

The Brazilian



Review

A WEEKLY RECORD OF TRADE AND FINANCE

VOL. IX

RIO DE JANEIRO, TUESDAY, OCTOBER, 23RD 1906

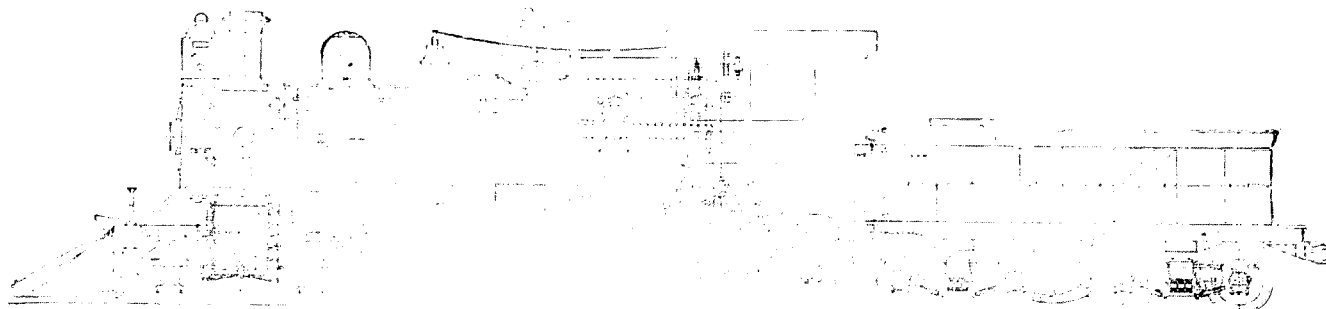
No. 43

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Penn.

(Established 1831)

BURNHAM, WILLIAMS & CO. Proprietors.

(Established 1831)



These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable. Passenger and Freight Locomotives, Narrow Gauge Locomotives, Steam Street Cars, &c., &c.

Electric Locomotives and Plant for Electric Railways by the Baldwin-Westinghouse Combination.

All Work Thoroughly Guaranteed.

Illustrated Catalogue furnished on application of customers.

Sole Representatives in Brazil: **NORTON, MEGAW & CO. Ltd., N. 58, Rua Primeiro de Março, Rio de Janeiro**

THE WESTINGHOUSE AIR BRAKE COMPANY, Pittsburg, PA., U. S. A.

Manufacturers of the WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic Brake is now in use on 40,000 locomotives and over 1,300,000 freight cars, besides in general use on passenger cars. The Westinghouse Air Brake Co. is prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars at one hour's notice. For further information apply to their Sole Representatives in Brazil:

NORTON, MEGAW & CO. LTD - RUA PRIMEIRO DE MARÇO NO. 58 - Rio de Janeiro



A. BORSIG

BERLIN - TEGEL

ESTABLISHED - 1837

2 Grands Prix ——— 20—Highest Awards

Passenger and Freight Locomotive Engines adapted to every variety of service, for standard and narrow gauge. ARTICULATED COMPOUND LOCOMOTIVES, RACK AND ADHESION LOCOMOTIVES, CRANE LOCOMOTIVES, Boilers, Steam Engines, Refrigerating and Ice-making Machines, Pumps etc.

Resident Engineer in Rio de Janeiro

ALFRED CAILLER C. E.

ILLUSTRATED CATALOGUES ON APPLICATION

59, RUA DO CARMO - P. O. BOX 911

COMPANHIA BRAZILEIRA DE ELECTRICIDADE

SIEMENS-SCHUCKERTWERKE

RIO DE JANEIRO RUA DO HOSPICIO 116

Plants of electric light, power and tramways, telephones, telegraphy and wireless telegraphy system "Telefunken", underground and submarine cables. etc., etc.

RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED

Telegraphic Address "Epidermis"

Post Office Box No. 486

Mills. Rua da Gambôa, No. 1

HEAD OFFICE:

LONDON: 48, Moorgate Street, E. C.

BRANCHES:

S. PAULO: 4, Rua da Quitanda.

ROSARIO: 1075, Calle Santa Fé.

BUENOS AIRES: 335, Calle B. Mitre.

AGENCIES:

Victoria, Bahia, Maceió, Pernambuco,

Ceara, Maranhão and Pará

Curitiba, Desterro, Rio Grande, Pelotas
and Porto Alegre

These Mills are the LARGEST in the SOUTHERN HEMISPHERE and are fitted throughout with the most MODERN MACHINERY. For the superiority of their flours they were awarded a GOLD MEDAL at the PARIS UNIVERSAL EXHIBITION of 1889 and the "FIRST PRIZE of BRAZIL" at the ST. LOUIS EXHIBITION of 1904, the brands of same, which are duly registered at the Junta Commercial, are as follows:

"NACIONAL"

"SAVOIA"

"BUDA-NACIONAL"

"BRAZILEIRA"

"SEMOLINA"

Daily production of Flour and Bran: 10,000 Bags

Office: 57, Rua do Rozario, Rio de Janeiro

LIDGERWOOD MANUFACTURING COMPANY LIMITED

ENGINEERS

MANUFACTURERS AND IMPORTERS

Of Cableways, Derricks, Hoisting Engines, Steam Winches, Fixed and Portable Engines and Boilers, Pumping and Excavating Machinery, W. I. Piping, Black and Galvanized, Contractors' Supplies.

Extensive Local Works in Brazil for convenience of repairs etc.

AVENIDA CENTRAL No. 39

Sydney Miers & Co.

Suffolk House, 5, Laurence Pountney Hill ——— London E. C.

ENGINEERS, MERCHANTS

— AND —

Contractors for Railway Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION" — LONDON

RIO DE JANEIRO

KNIGHT, HARRISON & CO.

No. 73 Rua 1^a de Março

TELEGRAMS "KNIGHT"

Agents for The Royal Mail Steam Packet Co.

Telegrams "ROYAL"

P. O. B. No. 21

Bahia — Nathan & Co.

Caixa do Correio, 157. — Telegrams: "NATHAN." — BAHIA

Pernambuco — Nathan & Co.

C. do Correio, 18 — Telegrams: "NATHAN." — PERNAMBUCO.

São Paulo — Nathan & Co.

No. 43 Rua de São Bento.

P. O. Box K. TELEGRAMS "LUPTON"

Santos — Nathan & Co.

P. O. Box 147.

TELEGRAMS "WYSARD"

The Brazilian Review



VOL. IX

RIO DE JANEIRO, TUESDAY, OCTOBER 23RD, 1906

No. 43

Offices: RUA DO ROSARIO No. 6

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

EDITOR—MR. J. P. WILEMAN

MANAGER—MR. W. G. CHANCELLOR

Subscriptions 60\$ per annum. Payable abroad by sight draft or cheque on London or Rio de Janeiro at the rate of exchange of 16d. to the milreis as follows:—

Sterling.....	£ 4.0.0	Pesetas.....	100.00	Lire.....	100.00
Francs.....	100.00	Reichmarks.....	M 80.00	U. S. Gold Dollars.....	\$ 20.00

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

Advertising rates furnished on application

AGENTS:—

Rio de Janeiro — Crashley & Co., rua do Ouvidor 36.
" — Rodrigues & Co., rua do Ouvidor 57.
" — Laemmert & Co., rua do Ouvidor 66.

São Paulo — C. Hildebrand & Co., rua Quinze de Novembro 40.
London — G. Street & Co., Ltd., Cornhill 30.

Announcements of births, deaths and marriages concerning subscribers and friends are inserted in this "REVIEW" free of charge



WESTERN TELEGRAPH COMPANY

AND ALLIED TELEGRAPH COMPANIES.



DIRECT CABLE ROUTE TO EUROPE, NORTH

ALSO WITH URUGUAY, ARGENTINA, CHILI,

AMERICA, AFRICA, ASIA AND OCEANIA.

PERU, BOLIVIA AND ALL PARTS OF BRAZIL.

* CABLE STATIONS. *

LONDON, LISBON, MADEIRA, ST VINCENT, (CdeV),

PARA, MARANHAM, CEARA, PERNAMBUCO,

BAHIA, RIO DE JANEIRO, SANTOS,

DESTERRO, RIO GRANDE DO SUL,

MONTE-VIDEO, BUENOS AIRES,

ROSARIO DE SANTA FE, MENDOZA,

VALPARAISO, SANTIAGO,

CONCEPCION, LA SERENA,

ARICA, COQUIMBO, PISAGUA,

ANTOFAGASTA, IQUIQUE,

MOLLEND, CALLAO, LIMA

AGENCIES.

MONSIEUR JULES DESPECHEUR,

RUE CAUMARTIN 37, 9^{me} ARR.,

PARIS.

MONSIEUR LOUIS PERRIGNON,

AVENUE MARIE 61,

ANTWERP

AND

9, RUE HENRI MAUS (BOURSE),

BRUSSELS.



