in the brains of sober proof readers and makes them forget to correct their proofs as occurred with our article on the Debt last week, which in parts was almost unintelligible. The same excuse must suffice for the delivery of the paper on Thursday instead of Tuesday or Wednesday.

— As for the dailies there is nothing in them, indeed with everyone playing the fool and declining to work it must have been a struggle to get out at all.

— Evidently the clerk of the Weather is against Carnival as it rained most of the time and we agree with him. It is the stupidest most melancholy way of amusing oneself that could be invented and is an anachronism.

— Some people say that it is not the Carnival but the cavillers that are anachronisms and if we were 30 years younger it might seem different. Looking back and remembering the enthusiasm with which we celebrated our first Carnivals in South America it seems there must be something in that too, so we try not to feel too severe. To make a fool of oneself and enjoy it one must indeed be young.

— It is raining a great deal too much and besides making things sloppy and miserable is ruining the hotel-keepers in the suburbs. At Tijuca on Tuesday it rained steadily all the day and most of the night. In town, however, it was fine.

— If it goes on raining in this way the chances of an early coffee crop will disappear, but it ought to add to its weight.

— After all the rain we have had the last three months the little hills will leap with joy and the springs spring stronger and more eternal than ever from cracks and crannies and all the talk of change of climate, that is heard if it ceases raining for a fortnight, will dry up and Dr. Botelho's commission be hard put to it to account for the "shrinkage of production."

— The launching of the Rio de Janeiro Markets and Cold Storage in London seems to have been postponed.

— The credits voted in the special session of the Municipal Council amounted in all to 4,495,716\$000.

— There is trouble on the Carioca Electric Railway board where one of the directors has been ousted, as he claims illegally, and refuses to hand over the cash. On being pressed he sent the key of the safe, which, instead of containing shares to the value of thousands of *contos*, was found to be empty.

— Apropos of his candidature for the Presidency, the *Correio da Manhã*, the most inveterate adversary of the ex-President, writes as follows: — "Circumstances are creating a movement of sympathy for Dr. Campos Salles even amongst those who were his greatest adversaries during his Administration."

— A serious disaster occurred between the stations of Serra and Scheid on the Central Railway that resulted in injuries to the drivers, stokers and brakemen of a goods train for Minas that left the line in consequence of a heavy land slide. Some of the wagons that remained on the rails got uncoupled and ran down the line, which is on a steep gradient, with terrible velocity until reaching Ellison, where some of them were turned into a siding while others were only brought up in their wild course by another goods train that was waiting on the main line.

— On the 28th of February the first block or caisson of the seawall for the Harbour was put into its place. It measures 24 metres in length by 7 metres 30 in height. Progress is now expected to be more rapid, the novel nature of the works executed under compressed air and strikes amongst the men, the principal causes of delay, having been now overcome. Four gangs a day are now at work.

— The Minister of Finance says the *Jornal do Commercio* has determined to demand repayment by the holders of the 22 bonds of the 1897 issue considered false when they will be returned to their holders to take proceedings against the forgers.

If this is rightly reported, the determination of the Treasury seems altogether wrong. It is not for private holders but for the Treasury to take proceedings; nor does it seem to us that the Treasury has any right to demand re-payment until forgery has been proved beyond a doubt by independent experts, particularly when grave doubts are entertained as to the participation of officials in the issue of the duplicates. Should, however, the Minister insist, the matter will certainly be carried to the courts.

— The Central Railway used £12,878 worth of coal in January.

— The special session of the Municipal Council closed on Saturday 4th inst. after voting all the credits demanded by the Prefect.

In spite of every opposition, official or otherwise, heedless of abuse from disappointed friends or un-disguised enemies, the prefect goes on his improving course, relentless and irresistible as the financial deluge he knows must ensue when the £4,000,000 are all spent and millions more, perhaps, are owing. If he is financially reckless he, anyway, gives us something for our money and Rio is already a very different place to what it was. It is now possible to walk in some of the streets without absolute discomfort and, if the money holds out, there will soon be a well paved road from the Lyrico to the end of the Cattete. In spite all the clamour, the removal of the railings from the *targo* do Machado is as great an improvement as at the *targo* do Rocio and already is generally appreciated. Not very long ago Rio was in one respect, perhaps, the filthiest and most indecent of big capitals. No public lavatories were provided, or of the most scandalously exposed description. Every convenient corner was used as a urinal and for ladies some streets were impassable. All this is now changed. The streets of Rio are now as decent as any other big city's and convenient lavatories have been erected in most of the squares and gardens and the curse of Jereboam (1 Kings 14. 10) has been removed. It is possible, however, to carry enthusiasm too far and when it comes, in spite of every protest, to putting up a lavatory in the *targo* do Paço right in front of the entrance to the Ministerio da Viagem it may be questioned whether it is prompted so much by zeal for public convenience as spite for some one that moves and has his official being within the precincts of that high-toned department.

— Dr. Ubaldo do Amaral resigned his post as a director of the Bank of the Republic but was induced by the Minister of

Finance to withdraw his resignation. It is said that he will shortly go to Europe on leave of absence.

— The Supreme Court on the 4th inst had a busy day deciding different petitions for *habeas corpus* most of which were rejected. That for Dr. Alfredo Varella was refused unanimously on the grounds that leave had been granted by Congress to prosecute that deputy and that his parliamentary immunities had therefore ceased, whilst the crime, being political, was subject to the special conditions established by the state of siege.

The petition on technical grounds of one of the parties implicated in the *Caso das Pedras* was also refused.

The petition to practically prohibit domiciliary visits by the health authorities by a grant of preventive *habeas corpus* was also unanimously refused on the ground that *habeas corpus* is a recourse against illegal imprisonment or constraint and not for the maintenance of any other rights.

A petition in favour of the Acre exiles was also rejected on the grounds that it was political and authorised under the conditions of the state of siege.

Rio de Janeiro. We lately had the pleasure of an interview with Dr. Nilo Peçanha, the Governor of the State of Rio de Janeiro, from which we came deeply impressed with the sincerity and soundness of his views and aims. If anything, Dr. Nilo, as he is popularly known, is too radical and too inclined to insist on the general application of principles appropriate, no doubt, to his own case but not necessarily so to others. When Dr. Nilo, as for shortness we will continue to call him, took over the direction of affairs the State of Rio de Janeiro was practically bankrupt. Now, though by no means prosperous, it can at least get along without incurring further debt or absolutely suspending payments. To arrive even at this negative position the new Governor had to be inexorable in his determination to cut down every source of expenditure that could possibly be dispensed with, which, painful as it was, he did in a way that was a revelation and ended in even conciliating and conciliating those who suffered most thereby. Dr. Nilo felt, however, that it was not by mere economy that prosperity could be restored to a state whose revenue had shrunk to a third in six years. Undismayed, he set to work to stimulate production. To this end export duties were reduced or abolished entirely, premiums were offered for introduction of certain new industries and the cultivation of rice and other cereals was promoted by protective measures. At the same time efforts were made to induce foreign capital to interest itself in the task of restoration, not wholly unsuccessfully. It is early yet to expect great results, but there are already signs that Dr. Nilo's vigorous and truly patriotic policy is bearing fruit in every direction. In spite of the reduction of taxation revenue has increased; dairy produce has begun to figure as a considerable item of production and trade; and rice is being produced in quantities sufficient, it is said, not only for local consumption but for export to other States.

Dr. Nilo is now giving attention to fruit growing, for which there is a great future in the immense *batizada* that lies between the mountains and the bay, and is disposed to grant special facilities to foreign capital willing to undertake cultivation on a large scale.

For our part, we believe there is no better way of making a fortune. Land is cheap; labour tolerably abundant; communications of the easiest with one of the best ports in the world—the half-way-house for all the steamers trading between Europe and the Plate, where practically inexhaustible markets for our fruits are already provided. All that is wanted is Skill, Capital and Energy, such as has made Florida the garden of the United States and the biggest orange producer in the world.

The *batizada* is said to produce almost every kind of orange in perfection besides pines, bananas and mangoes and the hundred different fruits peculiar to this part of Brazil, for all of which good markets can be found if produced on a commercial scale.

We recommend the business to the attention of young men at home searching for profitable ways of investing capital and employing their energies.

Dr. Nilo Peçanha is the kind of man this country wants. Firm but conciliatory, he has given proofs of the greatest tact and ability in the direction of both finances and politics, that we trust some day to see utilised in a much wider sphere to the advantage of the Brazilian Nation.

— In 1904 the city of Rio received 820,764 kilos of milk via the Central Railway of which 389,454 kilos came from the State of Minas and 431,315 kilos from that of Rio de Janeiro. Only two years ago consignments of milk from the State of Rio had almost ceased, killed by extortionate export duties. Now that duties have been removed or are only nominal the trade has revived and Rio de Janeiro has beaten Minas. There is a big future for dairy farming in this country if only the tax-collector will cease from troubling.

— Baron Robert Schnesburg at one time a well-known figure in Austrian society lately died at Penha where he was employed as servant of the Penha brotherhood. He fled to Brazil in consequence of having killed an adversary in a duel and for some time endured the greatest privation, but even so he seems to have saved money as he left about 30:000\$ (£1,500).

São Paulo. Prince Cariati, the active Italian Minister is at present on a visit to São Paulo with the object of inducing the Italian residents to send exhibits to the coming international exposition at Milan. This will be an excellent opportunity for the State of São Paulo to do some really useful propaganda work to attract the immigrants we stand so much in need of. In spite of all that is said to the contrary Italians have done very well in Brazil and should do still better if only some stability can be given to the currency and value of wages. At present exchange, wages are high and if proper steps were adopted to make the labour conditions known and understood in the centres of emigration there is no reason why we should not attract a fair share of the large body of emigrants that now go principally to the United States. The only means of attracting spontaneous immigration is by offering big wages or other terms equally attractive. To keep wages up, the value of the currency must not be allowed to fall. Otherwise wages will drop, and labour emigrate instead of coming in.

— From São Paulo Prince Cariati will go to Ribeirão Preto and visit the great São Martinho, Schmitt and Dumont plantations and be able to verify for himself how unfounded are the charges of ill-treatment of the plantation hands (*colonos*), mostly Italians, at the last of them.

— Dr. Rubião Junior, the president of the Chamber of Deputies has returned from Poços de Caldas.

— The arrival on the 4th inst of the rails at Baurú, the point on the Sorocabana extension where the line to Matto Grosso will commence, was celebrated with great rejoicings.

— The work of widening the gauge of the Central Railway is expected to reach Caçapava by June, and Jacarehy by the end of the current year. By the end of 1906 it is expected to reach São Paulo.

No doubt it will be as advantageous to the trade of São Paulo as to Rio de Janeiro, the only question being as to whether, seeing that railway communication of a kind already existed, this particular work might not be postponed until funds were more abundant. It is not, however with works like these, that with proper management should be reproductive and self-supporting, we are inclined to quarrel. A through line to São Paulo will certainly give a great stimulus to trade between that State and the Capital, Rio de Janeiro. To take a single instance, there are occasions such as this, when coffee is selling here 500 *reis* above Santos prices but owing to the cost of transport little coffee reaches us from São Paulo. The unification of the gauge will tend to reduce the cost of handling and, consequently, of the through freight between Rio and São Paulo, and introduce a competitive element that should tend to reduce rates not only on the São Paulo Railway from Santos to São Paulo, but ultimately of the Santos Docks as well and make conditions in the Santos and Rio markets more uniform.

The State Government has purchased part of the *fazenda* of Dr. Fernando Paranhos and intends to found there a State farm for colonists to be called the "Jorge Tibirigá".

— The new Municipal Theatre will cost 2,318,000\$ exclusive of the cost of lighting and decorating which will be about 300,000\$000.

There is a storm in a tempest at São Paulo where a *friça* has sprung up between the Ministers of Agriculture and of the Interior over immigrant's eyes which the latter wished to be inspected before they are allowed to land.

Rio Grande do Sul. The American party was expected at Porto Alegre on the 5th inst where a festive reception was being prepared. From Porto Alegre they will go, accompanied by the Governor, to Torres, a point some 250 kilometres north of Porto Alegre, where it is proposed to construct a new port. In our opinion it would economically be a great mistake and as great a disaster as the port of La Plata in the Plate, which has always been overshadowed and finally ruined by the competition of its rival, Buenos Aires. Where Nature has prepared a great highway, that with the exercise of a little ingenuity and capital can be improved and deepened so as to serve not only Porto Alegre but the cities of Rio Grande, Pelotas and all the eastern watershed, it would be folly indeed to try to change the current and deviate the whole commerce of the State by an artificial channel to an artificial exit. There is no difficulty at Rio Grande bar that cannot be overcome with skill and capital without sacrificing the interests of one section of the State to those of another.

— Conciliation reigns at Pelotas, the rival *chefes* Osorio and Cassiano having embraced and made up their differences in obedience to the orders of Pinheiro Machado, the coming man.

— Money seems to be as scarce in Rio Grande as here; the directors of the Banco da Provincia attribute it to the competition of the Savings Banks (*Caixa Economica*).

— The American party has been feasted at Porto Alegre and are now on their way to visit the coal mines in S. Jeronymo, the only ones yet worked in the country of any practical value, whilst Engineer Corthell is studying the bar. Like Mr. White they are enchanted with Brazilian hospitality and in return say that the Rio Grandenses are the "Yankees" of Brazil which we suppose is meant for a compliment.

— The Porto Alegre Tramway receipts for 1904 were 513,187\$140. A dividend of 8% for the six months was declared. The electrification of this line is contemplated.

Bahia. A disastrous fire broke out lately in the Faculty of Medicine, that was completely destroyed, including the valuable library and the laboratories and everything in them with the exception of a few documents rescued with great gallantry by the students. The building was insured in two native companies the *Alliança* and *Interesse Publico* for 750,000\$, about £38,000.

— Telegrams to the Minister of the Interior state that the fire in the Faculty of Medicine was intentional.

— We have received a circular from Messrs. Nathan and Co to the effect that a house has been opened by that firm at Bahia of which Messrs. Allen, C. Nathan, Samuel Fry, Francis Youle and G. N. Green are responsible partners (*socios solidarios*) and in which Sr. João de Vasconcellos has an interest. Messrs. G. N. Green and J. de Vasconcellos hold procuration of the firm.