* TARIFF. *

GREAT BRITAIN,	
FRANCE, GERMANY,	Fe 5.00
HOLLAND, BELGIUM,	
PORTUGAL,	Fe 5.45
SPAIN,	Fe 5.35
ITALY,	Fe 5.30
UNITED STATES,	Fe 5.20
HAVANA,	Fe 6.05
AZORES,	Fe 5.77
ST VINCENT (CdeV),	Fe 4.32
SENEGAL,	Fe 6.45
CANARIES,	Fe 5.95
CAPE COLONY,	Fe 7.50
INDIA,	Fe 7.50
SYDNEY (N.S.W.),	Fe 8.18
LAGOS (W.C.AFRICA)	Fe 8.37

THE CABLE CHARGES TO ALL PLACES IN

BRAZIL, URUGUAY, ARGENTINA, CHILI, PERU,

BOLIVIA, AND OTHER PARTS OF THE WORLD

CAN BE OBTAINED UPON APPLICATION AT THE COMPANY'S STATIONS.

2

DUPLEXED
TRANS-
ATLANTIC
CABLES.

FURTHER INFORMATION AND TELEGRAPH FORMS CAN BE OBTAINED
AT ABOVE CABLE STATIONS

OR
HEAD OFFICE, ELECTRA HOUSE, FINSBURY PAVEMENT, LONDON, E.C.

3

DUPLEXED
COAST
CABLES.

BRITISH INSULATED AND HELSBY CABLES LIMITED

WORKS:—PRESCOT, HELSBY & LIVERPOOL, ENGLAND

SOME OF THE LARGE CABLE CONTRACTS CARRIED OUT

Underground Ry Co. of London.....	£ 230,000	Metropolitan Electric Supply Co.....	£ 334,000
Dublin Corporation.....	£ 170,000	Bradford Corporation.....	£ 205,000
Melbourne & Sydney Corporations.....	£ 77,000	Midland Electric Power Co.....	£ 146,000

Sole Agent for Brazil

S. L. F. McLAUCHLAN M. I. E. E.

RUA DA QUITANDA 39, 1^o andar — Rio de Janeiro

CAIXA DO CORREIO 455

Telegrams "BENCASIRO" Rio

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
FOR EUROPE			
Oct. 21	Nile	Royal Mail	Southampton
27	Emersalda	Messageries Maritimes	Bordeaux
30	Osava	P. S. N. C.	Liverpool
30	Dragon	Royal Mail	Southampton
31	Amazon	Messageries Maritimes	Bordeaux
FOR THE RIVER PLATE AND PACIFIC			
Oct. 26	Draguiza	Royal Mail	B. A.
31	Orissa	P. S. N. C.	Valparaiso
FOR UNITED STATES			
Nov. 7	Tennyson	Lampert & Holt	New York

PATEK, PHILIPPE AND CO.

THE BEST WATCH IN THE WORLD

SOLE AGENCY FOR BRAZIL.

Relojoaria GONDOLO—71 Rua da Quitanda
27-12-06 A

PLANTATION OF MANICÓBA for sale on the river Vasa-barris (Sergipe), with about 100,000 trees already planted and space for one or two millions. The estate comprises a dwelling house and dependencies, steam sugar mill with a still and a cotton press. Address Dr. T. Nascimento, Rua Costa Bastos No. 16, Rio de Janeiro.

Notes

Coincidences?

The certainty of a majority in the Senate for the Conversion Bill.

Cessation of opposition by *O Jornal do Commercio*!!!

Rumours that Dr. Custodio Coelho, the bitterest foe of the *Caixa de Conversão*, will be its Director!!!!

It would be interesting to learn why such things are and whence the tip came to cease opposition—from London or the rua da Candelaria.

The following is a translation of a paragraph that appeared in the *Jornal do Commercio* of the 19th inst:—

"It is to be lamented that the out-going Government should adopt measures that principally concern the coming administration. The correct attitude would be to refrain from creating difficulties in matters that relate to the future."

APOIADO!

Hear! Hear!

Latest about Conversion. Dr. Joaquim Murinho resigned his chair in the Senate yesterday.

The Bill will be passed with only one important modification, or rather amplification, limiting the application, of the Reserve funds (*fundo de garantia e resgate*), that are supposed to be over £4,000,000, to withdrawal of inconvertible currency and its substitution by convertible notes issued against gold deposited with Conversion Office here or in London.

With this alteration we count on success as certain, as on the slightest indication of weakness 60,000,000 or 80,000,000 milreis (10 to 12 % of paper money can be withdrawn and destroyed.

Under these conditions we fail to see why Dr. Murinho should have resigned, as excepting that exchange will be for a period prevented from rising over 15d. the scheme is identical with his own.

On the other hand we understand that the direction of the *Caixa* will be offered to a political personage of the highest importance whose antecedents would be alone sufficient guarantee here and in Europe of the character of the undertaking.

Treasury Remittances. The Treasury have remitted to their Agents in London Messrs. N. M. Rothschild the sum of £600,000 equivalent to 5,334,000\$. This with the £723,000 of the week before makes over £1,300,000 sent in the last fortnight.

The Port Works. The Minister of Finance has telegraphed to the Treasury Agents in London to pay the sum of £13,875 18s. 11d. to Messrs. Walker and Co. for the work done in September last.

The Naval Estimates for 1907 show that a considerable increase of expenditure is contemplated apart from the new naval programme. Estimated expenditure is 33,226:495\$988 paper and 666:454\$130 gold. This is an increase in paper of 1,562:151\$496 compared with 1906 whilst there is an insignificant shrinkage in gold expenditure of 654\$000. The first year of the Naval programme will cost the country 15,039:005\$200 or £1,691,680 this being, as we have already stated, outside the ordinary estimates for the year. We confess to a desire to know where this extra money is to come from.

The Bahia Municipal Loan. *L'Economiste Europeen* treating of this loan says that up to the present the City of Bahia has spent some £307,000 of it. Of this £240,000 was needed, according to the terms of the contract, for payment of the expropriation of the Queimado Company which formerly supplied the town with water, whilst £67,000 has gone in the purchase of material for the improvement of the town and the water supply. Some of this material has already arrived at Bahia whilst the remainder is en route. The Municipality of Bahia undertakes to remit to the Banque de l'Union Parisienne the sum necessary for the payment of the coupons immediately on collection of the water and drainage taxes, and if these prove insufficient recourse will be had to ordinary budgetary resources. The Municipality cannot use the product of the loan for any other purpose whatsoever except the works referred to. The water and drainage taxes are to be collected directly by the agents of the Banque de l'Union Parisienne.

The Nationalization of Railways. Dr. Alfred Russell Wallace has hit on a simple way for the State to acquire British Railways. It is to give the share-holders an annuity for life and also their widows and in case of orphans until they reach an age of 21 years, with certain advantages to relatives. When these expired the annuities would cease, and Nationalisation, which is simplicity itself, be done!

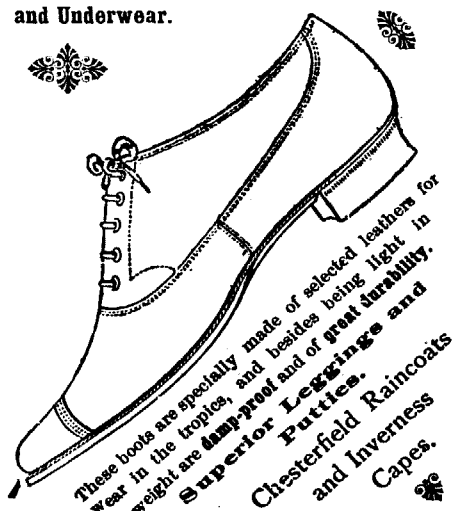
The Brazilian Street Railway Company is paying a dividend of 5% on the ordinary shares for the year ended July 31st last.

The Great Western of Brazil Railway is paying a dividend of 6s per share for the first six months of this year at the rate of 6% per annum.

The Dresdner Bank. At a general meeting of this Bank held lately in Dresden it was resolved to raise the capital from 160,000,000 marks to 180,000,000 marks.

Superior British Hosiery and Underwear.

Football Boots and Tennis Shoes.



Clark's

The Leading Boot & Shoe Stores in Brazil.

AGENTS IN ALL THE PRINCIPAL CITIES.