Pernambuco. For the fiscal year 1903 to 1904 the ordinary revenue of this State amounted to 7,153,114\$ and expenditure to 9,901,311\$ the deficit of 2,748,197\$ having been again covered by borrowing. The debt in 1904 amounted to 7,835,500\$ an increase of 1,476,708\$ compared with 1903.

Pará. *A Folha do Norte* states that Sr. Abel Chermont was attacked by *capangas* in revenge for an article published by his father Sr. Francisco Chermont, a provincial senator, in the *Diario de Pernambuco* criticising the political situation. Sr. Abel Chermont took passage at once for Rio de Janeiro on the s. s. *Salvador* but even aboard was again assaulted.

— *O Amazonas* of Manaus says that the actual service of discharging cargo from vessels at Pará is extremely slow. The Booth line alone in January had 53 barges waiting to be discharged at the Custom House and in view of the impossibility of accommodating them all at the Customs the inspector has given leave to discharge at some of the private warehouses.

— The health of the Federal forces at Alto Juruá is very bad. More than half the officers, including the Colonel and one Major, of the line regiment stationed there have been attacked by beri-beri and been obliged to return to Manaus.

— The s. s. *Hilary* of the Booth line has been sold to a German Company.

The London and Brazilian Bank in February received 90,000\$ for service of the foreign loan.

— There is now quarantine in Manaus against the bubonic plague at Pará in consequence of which the Booth line refuses to take passengers from Pará to Manaus.

Amazonas. *A Provincia do Pará* says that an arrangement has been come to between the Amazon Navigation Co. and the Governor of Amazonas and that the action commenced by the latter has been stopped.

— Nearly all the federal employes in the Acre and Juruá seem to be dribbling back to Manaus and Pará suffering more or less severely from fever and *beriberi*.

Forged coupons, or train tickets, have been found to be in circulation in large numbers at Manaus. The trains are managed by the State.

— A contract has been entered into by the the Amazon Navigation Co. with the Government of Amazonas for service on the Juruá.

The Manaus Harbour Co. has completed the floating pier for loading and discharging vessels at Manaus which is connected with the depôts on the bank by an electric wire tram.

— The debt of the Municipality of Manaus on 15th Feb. was 1,581,135\$ of which 116,700\$ in *apólices* and the rest floating. The prefect is trying to raise a loan of 5,000,000\$ "to enable the Municipality to pay its debts and promote improvements."

The Acre Territory. Col Thaumaturgo, the Prefect or Governor of the Alto Juruá, has dismissed the collector of Revenue.

— If the account of his adventures in *O Amazonas* are to be trusted Jorge Kelly has not had a good time of it at the Juruá. He is by trade an electrician and was engaged in Rio to mount an electric installation at Juruá. On the way the launch with the machinery went to the bottom, which so enraged the Prefect, Col. Thaumaturgo, that he left the electrician to shift for himself without food or pay or lodging. Finally he managed to escape to Manaus where he related his troubles to a reporter of the *Amazonas*.

MESSAGE

OF H. E.

Dr. Jorge Tibiriçá, President of the State of São Paulo

Addressed to the State Congress--9th March 1905

GENTLEMEN:—

In virtue of the attribution conferred on me by No. 7 of the Constitution of the State by Decree 1265 of 10 February last, I had the honour of summoning Congress to a special session, in order to submit to your attention the negotiations relating to the Sorocabana & Ituana Union Railway realized under the authorisation granted to Government by law 905 of 28 January 1904.

The enactments of this law are as follows:—

Art. 1^o Government is hereby authorized to proceed to the expropriation (*expropriação*) of the Sorocabana & Ituana Union Railway in accordance with the contracts in force; and to proceed forthwith with same by agreement with the parties interested and to extend expropriation to the branches under Federal concessions.

Art. 2^o In compliance with this law Government is hereby authorised to borrow as required.

Under the terms of the contracts in force the expropriation of the Railway would have been ruled by Clause 26 of the contract between the Government and the Sorocabana & Ituana Union Railway Co., dated 24th May 1892, in which the following condition was established:—

“The Government of the State will have the right to expropriate the railways of the Sorocabana & Ituana Union Railway Company on the expiration of 13 years counting from the date of the present contract. Failing to come to an agreement, the price of expropriation shall be regulated by the average net income of the previous (*ultimos*) quinquennium, with due regard to the importance of the works, the material and dependencies and their condition at the time. The value of the expropriation shall be paid in bonds of the internal public debt of the adopted type. It is understood that this clause is applicable exclusively to ordinary cases and does not abrogate the right of expropriation for public utility enjoyed by all governments.”

Under the restricted terms of this clause the expropriation could only be effected on 21 May of the current year; meanwhile the Sorocabana & Ituana Union Railway Company had already gone into forced liquidation, which was duly running its course in the Federal Courts, an order for sale at auction within 10 days having been already issued by the judge in charge of the liquidation, for which the respective announcements had been published.

Under these circumstances, in safeguard of its rights of expropriation and as a preliminary to the execution of the law already voted, the Government of the State judged it to be convenient to lodge the requisite judicial protest: this was duly proceeded with and published.

At the Judicial auction, authorised with every legal formality by the decision in the suit for liquidation, the National Treasury (*Fazenda*) acquired all the assets (*bens*) of the company for the sum of 60,000,000\$, this sale being, moreover, confirmed by deeds dated 20th and 29th September, executed by the public notary Gabriel Luiz Ferreira of Rio de Janeiro.

In this manner every question that could affect the working, future and the very existence of the undertaking was resolved and the Federal Treasury became sole arbiter and owner of the Sorocabana & Ituana Union Railway. By this transaction the Union Government not only rescued a great national undertaking from the risks to which it was subject in the course of liquidation, but effectively averted a fresh crisis, such as but lately excited such general complaint, and guaranteed important interests of its own and of the Bank of the Republic, the two principal creditors of the railway.

The Union, however, had to raise the money necessary for payment of the other creditors, as well as for reimbursement of its own expenditure. With such obligations it did not seem advisable to use Federal Government to preserve the railway as

a National property of which the Government of S. Paulo was duly advised.

The State of S. Paulo could not view with indifference an undertaking of such value, created under its own concessions and developed under its auspices until it had become the key to communications with one of the richest districts, pass into alien hands and its great and growing revenue migrate only to benefit foreign capital and industries.

At first the best plan seemed to be to constitute a great corporation by the fusion of the two principle existing lines, the Paulista and Mogyana, to which the acquisition of the Sorocabana & Ituana would serve as the complement. This no doubt was a magnificent project by which all the capital employed in these undertakings would have been consolidated, whilst our credit would have been improved and the important interests of the different zones served would have been guaranteed and a general plan of communication in the State have been secured. The projected fusion, that depended on the simultaneous acceptance by both the interested companies, proved, however, impracticable.

The Government of the State then entered into negotiations with the Federal Government for the purchase of the railway directly by the State.

An agreement was not difficult to come to, the State Government having found on the part of the Union Government, together with reasonable and legitimate exigencies, a friendly and conciliatory disposition, the common object of one and the other being to arrive at a transaction that would conciliate the interests of the Union with the just pretensions of the State.

It was agreed that the State should indemnify the Union for the cost of the Railway including all expenditure realised, amounting in all to 65,000,000\$, a price that in the general estimation represented the full value of the railway.

It was, moreover, stipulated that payment should be made in sterling coin to the value of £3,250,000 and that the State of São Paulo should desist, in favour of the Union, from its claim on the Company in liquidation for 125,200\$ as privileged creditor (*de dominio reconhecido*) and that of 7,465,916\$276 as documentary creditor, subject to *pro rata* distribution under the liquidation of the company. The State, moreover, undertook to obtain from the Paulista Railway Company its discharge from an action commenced against the company in liquidation with regard to alleged zone privileges, that would cease on acquisition of the railway by the State.

The purchase was finally concluded as also the deed of transfer dated 18th January, a copy of which is attached. In this way the Sorocabana & Ituana Railway with all its branches, privileges, concessions and other accessories became since that date the property of this State, free and unembarrassed beyond dispute.

In virtue of the authorisation contained in art. 2 of the above mentioned law 905, the Government had to raise the money necessary not only for the payment of the purchase price of the Railway, but to leave a surplus sufficient for the extensions already contracted and other complementary works that the purchase rendered necessary.

With National capital so actively employed as it actually is, especially in S. Paulo, an internal loan could not be realised as easily nor with the rapidity and advantage that were desirable. On the other hand the Government of the State could not propose payment to the Union in bonds of the Internal State debt.

A loan for £1,600,000 authorised by art. 28 of law 936 of 17th August 1904 had just been realised for the sewage works at Santos and sanitary and water works in the Capital, as also for colonisation and immigration purposes. This operation was realised on terms indisputably advantageous, at 88% nett with 5% interest and repayment in 30 years without any special security. It was natural, therefore, to expect that a new loan, that besides the general guarantee of the State enjoyed a special mortgage on a railway as important and valuable as that of the

Sorocabana & Ituana Union, would have every chance of obtaining still better conditions.

In point of fact the Government very soon received acceptable proposals for the new loan, the most advantageous being the two following that offer.

1st. £3,800,000 at 91½% nett with interest of 5% *per annum* amortisable in 40 years commencing from the 5th year; right to draw at once and exemption from stamp duties abroad, other conditions being as usual.

2nd. £3,800,000 at 91% nett, interest 5%, amortisation 1% commencing from the 6th year or 4,000,000 at 85% nett with 4½% annual interest and the rest as above.

Government having decided the 1st proposal to be preferable and most advantageous, a provisional contract was formally drawn up on the respective terms before a notary of this city, to be replaced shortly by the definite contract. In order that this part of the business may be better understood, annexed to this message will be found not only a copy of the deed in which the conditions of the loan are set forth but also a copy of the proposal alluded to, that was not accepted.

Now that the purchase of the Railway has been realised and the loan requisite for fulfilment of all obligations resulting therefrom has been raised, this important transaction entrusted to Government has been completed. To the State there has been secured a considerable accession to its patrimony by the mere use of its credit without any additional taxation or further onus. On the credit side, the value of the railway itself will counter-balance the cost of the loan on the debit. As the credit side of the account is supplemented by extension and constructions of new branches, the debit will be diminished by gradual amortisation until it disappear altogether. In this way, far from being a burdensome legacy to posterity, it is an assurance of considerable income that has been secured without any real burden to the State.

Even were the State obliged to administer the line itself, the revenue derived from the traffic would certainly be sufficient not only to meet working expenses but the service of the loan as well. It is not of an untried undertaking of which we are treating, but one that, in spite of the terrible crisis through which the State has been passing during the last two years, yielded a gross revenue of 10,000,000\$ *per annum*, as is shown by the existing balance sheets, whilst for the current year it is estimated to yield a similar amount.

The Government is, however, of the opinion that it would perhaps be better for the State to lease the line on condition that the rental produce enough to cover the service of the loan, with possibility of a future surplus accruing in favour of the State.

In view of our well known resources and the administrative methods of our railways, such a proposal is neither extraordinary nor exaggerated.

Gentlemen, members of the Legislative Congress, in a matter of such importance as that set forth in this message, the Government judged it to be a duty to limit its responsibility by scrupulously bringing to your knowledge all the different acts that have been practised, and now awaits your decision in order to take the complementary measures necessary to put their plan into execution.

S. Paulo, 9th March, 1905.

(Signed) JORGE TRIBUÇA.

Books Received and Notices

Street's Newspaper Directory for 1905. Gives the usual complete list of all the Newspapers and Magazines published in Great Britain and Ireland to which a selected list of Colonial, Indian and Foreign newspapers has this year been added amongst which *The Brazilian Review* figures. Anyone wishing to consult this directory can see it at Crashley's.

Money Market

THE BRAZILIAN REVIEW

Saturday, March 11th, 1905.

Monday was virtually a holiday and very little business was done. The market opened firm with Banks drawing at 13¹⁵/₁₆ to 13²⁷/₃₂ and private paper offering at 13⁷/₈ d. to 13²⁹/₃₂ d. and closed with all the banks drawing at 13²⁷/₃₂ and private paper quoted at 13²⁹/₃₂ to 13¹⁵/₁₆ d. Tuesday, a holiday.

Wednesday, 8th, market opened with the Banks drawing at 13⁷/₈ d. to 13²⁷/₃₂ d. and closed at 13¹³/₁₆ d. for bank and 13²⁹/₃₂ d. to 13⁷/₈ d. for private.

Thursday, 9th, market opened with bank paper quoted at 13¹³/₁₆ d. and private at 13⁷/₈ d., rising to 13²⁷/₃₂ d. for bank and business done in private at 13²⁹/₃₂ d. to 13¹⁵/₁₆ d. and closed with all the banks drawing at 13²⁷/₃₂ d. to 13⁷/₈ and private paper freely offered at 13²⁹/₃₂ d. Friday, 10th, market opened with the banks drawing at the closing rates of the previous day and private offering at 13¹⁵/₁₆ d. and closed steady at 13⁷/₈ d. for bank paper and 13²⁹/₃₂ d. for private. Saturday, 11th, banks opened drawing at 13²⁷/₃₂ d. to 13⁷/₈ d. and private quoted at 13¹⁵/₁₆ d. Led by the River Plate Bank rates firmed to 13⁷/₈ d. all round but finally closed slightly weaker with the banks drawing at 13¹³/₁₆ d. to 13²⁷/₃₂ d. and private paper offering at 13²⁹/₃₂ d.

Business during the week was greatly interrupted by Carnival and was generally dull and unprofitable. Brokers are complaining that there is nothing to do whilst coffee people are hopelessly despondent.

Rubber comes in steadily at Manaus and Pará and is likely to furnish bills for some time to come. Coffee is going forward slowly but steadily and last week yielded £262,760 as against £215,600 the previous week and only £71,018 last year.

The Pernambuco loan is variously reported to have been closed, abandoned and now closed again at 81%.

Another loan has been negotiated of £1,000,000 for the city of Belém.

There seems, therefore, no prospect of failure of the supply of bills, whilst money is reported as scarce as ever, nor is it likely to be much more plentiful until June or July.

Dannemann & Co.

SÃO FELIX (BAHIA) — BRAZIL

The Leading Cigar Manufacturers in Brazil

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

MESSRS TH. & C. MÖLLER — HAMBURG.

Brook I (Free Port)

ATTENTION:—

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

DAC.

Importers are generally well supplied for the next few months and no banks now care to sell ahead.