Rua do Ouvidor No. 67, B

RIO DE JANEIRO

RUA DE S. BENTO No. 8

S. PAULO

—: Bahia and Pará :—

31-12-05 V



Brazil in the Good Old Days. Reviewing a translation of Pigafetta's *Magellan's Voyage round the World* by Mr. T. A. Robertson, *The Spectator* says:—

So presently they arrived at Brazil, a land wealthier and larger than Spain, France, and Italy. The people, says Pigafetta, lived according to the dictates of Nature, and reached an age of a hundred and forty years. They had no iron, but were well skilled in hollowing out trees with stone hatchets, and thus making canoes. They were cannibals, not because they loved human flesh, but because to eat it was an established custom. "That custom," says Pigafetta, "which is mutual, was begun by an old woman, who had but one son who was killed by his enemies. In return some days later, that old woman's friends captured one of the company who had killed her son, and brought him to the place of her abode. She seeing him, and remembering her son, ran upon him like an infuriated bitch, and bit him on one shoulder. Shortly afterwards he escaped to his own people, whom he told they had tried to eat him, shewing them the marks on his shoulder. Whomever the latter captured afterward at any time from the former they ate, and the former did the same to the latter, so that a custom has sprung up in this way." Such is the explanation of cannibalism which Johane Carnaggio, the pilot, gave to Pigafetta, and no doubt it will serve as well as another.

FOREIGN (PINIO)

The London papers object to the "Conversion Bill" mostly on the ground that all "monkeying" or "tinkering," as they call it, with the currency is dangerous, but so far we have seen no attempt abroad to discuss the matter on its merits.

The *Times* of Sept. 24th in its money article says:—

"*Le pollinias* advanced 1/2 ignoring the Brazilian Congress and its tinkering with the value of the mil reis. No such indifference was shown by Brazilian loans, which were again noticeably weak amid the general dullness of Foreign Government bonds. The inexplicable determination of Congress to depreciate by statute the value of Brazilian currency naturally causes misapprehensions amongst holders of the Republic's liabilities."

The *Times* misconceives the object of the bill. It is not to depreciate the value of the currency but to try to fix it at a rate certainly not under and probably considerably over the average for the last two years.

The *Tribune* of Sept 21st, says:—

"The feature of the International market yesterday was the all-round decline in Brazilian issues of anything from 1/4 to 1. The causes assigned by the market for this depreciation were first that a Bill has been introduced and has passed its first reading for fixing the exchange rate at 15, instead of 17, in order to enable the planters and others to swindle their foreign creditors (*sic*); but there is no reason to think the measure will become law. The second cause is a report, which is credited here, that a loan is about to be issued in order to aid the planters and assist them in a ridiculous scheme for keeping up the price of coffee by destroying a portion of the crop. Let us hope that this iniquitous proposal will not be carried out."

How fixing exchange at 15d. instead of 17d. could possibly result in planters being able to "swindle their foreign creditors" we cannot imagine, and should be really pleased if the *Tribune* would explain. Nor is there any such proposal as the *Tribune* imagines to raise a loan to keep up coffee prices by destroying a portion of the crop. The plan was to buy up the larger part of the crop and hold it back, not destroy it.

The *Statist* winds up a long article with the following:—

"Discussion in Brazil itself is very keen. The financial community, speaking generally, is strongly opposed to the Bill. Indeed, the trading classes as a rule predict failure, not only for conversion, but for valorisation. That, however, is not difficult to understand. Valorisation is an attempt to interfere with the natural laws of trade. It is, indeed, little more than an attempt to "corner" coffee, while conversion is opposed to the interests of numerous and powerful classes. That, however, conversion can be effected has been proved beyond question by India, Argentina, Russia and other States. Whether the Brazilian plan is a wise one, or whether it would succeed if adopted, it is hardly worth while to consider now, since we do not know what will be the fate of the Bill intended to carry it into effect either in the Senate or with the President."

Precisely. But whilst condemning "tinkering with the currency" on general terms, so far no one in London seems to be much concerned whether the scheme is really good and likely to give greater stability to the currency and therefore to business investments generally, but only as to whether it will interfere with certain interests and reduce the immoderate profits of certain numerous and powerful classes.

The *Statist*, we think favoured the reduction of *par* in India to which our scheme is somewhat similar.

The *Statist* is scarcely right in saying that the fixing of the milreis at 15d. would increase the burden of all debts due by Brazil to foreigners and of course reduce the profits of all foreign companies working in Brazil.

Had exchange been for long at a much higher rate there might be some reason for what the *Statist* says, but only in March last rates were down to 14 1/2d. and as a matter of fact were boosted to nearly 17d. afterwards only to serve the aims of the Bank of Brazil and of the opponents of Conversion.

The rate of 15d. may, therefore, be regarded as fair, and what probably would have ruled had there been no official interference.

The fixation of exchange cannot increase the burden of foreign payments,—though such depreciation certainly does so if one regards only the gold value of the currency. But if the value of the thing that a bill of exchange represents—coffee for example—be considered, it is quite possible that the depreciation of exchange may ensure higher currency prices and thus compensate producers for the extra burden of taxation, and more. If a

planter for example, has to pay 5 milreis as his share of the service of the foreign debt with exchange at 17d. and 6 milreis with exchange at 15d. he will not suffer but be benefited if simultaneously the price for his produce is raised by the fall of exchange from 5 to 7 milreis.

Nor is it correct to say that all foreign Companies suffer from a fall of exchange.

Those that have fixed tariffs recoverable in currency, like the São Paulo Railway, certainly would, just by the rise of exchange their profits were swelled without their doing anything at all to deserve it. When exchange went down some of those lines were authorized to raise the currency tariff, and now it has gone up they object to reduce them and are earning enormous dividends at the cost and sacrifice of the producing elements of the country. Some of them, like the Leopoldina, were wise enough to understand that such a state of things cannot endure for ever and have made concessions of their own accord.

Others, like the Great Western of Brazil, are scarcely affected by variations of exchange, as their tariffs are on a sliding scale and alter with exchange.

There are, however, many other undertakings, that have suffered and still suffer severely from the too rapid rise of exchange.

Only at the last meeting of the St. John d'El Rey Gold Mining Co. the Chairman complained bitterly of the rise of exchange and blamed Government for not interfering.

At the meeting of the Dumont Estates Co. the Chairman stated that the rise of exchange had, in spite of all efforts and improvements, reduced profits 40 per cent!

In the Message of the Governor of Pará, the great Rubber State, where if anywhere prosperity should be general, our readers will find a paragraph bewailing the difficulties in which the Commerce of that State is involved in consequence of the too rapid rise of exchange, and that in face of a 100 % increase in the sterling value of Rubber!!

In fact from Dan to Beersheba, from the Amazon to Rio Grande do Sul, the cry is the same—for STABILITY.

The Conversion scheme has unfortunately been mixed up with Valorization, but in reality they are quite distinct, there being many persons, including, we believe, the future President of the Republic, who, besides ourselves, approve of the former but not of the latter.

The idea that the funds intended for Conversion may be, as the *Review of the River Plate* suggests, made use of for cornering coffee is too ridiculous to merit consideration.

"The Financial condition of Brazil continues to go from bad to worse," says our Argentine contemporary.

If we remember right the *Review of the River Plate* was the only English Journal in Buenos Aires that supported the Argentine Conversion bill and should be well posted on this subject.

What our contemporary means by saying that our Financial condition goes from bad to worse we cannot imagine, and probably that *Review* could not explain. It is because our financial condition is too satisfactory, if anything, and exchange will persist in rising, instead of standing conveniently still, that is the cause of all the trouble. It is the economic condition that is abnormal, not the financial.

MERRYWEATHERS'

"UNIVERSAL"

HAND POWER PUMP

With Metallic Cistern and Gun-metal Pumps,



For Watering Plantations, Pumping Liquid Manure, Emptying Ponds and Draining Land, Filling Tanks and Reservoirs and General Pumping purposes.

Largest makers of High-class Hose in the World.

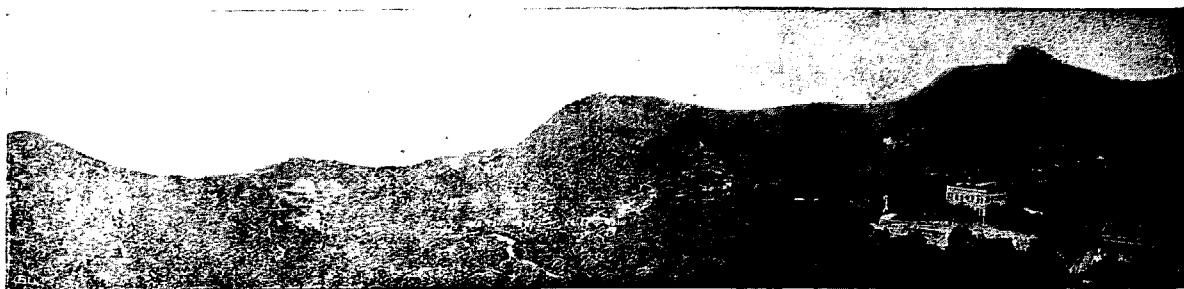
Write for Pamphlet 859 F.Y.

MERRYWEATHERS, 63, Long Acre, London, W.C.

GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO—Telephone No. 134. 1,000 FEET ABOVE THE SEA. Telegraphic Address—MENTGES—RIO.



GRAND HOTEL INTERNACIONAL

Splendidly situated on one of the highest points and in the healthiest part of Rio, thus assuring good air and commanding the MOST MAGNIFICENT VIEWS.

Highly recommended FIRST-CLASS AND OLD ESTABLISHED HOTEL FOR FAMILIES AND TRAVELLERS. The rooms are fresh, airy and quiet. — Baths: plunge and shower.

Noted for excellent cuisine and its well-selected wines.

Specialities: LIQUEURS, WHISKY, COCK-TAILS, BEERS and refreshing drinks of the best quality

All meals served at separate tables. — Spacious dining, music, smoking and BILLIARD-ROOMS.

ROOM FOR BANQUETS, BALLS, etc.—*service de luxe*, LIBRARY with all the principal newspapers. — GARDENS.

Electric-Trams pass the door every 20 minutes.

Proprietor, FERDINAND MENTGES.

N. B. — A REPRESENTATIVE meets all the passenger steamers arriving at Rio, to see to the guests' luggage and comfort, and personally conducts them to the Hotel, the services of interpreters or guides being therefore unnecessary.

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.



THE BEST
DIGESTIVE
KNOWN

CASA AMERICANA

RUA SÃO BENTO, 41 — SÃO PAULO

Commission Merchants. Importers of Oakland Hydrogen Dioxide, Lutoite-Talcum Powder, Vaseline, Columbia Dental chairs, S. S. White, Consold and Ashtons dental goods & instruments.

Parcels registered in England or U.S. and delivered in Rio and São Paulo.

NOVELTIES

NOTIONS

ADDRESS ALL COMMUNICATIONS TO THE MANAGER

J. MORAES—P. O. Box Z—SÃO PAULO

FERNANDO ARENS & FILHO

ENGINEERS

Manufactures and Importers of Agricultural and Industrial Machinery.

General Agents for Brazil of Heinrich Lanz, Mannheim, Manufacturers of Portable Engines

Over 30 years experience in Brazilian Machinery Trade, Representatives of leading English and German Manufacturers.

SÃO PAULO

RUA DIREITA No. 29-A

P. O. Box 450

Telegrams "Arenson"—São Paulo

WORKS

RUA MARTIN BURCHARD

— BRAZ —

LONDON AND BRAZILIAN BANK LIMITED

Capital..... £ 1,500,000
 Capital paid up..... " 750,000
 Reserve fund..... " 700,000

HEAD OFFICE: LONDON

BRANCH OFFICE IN RIO DE JANEIRO

10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, MANAOS, PARA',
 PERNAMBUCO, BAHIA, SANTOS, S. PAULO,
 RIO GRANDE DO SUL,
 PORTO ALEGRE, MONTEVIDEO,
 BUENOS AYRES, ROSARIO DE SANTA FE
 AND NEW YORK

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON.

Messrs. Mallet Freres & Co., PARIS.

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

Credito Italiano, ITALY.

Granel, Brown & Co., ITALY.

Crédit Lyonnais, SPAIN.

al-bb-ca x x

BRASILIANISCHE BANK FÜR DEUTSCHLAND

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

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

BRANCH OFFICE IN RIO DE JANEIRO

Rua da Quitanda, No. 199

(Caixa 108)

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

CORRESPONDENTS IN

PARA', MANAOS, MARANHÃO, CEARÁ,
 PERNAMBUCO, PARAGUAY, BAHIA, MACEIO, VICTORIA,
 RIO GRANDE DO SUL, PELOTAS,
 CURITYBA, PARANGUÁ, SANTA CATARINA, &c.

Draws on:

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

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

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

ITALY... { Banca Commerciale Italiana, Genoa and branches }
 PORTUGAL... { Banco Lisbon & Açores and correspondents }

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

Theil-John

Directors

al-bb-ca x x

THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

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

Capital..... £ 1,000,000
 Idem paid up..... " 500,000
 Reserve fund..... " 375,000

Office in Rio de Janeiro

31, RUA DE MARÇO

Branches at:

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

Agent at Santos:

F. S. Hampshire & Co., Ltd.

Correspondents in Pernambuco, Para',
 Manaus, Ceara, Maceio, Victoria, Santa
 Catharina, Paranaquá, Curitiba, Rio Grande
 do Sul, Pelotas and Porto Alegre.

Draws on its Head Office in London:

The London Joint Stock Bank Limited, LONDON.

Messrs. Heine & Co., PARIS.

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

and correspondents in Germany,

Messrs. Roesti & Co.,

and correspondents in ITALY

The Bank of New York, N. Y. A.

NEW YORK.

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

al-bb-ca x x

Banco da Republica DO BRAZIL

Realized Capital... Rs. 100.000.000\$000

Reserve Fund.... Rs. 17.480.078\$736

Profits in Suspense. Rs. 11.157.639\$835

on 31st December 1899

OFFICE IN RIO DE JANEIRO

9 Rua da Alfandega

Agencies at PARA', MARANHÃO, CEARÁ, PERNAMBUCO,
 BAHIA, VICTORIA, SANTOS, SÃO PAULO, PESTERIO,
 RIO GRANDE DO SUL, PORTO ALEGRE & PELOTAS.

Draws on:

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

LONDON

Messrs. Hottinguer & Co.

De Rothschild frères.

PARIS.

Norddeutsche Bank in Hamburg.

HAMBURG.

Banco de Portugal.

LISBON.

Opens accounts current

Pays interest on deposits for fixed periods.

Executes orders for purchases and sales of stocks
 and shares etc. and transacts every description of
 banking business.

al-bb-ca x x

THE LONDON AND RIVER PLATE BANK, LIMITED

Established 1862

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

HEAD OFFICE:

Princes Street London, E. C.

PARIS BRANCH:

16, Rue Halévy.

RIO DE JANEIRO—19-21 Rua da Alfandega.

Branches:

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

Agencies:

MANAOS, MARANHÃO, CEARÁ,
 BAHIA, VICTORIA, PARANAGUÁ, RIO
 GRANDE DO SUL,
 PELOTAS, CURITYBA, PORTO ALEGRE
 MACEIO'.

Draws on Head Office and Paris Branch and on:

London & County Banking Co., Ltd. LONDON
 Banque de Paris et des Pays Bas, PARIS.
 Banco de Portugal and Agencies.—PORTUGAL.
 And all the principal cities in Europe.
 and on:
 Farmers Loan & Trust Co.—NEW YORK.
 First National Bank of Chicago.—CHICAGO.

al-bb-ca

x x

THE BRAZILIAN COAL COMPANY, LIMITED

Representatives of

CORY BROTHERS & C. LD

of Cardiff and London

Colliery Proprietors

Coal Depôts in all the principal ports of the
 world.

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

Prompt delivery at reasonable prices.

Tugboats always ready for service
 Engineering Works.

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

OFFICES:

Edificio da Bolsa Salas 26 and 27

Entrance: Rua Gen. Câmara.

Depot: ILHA DOS FERREIROS

P. O. Box 774.

al-bb-ca

x x

Rio de Janeiro**Lighterage Company Limited**

All kinds of Maritime harbour
 transport.

Loading and discharge of vessels.
 Towage.

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

Telephone No. 1-718

Office Rua Primeiro de Março N. 54

al-bb-ca

x x

THE CONVERSION BILL

OPINION OF HIGHLY COMPETENT AUTHORITY, EX-MINISTER OF FINANCE OF THE ARGENTINE REPUBLIC, MR. EMILIO HANSEN.

Dear Mr. Wileman.

Since you have been so kind as to invite the expression of my opinion on the Brazilian conversion scheme, you must forgive me if I go into it at some length, for not only is the subject, in itself, one which cannot be discussed in a cursory manner, but it is also one on which I have deep-rooted opinions, and hence, also, feel in a manner obliged to treat somewhat fully.

The scheme, as published in the *Brazilian Review* of Aug. 21st contains the following fundamental bases:—

a) that there be created a special issue of convertible notes distinguishable from the existing inconvertible notes:—

b) that these notes shall be convertible at the rate of 15 pence per mil *reis*, in gold, and shall be legal tender at that rate for all obligations, whether contracted for in gold or in inconvertible paper:—

c) that these notes shall only be issued against gold, and the gold so acquired shall not be applied to any other purpose but the redemption of the same, at the stated rate of issue:—

d) that when this special emission shall have attained the sum of 320 millions, there shall be no more issued, and the rate, or par, created by this scheme, may be raised (it may be pointed out here that there is an evident error in the draughting of the measure, for the provision undoubtedly is intended only to come into force when there shall be the equivalent of the 320 millions in gold, in the *Caixa*, and the said sum of 320 millions of notes in actual circulation: whereas, since the notes are to be destroyed when once redeemed, it is quite conceivable that the 320 millions might have been issued and not a little of the sum remain in circulation).