It is reported that an important Commissario firm of Santos has offered new crop coffee for April and May delivery, which would seem to point to the expectation of an unusually early crop and likewise to a tendency to take advantage of present prices to sell in foreign markets, that may give rise to a correspondingly early movement in exchange, and perhaps a renewed rise in May or June.

LATEST QUOTATIONS

Table with columns for 1905 and 1904 rates for various items like Rio de Janeiro Bank Rate, New York type of coffee, Bank of England Rate, etc.

QUOTATIONS DURING WEEK CLOSING MARCH 10th, 1905. WERE AS FOLLOWS:-

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

Large table showing Maximum and Minimum Bank Counter Drawing Rates for various locations (New York, London, Hamburg) and currencies (50 ds, 3 ds) over time.

Extremes of which business was done during the week ended Mar. 10th, were 13 13/16 - 13 7/8 for 90 d.s. Bank paper and 13 7/8 - 13 15/16 d. for private.

The average Bank 90 d.s. counter drawing rate for the week ended out at 13 15/16 d. the corresponding sight rate being 13 3/4 d. against 13 15/16 d. the average sight rate of the Camara Syndical.

The average depreciation for the week, calculated on the basis of the Bank's sight rate, is 49.07 % and the premium on gold 36.37 % against 49.18 % and 95.77 % last week. At these rates:

Table showing gold prices in various currencies (L., shilling, franc, mark, U.S. Dollar) and their values.

BUSINESS DONE ON THE RIO STOCK EXCHANGE During the week ended March 10th, 1905

Table of stock exchange transactions including Government Securities, Banks, Railways & Tramways, Insurance, Cotton Mills, Miscellaneous, and Debentures.

The total business done on the Rio de Janeiro Stock Exchange amounted to 1,450,757\$000 distributed as follows:-

Summary table of business done on the Rio de Janeiro Stock Exchange, categorized by Government securities, Bank shares, Railway & Tramway shares, Insurance, Cotton Mills, etc.

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE During the week ended March 10th, 1905

Table of stock exchange transactions on the S. Paulo Stock Exchange, including Santos Municipality, Shares, and Mortgage Bonds.

The business done on the São Paulo Stock Exchange amounted to Rs. 624,741\$000 distributed as follows:

Summary table of business done on the São Paulo Stock Exchange, categorized by Government Securities, Bank Shares, Railway Shares, and Mortgage Bonds.

Balance Sheets

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 SÃO PAULO,
FEBRUARY 28TH, 1905

Assets	
Bills discounted.....	2,194,832\$40
Bills re- payable.....	4,027,538\$859
Loans; accounts current; etc.....	8,430,390\$620
Accounts with Head Office and Branches.....	1,052,984\$270
Accounts current guaranteed and sundry securities.....	13,724,125\$710
Sundry accounts.....	292,018\$740
Cash; in currency.....	5,950,068\$810
	34,781,519\$410
Liabilities	
Deposits: accounts current with and without interest.....	8,532,399\$210
Deposits fixed.....	2,214,616\$990
Accounts current guaranteed and sundry securities.....	13,724,125\$710
Accounts with Head Office and branches.....	4,341,401\$300
Sundry accounts.....	5,950,475\$150
Bills payable.....	16,528\$150
	34,781,519\$410

S. Paulo, March 3rd, 1905. — For the London & Brazilian Bank, Limited, — F. Ford, Manager, J. J. Wilson, actg. Accountant.

Banco do Commercio e Industria de S. Paulo
BALANCE SHEET ON FEBRUARY 28TH, 1905
INCLUDING THE TRANSACTIONS OF THE SANTOS AND CAMPINAS BRANCHES

Assets	
Bills discounted.....	13,923,671\$340
Bills to collect for own a/c.....	22,906\$000
Bills receivable for a/c of sundry parties.....	2,235,104\$001
Accounts current: Debit, balances of Loan and advances.....	16,181,675\$401
Guarantees and securities in deposit: As commercial security for above loans and advances.....	21,009,526\$790
Securities in deposit for a/c of sundry parties.....	4,823,025\$000
Directors' guarantee.....	100,000\$000
Securities in liquidation: Balance of this a/c.....	116,798\$220
Values & funds belonging to the bank: Properties of the bank.....	290,579\$660
Apolices genes.....	6,700\$000
Shares of the Paulista Railway Co.....	2,474,403\$420
Shares of the Mogiana R'y Co.....	81,998\$200
Bank Shares.....	92,528\$000
Sundry accounts: Interest general expenses, etc.....	233,628\$840
Revenue stamps.....	8,429\$940
	242,112\$780

Correspondents here and abroad.....	8,917,070\$658
Balance in current money at the head-office and branches.....	26,196,517\$198
	96,987,171\$539
Liabilities	
Capital.....	10,000,000\$000
Reserve fund.....	9,000,000\$000
Pension fund of the staff.....	600,000\$000
Profit and Loss a/c.....	
Balance of this a/c.....	135,201\$294
Creditors: Fixed deposits.....	3,595,099\$760
Accounts current: Balance at this head Office and Branches.....	44,942,426\$699
Guarantees and sundry securities: Deposits pledged.....	21,009,526\$790
Securities belonging to sundry parties and values receivable for a/c of sundry parties.....	7,058,129\$061
Directors' guarantee.....	100,000\$000
Dividends: Balance unclaimed.....	10,798\$500
Sundry accounts: Interests, Commission, etc.....	591,325\$495
Correspondents here and abroad.....	44,701\$720
	96,571,718\$539

E. & O. E. — S. Paulo, March 9th, 1905. — Antonio Prado, Chairman. — J. Queiroz Lacerda, Managing-director.

Will keep good until used, and may be used alone or mixed — both ways are good, but it is delicious I.C.E.D. anyway.

Coffee Market

Rio de Janeiro, March 11th, 1905.

Entries at Rio and Santos were 17,649 bags less than the previous week's and only 796 less than the corresponding week's last year. Throughout the week light rains have been general throughout the interior. As far as can be seen the berries will be of good size and quality and to judge from offers of coffee for April and May delivery by a large Santos firm the crop will, in spite of the late wet weather, be earlier than usual. Colory coffees are scarce and much in demand and enjoy a premium of 200 to 300 *reis* over American kinds. For the crop, entries to March 10 amounted to 8,953,938 bags or 317,687 bags less than last year. Shipments (*embalques*) for the week were 33,100 more than the previous week's and 103,339 than the corresponding week's last year. Business was dull and dragging, sales of only 71,740 having been declared at Rio and Santos as against 82,520 for the previous week and 100,000 last year. Prices declined again to 58256 from 58418 for the previous week and 58362 last year. At New York, Spot No. 7 fell from 7.88 to 7.75 as against 6.54 last year. Stocks fell away slightly, being on the 10th inst., 41,804 smaller than the previous Friday's and 153,407 bags more than on the corresponding day last year, so that unless early entries of new crop are particularly large there seems every prospect of entering on the new season with a stock not much, if any, larger than last year. In spite of apparently dull trade, coffee has been moving off pretty smartly, as late ago as 7th January local stocks having been over half a million bags bigger than last year. The amount of coffee cleared from July 1 to 10 March was 585,427 bags less than last year, but yielded £2,280,859 more. The market opened on Monday 6th with *Commissarios* asking 78900 for No. 7 but without any demand on the part of Shippers. Tuesday was a holiday. Wednesday 8th the market was firm with *Commissarios* asking 78900 and Shippers offering 78700 to 78800. Thursday 9th *Commissarios'* prices unaltered, but Shippers' weakened to 78700. On Friday 10th *Commissarios'* prices declined to 78700 and only 78500 was obtainable from Shippers. Saturday 11th *Commissarios'* prices were maintained at 78700 but Shippers' again weakened to 78400 and 78500.

"Superaris" Has a certain flavour, but it Has a flavour, and a delicious one.

Business proved again slack during the week and was very limited. The main fact was the offering of Messrs. Prado Claves & Co. in support for April May shipment at 20/3 which puzzled European markets as is no wonder if one reads Messrs. F. Metz & Co's circular of February 15th. According to news received from the interior plantations are closed up for the picking, which if the weather is favourable is expected to begin during the first weeks of April. The earliness of the crop now depends entirely on the weather and as long as coffee is not dry it is impossible to say for certain when sufficient new coffee to work upon may be expected. The circular of Messrs. Metz & Co. was received by the last mail, and it is to be hoped that not many people in Europe were caught on the decline as badly as they seem to have been. It seems coffee people abroad think the present state of affairs to be Brazilians' fault, Santos crop being about a million bags larger than originally estimated. Anybody who has been in this country and knows the extent of the coffee area will appreciate the difficulties attending a crop estimate. This year on the other hand consuming countries do not seem even to know what their own consumption is nor had they any idea as to what extent consumption was supplied. The great factor that prevented prices from maintaining the former high level was that consumption was not forced into the "bull" deal. Orders for Superiors were at 35 to 36 3 described. New York Type No. 4 was again dealt in in small quantities several thousand bags at 58000 more or less. Superiors are worth 48800 to 49500, Goods 300 *reis* less and Primes 200 to 300 *reis* more. Fine grades are scarce. Low grades show only a slow demand. Specialities are entirely neglected. Peaberry very low. Superiors worth 68200. The losses sustained on Peaberry are very large. Although there has not been very much coffee put into the street by *Commissarios* the desire to buy at present prices is exceedingly limited on the part of exporters, a proof that there is no large short interest to be covered. Entries were quite large enough for the season. Shipments were also above the average owing to the *Boats* having gone down to 500 *reis* for which people had been waiting. Our Stock amounts today to 1,379,480 of which about 800,000 bags are in first, i. e. *Commissarios'* hands.

COFFEE ENTRIES

	FOR THE WEEK ENDED			FOR THE CROP TO	
	Mar. 10 1905	Mar. 3 1905	Mar. 11 1904	Mar. 10 1905	Mar. 11 1904
Rio					
By Central R'y.....	16,930	19,355	32,916	1,059,066	2,537,471
Leopoldina R'y:					
Inland.....	11,578	15,000	9,714	82,884	572,784
Coastwise, discharged.....	—	3,004	8,551	190,921	261,751
Total.....	28,508	43,368	51,301	2,132,884	3,372,006
Transferred from Rio to Niteroy.....	1,927	1,180	698	62,649	64,689
Net Entries at Rio.....	26,581	42,188	50,593	2,070,235	3,307,317
Coastwise, in transit.....	—	3,900	—	77,246	194,671
Niteroy from Rio & Leopoldina R'y.....	2,400	1,827	795	103,482	114,727
Total Rio including Niteroy & transit.....	28,981	47,015	51,298	2,250,963	3,516,715
SANTOS:	71,927	70,951	49,725	6,792,975	5,714,910
Total Rio & Santos.....	100,908	117,966	101,023	8,953,938	9,231,625

The total entries by the different S. Paulo Railways for the Crop to March 10 th, 1905 were as follows: —

	Per Paulista and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1904/1905:	5,408,160	1,276,444	6,684,613	6,702,975
1905/1904:	4,633,430	1,022,078	5,655,508	5,714,910

COFFEE LOADED (EMBARQUES)

Table with columns for DURING WEEK ENDED (1905 Mar. 10, 1905 Mar. 3, 1904 Mar. 11) and FOR THE CROP TO (1905 Mar. 10, 1904 Mar. 11). Rows include Rio, Nietheroy, Santos, and Total Rio & Santos.

In compliance with the request of the "Associação Commercial de Santos" the São Paulo Government reduced the pauta as basis for the valuation of coffee for calculation of export duties to 500 reis.

Table with columns for DATE, AVERAGE, PAUTA, and BASIS. Rows list dates from 1904 October to 1905 February with corresponding average and basis values.

Eight new Commissaria firms were registered at Santos in the month of January with an aggregate capital of 1,200,000\$ (£20,000).

MANIFESTS OF COFFEE

During the Week ended March 10th, 1905

RIO DE JANEIRO

Table with columns for DATE, NAME OF VESSEL, DESTINATION, SHIPPERS, BAGS, and TOTAL. Lists various vessels and their cargo for Rio de Janeiro from March 4th to 10th.

SANTOS

Table with columns for DATE, NAME OF VESSEL, DESTINATION, SHIPPERS, BAGS, and TOTAL. Lists various vessels and their cargo for Santos from March 4th to 10th.

The coffee sailed during the week ended Mar. 10th, was consigned to the following destinations

Table with columns for UNITED STATES, EUROPE & MEDITERRANEAN, COAST PLATE, RIVER PLATE, CAPE PORTS, OTHER PORTS, TOTAL FOR WEEK, and CROP TO DATE. Shows coffee destinations and totals for 1904/1905 and 1903/1904.

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS Week ended

Table with columns for Mar. 10, Mar. 3, Mar. 10, Mar. 3, and Crop to Mar. 10. Rows show values for Rio, Santos, and Total for 1904/1905 and 1903/1904.

Shipments of Coffee from Victoria DURING THE MONTH OF FEBRUARY 1905

Table with columns for Shippers, Destinations, and amounts. Lists shippers like Theodor Wille & Co., Hard, Rand & Co., and destinations like United States, Europe, and Rio and Constwise.

World's Visible Supply of Coffee ON THE 1ST OF EACH MONTH. Deliveries in Europe. Deliveries in the United States. Table with columns for years 1904-1905, 1903-1904, 1902-1903, 1901-1902, 1900-1901, 1904-1905, 1903-1904, 1902-1903, 1901-1902, 1904-1905, 1903-1904, 1902-1903, 1901-1902. Rows for months July to June and Total.

"Superaris" Without regard to cost, or with regard to cost, it is the finest WATER in the market.

COFFEE SAILED DURING THE MONTH OF FEBRUARY 1905

Per Destinations. Table with columns for NAMES, RIO bags, SANTOS bags, TOTAL bags. Lists various destinations like New York, Hamburg, London, etc., with corresponding coffee quantities.

Per Shippers

Table with columns for NAMES, RIO bags, SANTOS bags, TOTAL bags. Lists shipper names like Theodor Wille & Co., Hard, Rand & Co., etc., and their respective coffee shipments.

Per Shipping Companies

Table with columns for NAMES, RIO bags, SANTOS bags, TOTAL bags. Lists shipping companies like Lamport & Holt Line, Royal Mail Steam Packet Company, etc., and their coffee shipments.