In your able article published in the *Review* of the 25 Sept, you give the following as the main provisions of the scheme, which, I presume, represent amendments on the original draught:—

e) the guarantee fund, which we believe amounts to some four millions sterling, is to be made over to the *Caixa* and against it legal tender notes will be issued, convertible at sight in London.

f) this issue will be employed exclusively for the purchase of bills of exchange when it rises over 15 pence. These bills will be forwarded to Messrs Rothschild in London, and the corresponding sum in gold there be put to the credit of the *Caixa*. Against this convertible notes can again be issued here, if exchange continues to go up, and so on until it again fall to 15 pence.

The problem to be solved is, as I take it, threefold:—1st to relieve the staple production of the country from the danger of an unforeseen and too rapid appreciation of the circulating medium.

2nd, to give stability to said circulating medium by preventing its appreciation above a certain point; which by reflex action would also temper the severity of a future possible fall:—and

3rd, to give a sounder basis to the whole monetary system of the country by providing a self-acting mechanism to relieve the congestion of exchange at one period, by holding the surplus and thereby relieve the dearth which, under existing circumstances, prevails at another season.

Now, speaking from the experience of this country, and analogous experience in others, it would appear that the main points of the problem are of sufficiently easy solution, and that the only forcible argument which can be advanced against this, is that of the breach of public faith which it involves. On this point I shall merely say, that apart from the arguments stated in my booklet, "*La Reforma Monetaria*," which I sent you some months ago, it may be affirmed that such a measure involves no real hardship as depriving anyone of any actual value, and that it is to be judged on its merits after an impartial survey of the public benefits to be attained, as against the public prejudice caused by the wound to the public credit. It is to be judged as a measure enacted in the interests of the Common wealth, and must be judged solely from this point of view.

The problem is of easy solution in its main features, and this solution consists, merely, in the fixing of a new par value for the currency, at or below the current market rate and, simultaneously, providing an automatic mechanism for the issuing of paper against gold, and the withdrawal of paper when the public requires that gold.

Let us now consider the working aspects of this solution.

As regards the first point, which is to relieve the staple production from the evils of enhanced costs of production through the continued appreciation of the circulating medium, this is at once attained, more or less in the measure which the new monetary ratio bears to that prevailing for some time back. In all countries having a depreciated and fluctuating currency, costs of production are naturally based on this depreciation, and when for a long period this has been very considerable, it is evident that production cannot keep up with any moderately rapid rise to much higher levels.

If we say that in Brazil production of coffee has been based on a ratio somewhere between 6 pence and one shilling per mil *reis*, it may be advanced that an 15 penny rate will not satisfy the needs of the matter.

Of course on this point I speak with all deference, as my knowledge of the details is not sufficient to warrant any more definite opinion. In the meantime it must also be recognized that the existing high rates very much hamper action in this

respect, but still I believe that production will only be enabled to adjust itself to that rate after going through a more or less severe crisis, which will be an object lesson in the survival of the fittest. And as a corollary, I should say that a 12 penny rate would avoid such crisis.

With respect to the stability of the currency, the new rate fixes for the time being the extreme limit of appreciation, and from that very fact must react favourably should circumstances later on tend to bring about depreciation below the new par. This point of the conversion scheme, not affording any guarantee against subsequent further depreciation, is one on which great stress is laid by would-be economists of whom we have not a few here, and who employ it with great jubilation to attack the conversion measure. Apparently they are unable to perceive that which is self-evident to any clear-minded person: i.e. that the causes which should bring about such further depreciation, UNDER the conversion law, would act with yet greater energy WITHOUT the law, since the previous level would necessarily have been higher, and therefore the drop would be greater in degree and more hurtful though it should cease in either case at the same point. They are also unable to see that in the meantime, till such depreciation actually came about, the *Caixa* would have done work of a practical and healthy nature in maintaining stability—which is the point all are supposed to aim at.

As to the third point, it may be said, that on the face of it, it would be fully attained. Given a mechanism for the taking up of surplus gold or exchange, and husbanding it for later dearth-period, if this mechanism be equipped with the necessary issuing powers for the giving out of currency in the one case, and the withdrawal of it in the other, it is obvious that it cannot but be of great value for the whole economic system. It is a repetition of the issuing department of the Bank of England: it is what our old Banco de la Provincia, when it still retained its issuing powers, used to do, and whereby it could maintain the "patagon" almost stationary for months at a time.

And in this connection allow me to point out one of the many fallacies certain economists are wont to fall into, on this widely discussed and yet more widely misunderstood question of an inconvertible currency. For these gentlemen the phrase "elasticity of the currency" has the magic of a shibboleth: and further the statement that a gold currency is "elastic" and an inconvertible one not so, is a matter of faith.

Now, in point of fact, all currencies, of whatsoever nature, are more or less elastic, and the trouble with the inconvertible ones is precisely that they are too elastic, and that this excess of elasticity is in exact ratio to their degree of depreciation.

A gold or convertible currency (leaving out of the question cheques and other similar aids, to be found in all currencies) can only expand or contract by gold actually coming in or going out of the country.

A stable inconvertible currency, such as we now have, only expands in the same manner: viz, by gold coming in, though this gold then creates an actual increase in the circulating notes: and it contracts, firstly by actual gold exports, and when this is run dry, by further depreciation of the market value of the notes.

Finally, in a situation of frank inconvertibility, such as obtains at present in Brazil, the maximum of elasticity is observed, and the circulation expands or contracts at the lightest touch.

The expansion, be it understood, is not in volume, but in value, which comes to the same thing from this point of view. At present, for instance, your currency of 667 millions, at 16 pence, has the purchasing power of some forty-four and a half millions sterling and each penny by which exchange should rise would signify an increased purchasing power of another £2,780,000 sterling: thus meeting the demands of trade and production without a single note more being added to the circulation. This is expansive elasticity. On the other hand, should crops fail, trade languish, etc, the contractile element comes into play, and the currency depreciates till it descends to the necessary limit.

All of this is, of course, merely elementary, yet there are hosts of people who appear unable to understand it, and who dogmatize to their hearts' content, on the "elasticity" of a gold currency and the "inelasticity" of the other.

Having thus glanced at the fundamental aspects of the problem, let us now proceed to consider the methods by which Brazil proposes to deal with the pivotal idea of creating a new par value for its currency, and maintaining that new par.

One fundamental error is embodied in the scheme, from my point of view, which militates against the otherwise praiseworthy effort: and that is, the creation of a special issue for the working of it out.

The obvious and simple method is ours. The *Caixa* should be empowered to increase the existing circulation without limit, but on the basis of the receipts of 15 pence in gold for each milreis issued, and should further be empowered to give gold or exchange, as long as it holds any, to all and sundry who may present the competent amount of currency. In this manner gold flows into the *Caixa* when there is an overflow of exchange, and just as soon as that overflow ceases, gold may again flow out and the currency again be reduced in like proportion.

But in the Brazilian scheme there is created a new gold note a "nota metálica," as we would call it: the rôle of which in the circulation is not quite clear. I am not sufficiently acquainted with your monetary system to know whether or not you have gold obligations, or whether all such are settled on an exchange basis. In the former case the "notas metálicas" would have a function, in the latter I fail to see any. Furthermore, and in

either case, such special issues cannot fail to act as a perturbing element in the circulation, and as such prove detrimental to the successful working of the *Caixa*.

In the first place, these notes would be the only ones the *Caixa* could receive against gold or exchange, and they would also be the only ones available for conversion in London. This would tend to give them some advantage over the old notes which advantage would work out in a slight depreciation of these latter. Then again: the Government, who is, presumably, the largest taker of exchange, would also, presumably seldom dispose of a sufficient amount of these new notes for its exchange operations, and would have to go into the market with the old ones, therefore accentuating their relative inferiority.

The two descriptions of notes would be prevented from freely mingling and acting concurrently and harmoniously in the general circulation.

And yet again, to increase the confusion, the old notes would alone be the favoured ones, in the event of a future increase of the par value now fixed. This provision, by destroying the element of finality, indispensable in all legislation on money values, and acting concurrently with the depreciation pointed out as probable, would lead people to hoard these notes against their rise in value, and thus, by restricting the circulation react most unfavourably both on trade and production.

Perhaps it may be urged in favour of this provision, that it facilitates the control of the issues by the public, and thus promotes the public confidence. But I do not attach much importance to this argument.

We have practical experience here, that in spite of the deep distrust manifested by the mouthpieces of the public,—the daily press—in the Conversion law and the *Caja de Conversão*, the public has practically evinced the most childlike faith in it; and I see no reason why the same should not occur in your country. The great mainstay of the scheme is the urgent necessity for it, and public recognition of the fact. The benefits to trade and production obtained from it, once in full working order, would gradually create that feeling of the necessity of the institution, which fully supplies the feeling of confidence. What the public wants is an institution where, when full of gold, they can be certain of securing paper at a fixed rate, instead of having to go into the market and pay an unknown rate; and that similarly, when in need of gold, the same institution will supply them with it at the same fixed rate, and that this system will endure as long as the *Caixa* has any gold to give out, giving to the first comer, without fear or favour.

In regard to the keeping of the gold deposits in London, I may say that I fully approve of it. It is economical and practical, since the gold demands in these countries rarely if ever represent gold requirements in the country itself, and hence a draught on London is more convenient for all parties. It would also be instrumental in promoting confidence, since the balance sheets of a house like Rothschilds would carry conviction; and in the last place, it avoids any perturbation to the London money market, which would not be the case were the gold to be brought out to Rio.

Finally, as for the provision of paragraph *d*, which contemplates the possibility of the new rate not being permanent, I can only regard it as a grave error, which cries for immediate reform or correction. You will find in practice what we have found here, that in the face of an absolute denial of any promise of future change many people will yet cling to that hope, the effect of which is to make them hoarders instead of employing their capital in active enterprise; and should your scheme be passed with that provision I fear that its benefits will be soon counteracted and annulled. You would then have every year at the opening of parliament, announcements and rumours of projected or possible changes in the existing rate, and would live in a state of permanent distrust and uncertainty.

The measure, in whatever form enacted, must carry the promise of being final and definite, and, from this point of view you must be very sure that the rate adopted can be maintained against renewed pressure of the producing interests.

Trusting that these ideas may be of some use to you, and wishing you all success in a propaganda which has my hearty sympathy, I beg of you to pardon faults of lucidity and exposition on the score of time-pressure, and remain

very sincerely yours

EMILIO HANSEN.

Buenos Aires, October 9, 1906.

NOTE ED. BRAZILIAN REVIEW. The opinion of an authority, like Mr. Hansen, who, besides being a practical man of business, has been Minister of Finance in the Argentine Republic and has a thorough acquaintance with the principles and working of the *Caja de Conversão*, must be of particular value, because what he has to say is the fruit of mature experience.

As regards our conditions he, naturally, speaks with reserve, particularly as regards reduction of *par* to 12d. as the basis for conversion.

In this we do not accompany him, for several reasons. In the first place, if considered as a measure primarily to favour coffee planters, it would be ineffective, because, in the state of "over-production" in which the industry actually is, a fall of exchange would only benefit prices for the moment and, as soon as pressure to sell was renewed, currency prices would, unless artificially maintained, inevitably fall to a point close to the cost of production and delivery, whatsoever it might be, and sterling prices accompany them.

It is not to favour C-ffee Planters in particular that we urge this measure, but in the interest of *Stability* all over the Country, at Manaus as much as at S. Paulo, at Rio Grande as at Pernambuco or Macaé.

Besides, however necessary some reduction may be in the interests of stability, the Public fortune must inevitably be reduced thereby to some

degree and, with the reduction of the gold value of our currency, tend to depress the price sterling of National products and services whilst leaving those of other countries untouched and, therefore, to depress local values generally.

The only ground on which the choice of 15d. can be defended as the rate at which to fix exchange, when it actually stood 2d. higher, is that the rate of 17d. was artificial, the effect of speculative selling on a very large scale, as has been just proved by the disclosures of the Bank of the Brazil.

Besides, if the balance of foreign payments is really favourable, it is just as easy to maintain it at 15d. as at 17d., so long as the volume of paper money is not excessive, and to remedy excess there is only one course—to withdraw it systematically and replace it with convertible notes.

As regards the advantage of the greater number, that alone cannot justify injustice and if, as unquestionably would be the case, any single person were to suffer by the permanent reduction of *par*, it would even at some sacrifice be better to make the measure temporary and provide for the value of the Currency being gradually raised again to its original level, if this can be done without too much disturbance.

We understand that the plans of the coming Government comprehend such a scheme for ultimately raising exchange to 27d. The object of the *Caja de Conversão* is to prevent exchange from rising and endeavour to maintain the rate permanently at 15d. By preventing exchange from rising prices would have been steadied and business of all kinds, at least for a time, have been benefited. If in the end the fall came, it would be because the balance of payments was deranged, and would have been inevitable in any case, with or without the reduction of *par*.

Can any one imagine it to be better for rates to run intemperately up to, say 18d. or 19d. per milreis, only to drop down again, than to be maintained steadily even at 15d.?

Mr. Hansen believes a special issue to be a fundamental mistake. We cannot think so.

If the balance of payments were so clearly defined as to ensure under any circumstances large annual surplus to the country, as is the case in Argentina, the conversion of the large mass of paper money in circulation, amounting to 6 000,000,000, in addition to the new issue might easily prove impracticable.

The balance of payments depends principally on two factors to make it favourable, the prices of our exports and the importation of foreign capital.

The former is extremely capricious, depending on variations in the volume of production and consumption and even of the weather. A fall in the price of Coffee together with a small crop might be fatal unless compensated, as in 1904, by a rise in the price of our only other big export—Rubber.

The importation of Capital is also very capricious, depending, as it does on moral as much as material considerations and is likely to be affected to some degree, at first at any rate, by the Conversion law itself.

If therefore, the balance of payments turned against us, the gold notes, or as Mr. Hansen calls them "*notas metálicas*" would be converted and the gold leave the country.

When it was exhausted, however, the country would be none the worse for the experiment and in fact would be just as it was before, and the gold value of paper money would be determined as heretofore by the factors of demand and supply for bills, and by the volume of the currency.

Par would not have been reduced and until exchange went to 15d. again things would be, practically, the same as now.

If *par* were permanently reduced as in Argentina, and the experiment were to fail, there would be no remedying it without another law.

It must be borne in mind that, after all, this is only an experiment forced on the country by the necessity of preventing exchange from going higher for the moment and prices from falling, and that, though it seems to have every element, it has no certainty of success.

The only way to secure absolute success is to withdraw paper money as quickly as convertible notes can be issued on a scale large enough to materially affect the volume of the circulation during the period that exchange weakens, and that, we believe, will be done if only money can be found.

Mr. Hansen thinks that the new issue will enjoy a slight premium over the old inconvertible notes, but that cannot be the case any more than that the old notes can go to a premium over the new so long as Government dispose of £4,000,000 and employ it in selling or buying exchange when it goes under or over 15d. respectively.

The two notes would, therefore, mix harmoniously and be on an equal footing so long as exchange did not fall permanently below 15d. In that case nothing could prevent the exodus of gold, and all the new notes would disappear. What is wanted here as in Argentina, is, as Mr. Hansen remarks, *Stability of Value*, to give a chance to production to reduce expenditure and put itself on a paying footing, without which we can never really prosper and shall be working indefinitely in the interests chiefly of Foreigners.

We believe that there are circumstances that would justify even a permanent reduction of *par*, but only on conditions of holders of the bonds of the Nation being duly compensated for the deprivation of the expected enhancement of the value of their securities.

They alone have a right to compensation. But that might be too costly and, therefore, we are glad to see that the principle of gradual return to *par* has been adhered to.

Nothing is more to be respected than the reluctance of many representative Brazilians on moral grounds to the reduction of the *par* value of their currency, and, certainly, if without serious injury to the general interests such scruples can be respected, unquestionably they ought to be.

COTTON

Pernambuco, October 9th 1906.

The lower exchange and advance in Liverpool during past week firmed up prices here, and some Rio shippers paid 103500 and one of the factories here, being short of supplies, had to pay 108000 to secure ready cotton. Past week good rains have been general all through Cotton districts, and have brought on backward plants, and reports from *Matta* say have increased crop prospects quite 20%.

From Macaé the crop prospects are reported as very good. From Parahyba the latest advices say *Sertão* districts will give a record, and *Matta*, although less than at one time expected, will nevertheless be far above the average and, as late rains have also been good in Parahyba, there will be no doubt later on be even better prospects. Liverpool, which advanced at one time to 6s. 3/8 spot, is showing signs of weakness, and yesterday declined over 3/16 again.

FOWLER, SCROGGIE & CO.

Railway and General Auditors Incorporated Accountants and agents Buenos Aires, Rosario and Montevideo

T. R. D. FOWLER, F. S. A. A. | V. G. G. SCROGGIE, F. S. A. A.
G. WINTER, A. S. A. A. | T. C. E. FOWLER.

And a large staff of Competent Assistants and Experts

Undertake Investigations and Reports on Public Companies' Accounts in the Argentine, Uruguayan, Chilian, Brazilian and other South American Republics; also legal representation of Companies, Firms, or others.

HEAD OFFICE:

64 Northern Insurance Building
441 Bartolome Mitre, Buenos Aires

A. B. C., Al & Lieber's Coder, Cable Address "QUITTANCE"
Union Telephone 83

Try the delicious and

well-known brand of cigars

STENDER & CO.