"Superaris" Is economical - there's no wastage - no time lost in opening bottles - not yet.

The Visible Supply. that Europeans insist to be so accurate shows some little discrepancies sometimes that must puzzle even the most faithful. For example: On 1st March the New York Coffee Exchange puts it for 1905 at... whilst Daring & Zoon show 784,600 T. for 1905 or about... against... a decrease in 1905 of... On 1st March 1904 Daring & Zoon showed 192,870 bags less than the New York Coffee Exchange. On 1st March 1905 the difference had fallen to only 66,200 bags. Which is right?

HIME & CO.

General Merchants, Metal Importers and Manufacturers of

Bar, Angle, Horse-shoe, Iron, and Box Irons, Wire Nails, Lead Piping,
Mule and Horse Shoes, Bolts, Nuts and Rivets of all kinds.

UNDERTAKE CASTINGS OF EVERY DESCRIPTION — Agents for Knight, Bevan and Sturges' Cement

Sole Importers of Hall's Sanitary Paint "MATOLIN"
And ATLAS PRESERVATIVE, Preserves Wood, Iron and Steel, destroys insects, parasites and infectious germs.

CENTRAL OFFICE: - 32, RUA THEOPHILO OTTONI, 32

LION & CO.

SAO PAULO

Rua do Commercio, 3

HAMBURG

Bleichenbruecke, 12

SANTOS

Praça da Republica, 34

IMPORTERS AND EXPORTERS

AGENTS FOR:

R. & J. Dick, Glasgow, Balata-Belting.

Benrather Maschinenfabrick A. G. Duesseldorf.

Compagnie Generale des Conduites d'eau, Liège, Cast
Iron Pipes.

Standard Sanitary Mfg. Co., Pittsburg.

Deere & Co., Moline.

Deere & Mansur Co., Moline { Agricultural Implements.

Always a large stock of Railway Material, Agricultural and Industrial Machinery, General Hardware, Gas and Water pipes and fittings, Iron, Steel, Brass, Copper and other Metals, Cement, Belting, Paints and Oils.

São Paulo — P. O. Box 44 — Telegraphic Address "LION"

Open to accept good sole Agencies in the State of S. Paulo

DIXIE'S

MOSQUITO NETTINGS

A large stock of Automatic Mosquito
curtains of American and National Make always on hand

THEY MAY BE ADAPTED TO ANY KIND OF BED

PRICES 25\$, 35\$, 45\$, 60\$ AND 70\$

99, Rua do Rosario--Rio de Janeiro

COMPANHIA NACIONAL LOTERIAS DOS ESTADOS

P. O. Box 1052

Rio de Janeiro

Telegraphic address "Lotestados"

DAILY DRAWINGS

ESPERANÇA LOTTERY

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

AGENCIES VACANT ALL OVER THE COUNTRY

HOTEL DOS ESTRANGEIROS

THE BEST IN RIO AND ESPECIALLY RECOMMENDED TO NEW ARRIVALS

Telephone No. 498

PRAÇA JOSÉ DE ALENCAR NO. 1, Rio de Janeiro

Petropolis Branch (formerly HOTEL INTERNACIONAL). — RUA PRIMEIRO DE MARÇO NO. 6

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.

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPORIT & HOLT LINE

Passenger service for NEW YORK

BYRON..... 1st April
 THESPIS..... 19th "

The steamer

TITIAN

4,170 tons

illuminated with electric light sails on 22nd March for

Bahia and New York

Taking 1st & 3rd class passengers or 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. ut the inconvenience of transfer

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

For freight apply to the Broker

Wm. R. McNiven.

68, RUA 1ª 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 Horden 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 depôts 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 supplied to ships.

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

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x x

Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

ASUNCION

Captain Meyer

Expected from Santos on the 16th March 1905 will leave on the 17th March for:

Bahia, Lisbon, Oporto (Leixões) and Hamburg

at 12 noon

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

Free conveyance on board supplied for passengers and luggage.

For freight apply to the Broker.

Wm. R. Mc Niven

68, RUA 1ª 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 transhipment, to all Mediterranean, East Asiatic and East African Ports.

DEPARTURES FROM SANTOS

URANO..... 14th March
 SZEGED..... 10 April

For freight apply to the Broker

Wm. R. Mc Niven,

68, RUA 1ª DE MARÇO.

For passage and further information to the

AGENTS

Rombauer & Co.

RUA GENERAL CAMARA, 24.

Rio de Janeiro.

RUA 11 DE JUNHO, 1A.

Santos.

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x x

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS

FOR EUROPE

ESPAGNE..... 23rd March
 AQUITAINE..... 8th April

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class.....	f. gold	728
do do 2nd.....	f.	650
do do 3rd.....	f.	199
Through fares to Paris return 1st class f.		1,149
do do 2nd....	f.	882
do do 3rd....	f.	364
Marseilles, Genoa, Naples, 3rd class..	f.	130
Barcelona 3rd class.....	f.	155

Agents — **Antunes dos Santos & C.**

Rio de Janeiro — 34 Rua 1ª de Março, 1º andar
 S. Paulo. — 29 Rua S. Bento

Santos. — 1 Praça da Republica

c-be-ea

x x

NORDEUTSCHER LLOYD, BREMEN.

Capital.. 120,000,000 Marks

NEXT DEPARTURES

Date	Steamer	Destination
1905 Mar. 24	Bonn.....	Bahia, Madeira, Lisbon, Leixões, Rotterdam, Antwerp and Bremen.
April. 7	Crefeld.....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp and Bremen.

Passengers & Cargo accepted

Passenger rates 1st-cl. 3rd-cl.
 Rio — Rotterdam, Antwerp, Bremen..... Marks 450 £. 9/-
 — Madeira, Lisbon, Leixões £ 18/- Rs. 160/-
 For further information apply to

HERM, STOLTZ & C., Agents

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

(South American Service)

The new fine Imperial Mail Steamer

PRINZ WALDEMAR

6,000 tons

expected from Santos on the 23rd March, sails on 24th March at noon for:

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

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

All steamers carry a surgeon and a stewardess
 Free conveyance on board supplied for passengers and luggage.

The Company issue 1st class tickets to Paris and London.
 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-ee

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
March 15	Magdalena.	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
27	Danube....	Montevideo and Buenos Aires

Special attention is drawn to the following:

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

For freight, passages, and other information apply,

No. 73, 1º de Março, 1st floor.

KNIGHT, HARRISON & Co., Agents.

lh-bl-ea

CURRENT COFFEE FREIGHT RATES FOR THE WEEK ENDED MARCH 11th, 1905

Table of coffee freight rates for various ports including Amsterdam, Antwerp, Bahia, Beira, Bilbao, Bremen, Brest, Calcutta, Cebu, etc., with columns for Rio and Santos rates.

Table of freight rates for various ports including Suez via Trieste, Salonica, Bahia, Talcahuano, Taragonne, Trebizond, Trieste, Tunis, Valencia, Valparaiso, Varna, Venice via Genoa or Marseilles, Vigo, Yokohama via Trieste, and Zanzibar via Trieste.