Successors to B. RODENBURG & CO.

S. FELIX — BAHIA

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

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

WHOLESALE:

HERM. STOLTZ & CO. — RIO DE JANEIRO

15-12-06 V

NEW-YORK COMMERCIAL

A JOURNAL devoted to FINANCIAL, COMMERCIAL AND MANUFACTURING interests.

One of the oldest papers in the United States, and the only Daily that has an edition in circulation in every Country in the World. The INTERNATIONAL weekly, is published in both Spanish and English. All market quotations in full.

at CRASHLEY & Co.,

Ouvidor, 36, Rio.

ON SALE

and at

LONDON OFFICE,

Arundel St Strand.

Full particulars, as to subscription and advertising rates, of

L. C. IRVINE — RUA DA QUITANDA No. 39, Rio.

**GRAND HOTEL AND RESTAURANT ROMA**

SÃO PAULO

Facing the Luz Station of the São Paulo Railway

60 ROOMS

ELECTRIC LIGHT THROUGHOUT

WELL KNOWN IN THE ENGLISH COLONY

ALL HOME COMFORTS

(Established 1881)

CRASHLEY & CO. (Established 25 years)

THE ONLY ENGLISH STORE IN RIO.

Agents for Reddaway's Belting, Mellin's Food, Wilkinson's Whiskies, Bordeaux Wines, English Books, etc. etc. 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

BOUND VOLUMES

OF THE

Brazilian Review

FOR 1905, 1904 AND 1903

Can be obtained at CRASHLEY'S

36 RUA D'OUVIDOR 36

Price 80\$000

Patent Bureau

SOLICITOR OF PATENTS AND TRADE MARKS

OF

SOUTH AMERICA

BUSCHMANN & Co.

No. 16, RUA GENERAL CAMARA, No. 16

RIO DE JANEIRO (BRAZIL)

Caixa do Correio (P. O. Box) 314 — Telegrams "Buschmann-Rio"

THE GREAT WESTERN OF BRAZIL RAILWAY COMPANY, LTD.

The Great Western of Brazil Railway Co., Limited.

Head Office:

RIVER PLATE HOUSE, FINCHBURY CIRCUS,
LONDON, E.C.

Cable Address: "G.W.B.R., LONDON."

Office in Recife: PRAÇA DO CORPO SANTO, 17.

Cable Address: "G.W.B.R., PERNAMBUCO."

DIRECT COMMUNICATION

Between

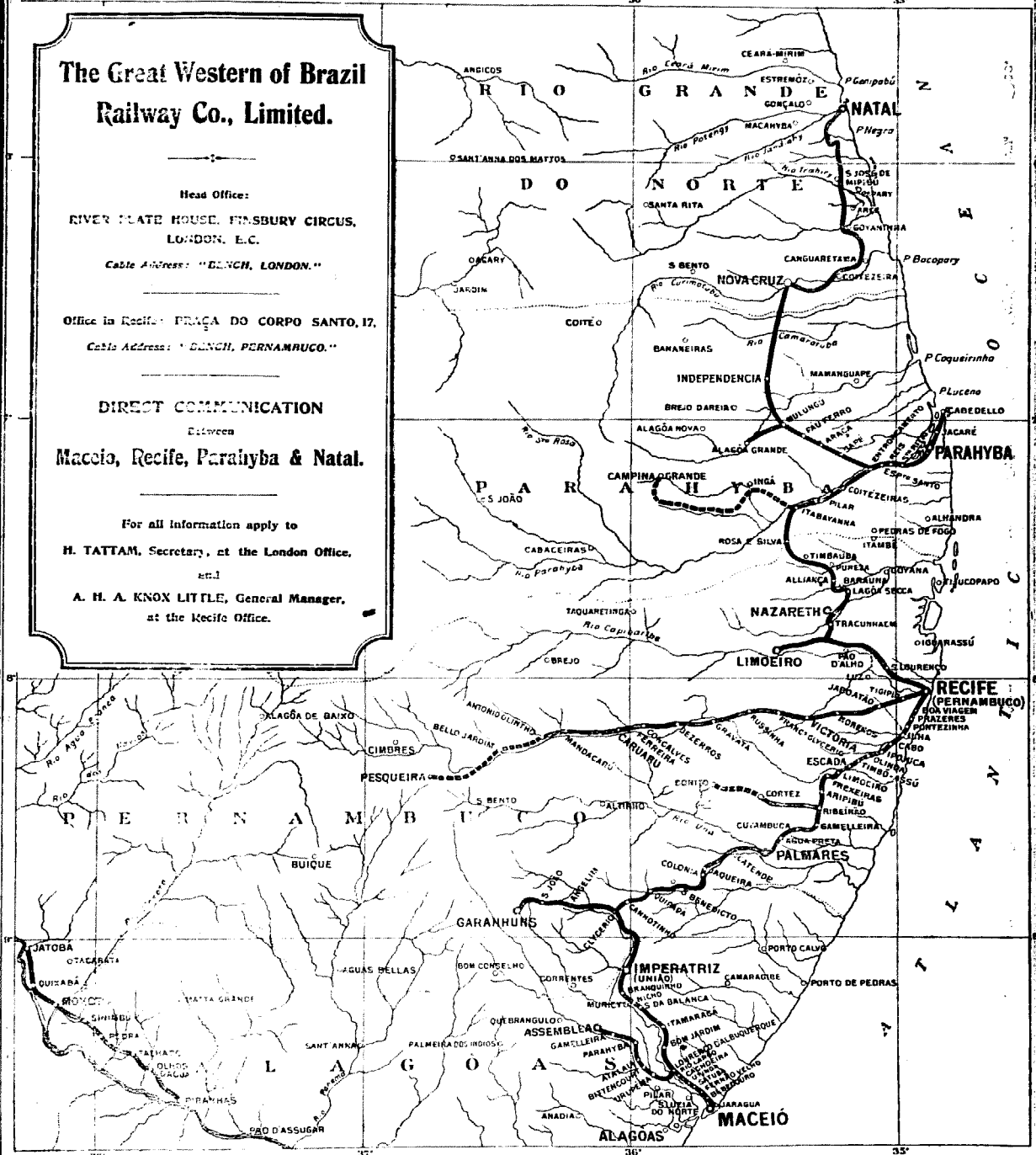
Maceió, Recife, Parahyba & Natal.

For all information apply to

H. TATTAM, Secretary, at the London Office,

and

A. H. A. KNOX LITTLE, General Manager,
at the Recife Office.



HUNGARIAN WINES

GREAT REDUCTION!



Hungarian
Hungarian Claret
Château Palugyay
Hungarian Hock

Tokay

SOLE IMPORTER:

PAULO ZSIGMONDY

78, Rua General Camara

24-2-04A

COMMERCIAL GUIDE

Coffee Exporters

OrNSTEIN & Co.—Rua Acre n. 15. Cable ad: OrNSTEIN.