THE FREIGHT MARKETS

British. According to Fairplay of Feb. 16th there is still little change to report in the Freight Market. Our contemporary goes on to say:

From Rio de Janeiro to U. K. business appears to be doing at 15s. for ore, with the option of the U. S. at 14s., and obviously the fixtures are intended for the U. K. We cannot quite understand how it is possible for boats of about 3,000 tons cargo to pay their way on about 8s. 9d. out with coal to Rio and these rates home, because, after deducting the enormous despatch-money and loading and discharging expenses, etc., from the homeward freight it is reduced to a very small figure, and apart from this, there is always the risk of these cargoes turning out short of their bill of lading quantity. We should say that if owners are taking the ordinary full terms charters from Rio at these rates, and are also running their boats fully insured, it will be impossible to make both ends meet on such miserable business. On the other hand, it may be that some owners are running their boats insured for total loss only, believing that in going out to Rio and coming back again there can be very little risk of mishap. Possibly this may account for such apparently ruinous business being accepted.

With regard to coal rates Fairplay of the same date says:— For Rio Janeiro 8s. 9d. to 9s. 3d. is quoted. In regard to these Rio charters, we think it is about time some alteration was made in the discharging rates, as we consider it far too much to pay, at the present rate of exchange, 2 milreis per ton. It would be far better if the rate of freight was regulated on the basis of 1s. per ton for discharging, as upon the present arrangement owners are paying over 2s. per ton, which simply means that this extra cost is more or less paid in the rate of freight; but then the owners have to suffer a loss, as the address commission, brokerage, etc., of course are charged upon the freight, whereas correspondingly as the freight is reduced to a net basis so is a saving in the commissions effected.

The Roddam was fixed at 8s. 9d. from South Wales to Rio. Argentine. Rates to the Brazilian lower ports are unchanged as per following quotations from B.A.:— Porto Alegre 22s/; Rio 39/; Rio Grande 13/; Santos and other lower ports 12s/; an extra 1s/ to 2s/ per ton being paid from up-river ports. Times of Argentine, Feb. 27.

Local Market.—The forward engagements for the week were as follows:— Per S. S. Pernambuco.... for Hamburg..... 3,000 bags of coffee * * * * * Los Palmas..... * Genoa..... 2,625 * * * * * Duca di Galliera * do..... 750 * * * * * Bellagio..... * New York..... 1,000 * * * * * Thames..... * Buenos Aires..... 500 * * * * *

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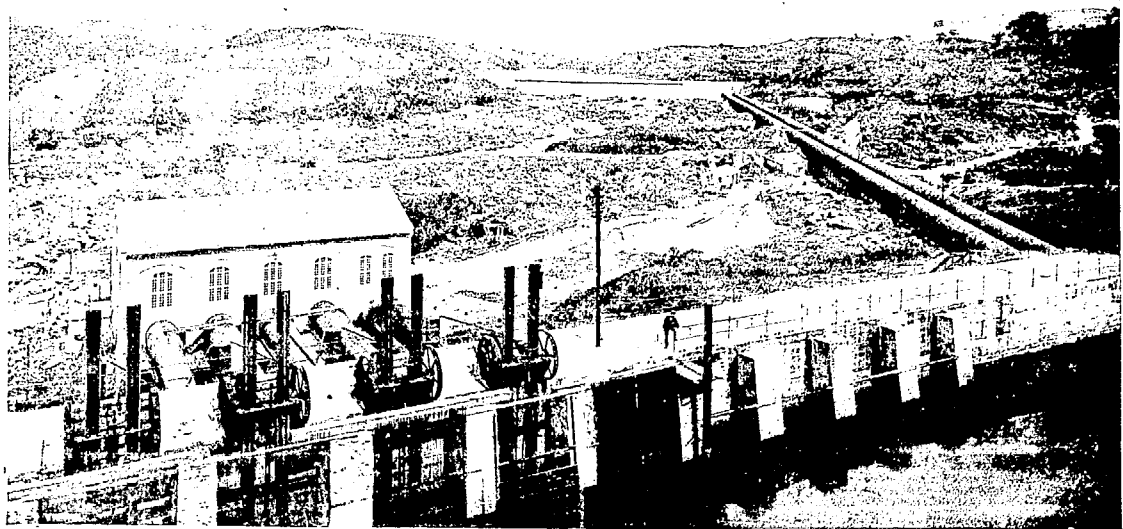
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Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Table showing Sundry Traffic Returns for various railways including Braz. Gt. South., Leopoldina, and S. Braz. Rio Grande, with columns for Mileage, Latest Earnings Reported, and Aggregate to date.

a Earnings reported in pounds, b in mil reis.



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The city of S. Paulo, which is the capital of the State of that name, has a population of about 300,000, of which about one-third is foreign. It lies in the valley of the Tietê River 2,500 feet above the level of the sea and enjoys a delightful climate, fresh and pleasant throughout the year. The difference of temperature compared with Santos, only 31 miles away as the crow flies, is almost incredible! The electric tram service is unexcelled anywhere and, thanks to it, visitors can in a few hours see all the

PLACES OF INTEREST

such as the Luz Gardens, Antares Park, Ypiranga Museum, a monumental building erected on the spot where D. Pedro I. declared the independence of Brazil nearly 100 years ago, the Avenida Paulista, and the beautiful suburbs, all of which are served by the electric cars.

TO CAPITALISTS AND MANUFACTURERS

In search of investments, S. Paulo offers peculiar interest. Enjoying an unrivalled climate, it stands at the parting of the ways, from whence five great trunk lines radiate to the interior, serving a district as big as half of Europe. Altogether the State has 2,150 miles of railway, all except one line belonging to National companies and yielding handsome returns. The State is the greatest coffee producing country in the world. In point of productiveness no other part of Brazil or of the world can compare with it, yielding as it does more than half of the world's supply. With one of the best ports in South America, and its position at the centre of the railway system which must some day extend to Rio Grande in the South and through the State of Matto Grosso to the Bolivian Andes in the West, the future of São Paulo as the great distributing centre would be secure even if the enterprising and progressive character of its inhabitants had not made assurance doubly sure by bringing about the construction of one of the most modern large.

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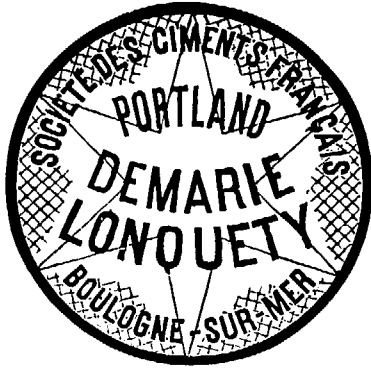
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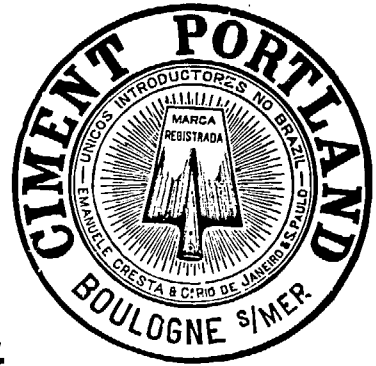
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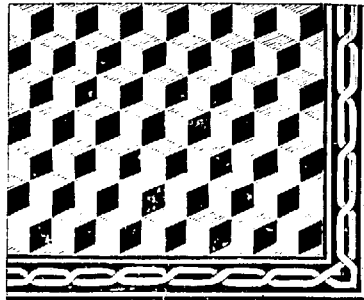
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