3-8-06 A

Electrical goods

H. Smyth—English Electrical Supplies. Rua do Rosario 115.

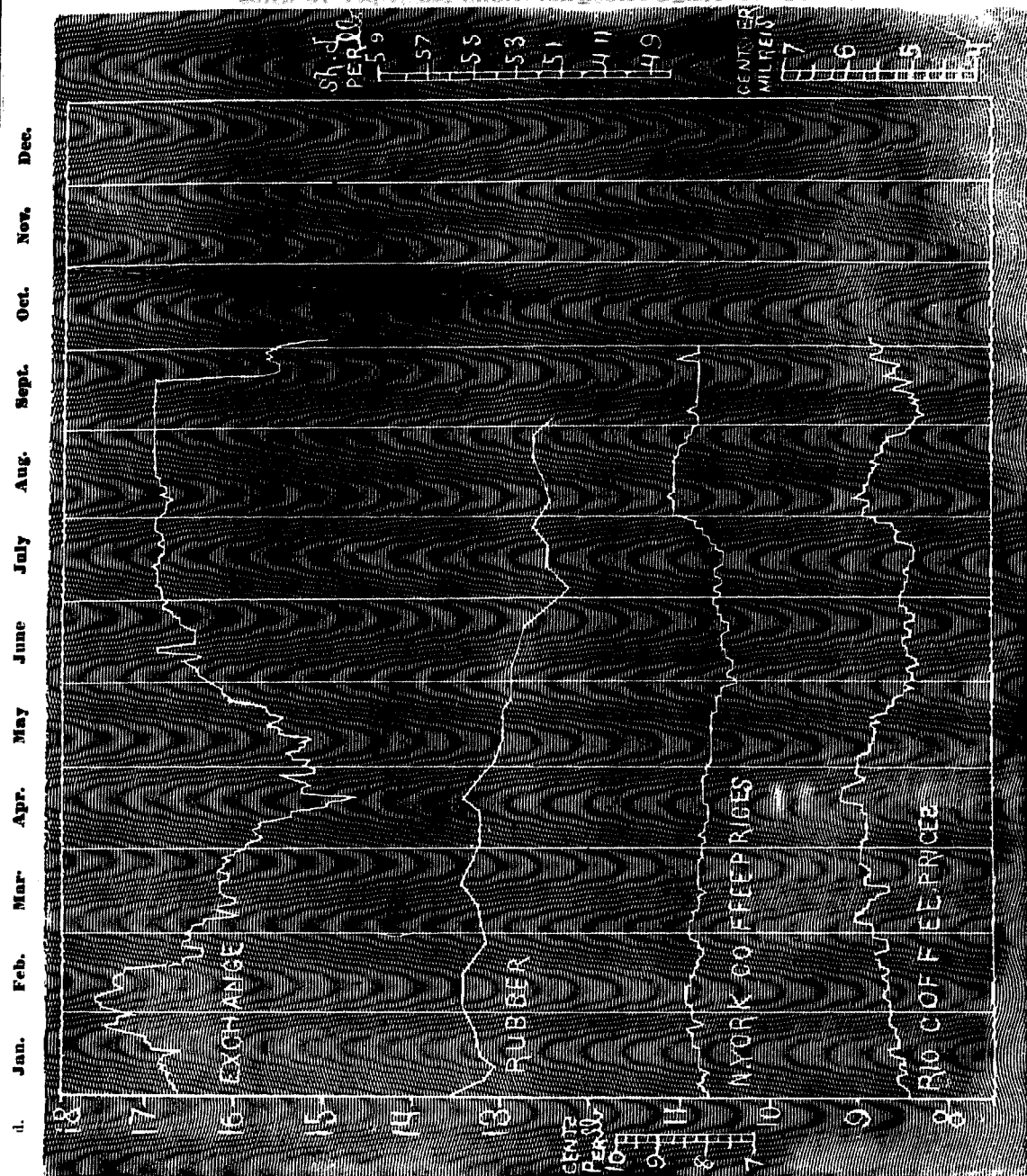
27-7-06 A

Rubber Hand Stamps

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

27-7-06 A

Exchange Coffee and Rubber - 9 months 1906



Exchange—Average Sight Bank Rate on London

	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	1st Half-year	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	2nd Half-year	YEAR
1902.....	11 15/16	11 17/32	11 57/64	11 27/32	12 5/32	11 29/32	11 7/8	11 57/64	11 29/32	11 25/32	11 7/8	11 57/64	11 51/64	11 27/32	11 55/64
1903.....	11 5/8	11 29/64	12 59/64	11 15/16	12 9/32	12 1/64	11 59/64	11 61/64	11 13/16	11 15/16	11 59/64	11 53/64	11 53/64	11 47/64	11 59/64
1904.....	12 1/32	12 5/32	14 15/16	12 8/16	11 21/32	11 51/64	12 1/16	11 31/32	12 1/16	12 1/16	12 15/16	12 21/64	12 63/64	12 29/64	12 9/32
1905.....	13 11/16	13 45/64	14 1/8	15 13/16	16 19/64	16 1/16	15 1/32	16 37/64	17 3/8	17 3/16	15 57/64	16 13/64	16 39/64	16 23/32	15 57/64
1906.....	16 15/16	16 57/64	16 1/32	15 15/64	15 61/64	16 1/2	16 3/4	16 23/64	16 49/64	16 9/64					

Coffee—Average New York Quotations No 7 spot, per lb.

	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	1st Half-year	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	2nd Half-year	YEAR
1902.....	6.87	6.72	6.71	6.53	6.46	6.28	6.85	6.51	6.50	6.43	6.38	6.19	6.25	6.38	6.61
1903.....	5.24	5.60	5.67	5.21	5.13	5.13	5.29	5.16	5.13	5.27	5.27	6.13	6.85	5.72	5.60
1904.....	8.08	7.60	6.66	7.14	6.94	7.02	7.22	7.29	8.01	8.47	8.43	8.42	8.69	8.22	7.72
1905.....	8.79	8.34	7.64	7.72	8.00	7.77	8.01	8.11	8.75	8.72	8.61	8.24	8.03	8.41	8.23
1906.....	8.28	8.38	8.28	8.09	7.93	7.70	8.12	7.96	8.67	8.69					

Coffee—Average Rio Quotations No 7, per 10 kilos

	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	1st Half-year	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	2nd Half-year	YEAR
1902.....	58110	48094	48198	48304	48402	48184	48489	48536	48596	48776	48682	48459	48323	48768	48601
1903.....	48357	48584	48475	48237	38784	38669	48265	38532	38913	48172	48713	48865	58751	48824	48987
1904.....	68859	68476	58405	58782	58513	58717	58889	58946	68575	68627	68457	68461	68378	68407	68175
1905.....	68095	58713	58096	48481	48756	48500	58245	48681	48667	48691	48915	48618	48454	48658	48928
1906.....	48475	48628	48831	48629	48607	48857	48658	48667	48535	48489					

Rubber—Average Sterling Quotations, per lb.

	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	1st Half-year	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	2nd Half-year	YEAR
1902.....	s. d. 3. 4 7/8	s. d. 2. 11 9/16	s. d. 3. 11 13/16	s. d. 3. 1 3/16	s. d. 2. 11 1/4	s. d. 2. 11 5/8	s. d. 2. 11 35/64	s. d. 2. 11 1/4	s. d. 3. 1 3/8	s. d. 3. 2 1/8	s. d. 3. 2 7/8	s. d. 3. 4 1/8	s. d. 3. 6 3/8	s. d. 3. 2 11/16	s. d. 3. 1 7/8
1903.....	3. 10 5/8	3. 6 11/16	3. 6 15/16	3. 10 9/16	3. 10 3/4	3. 10 3/8	3. 9 21/32	3. 10 9/16	4. 1 3/4	4. 5 9/16	4. 5 1/8	4. —	3. 11 1/8	4. 1 11/16	3. 10 27/32
1904.....	4. 5 3/16	4. 4 1/27	4. —	4. 8 1/4	4. 11 1/2	4. 9 3/4	4. 7 3/4	4. 10 3/16	5. 5 5/8	4. 10 —	4. 11 —	5. 1 1/2	5. 2 1/8	5. — 47/64	4. 9 9/64
1905.....	5. 2 5/8	5. 3 7/8	5. 5 13/16	5. 7 3/8	5. 8 3/16	5. 8 —	5. 5 31/32	5. 5 7/8	5. 6 5/8	5. 7 1/4	5. 8 7/8	5. 2 3/4	5. 4 1/8	5. 5 3/32	5. 5 9/32
1906.....	5. 4 1/4	5. 4 3/4	5. 4 3/4	5. 4 —	5. 3 1/2	5. 2 1/2	5. 4 1/4	5. 1 1/2	5. 1 1/2	5. 1 3/4					

The Alexandra Hotel

(LATE METROPOLIS)

RUA DAS LARANJEIRAS No. 181 — Rio de Janeiro

This excellent hotel is situated in the pleasantest and most fashionable part of Rio de Janeiro. It is sumptuously furnished throughout with a view to affording all the comforts of a refined and luxurious home.

It is unequalled in South America for its table.
The very choicest brands of Champagne, Wines, Whiskies, Table-Waters and Cigars are stocked at reasonable prices.

Luxurious family suites — Special terms for bachelors who intend to reside — Tel-phones on every floor.
Drawing rooms, Smoking rooms (with American Bar) Billiard rooms all fitted up in the most modern style.
Barber's shop on the premises.

The gardens are spacious, shady and luxuriant and a tennis court is being laid out.

Up to Date Douche, Plunge and Shower Baths on every floor. Hot Baths can be had at any hour.

Spacious restaurant — d'jeuners et d'iners à prix fixe. — Band plays during dinner every night.
Trams of the Jardim Botânico Company pass the doors every 19 minutes, all visitors on their way to Corcovado should lunch at the Alexandra which is within two minutes' car ride of the Corcovado station.
On receipt of telegram from intending visitors automobile will be in waiting on the quays or at the Railway stations.

SPECIAL ATTENTION TO THE COMFORT OF GUESTS IS PAID BY

The Proprietress Miss Lents.

English, German, French, Portuguese, Spanish and Italian spoken

TELEPHONE No. 1245

Telegrams: "Alexandra"-Rio

Academia Moderna de Linguas Vivas

BERLITZ METHOD

Director in Brazil and Portugal:— HUBERT BRUNS

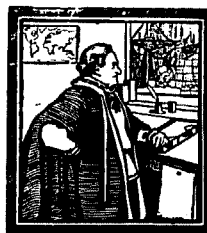
RIO DE JANEIRO
Avenida Central, 131.

SÃO PAULO
Rua 15 de Novembro, 9.

LISBON
Rua do Alecrim, 20 A.

OPORTO
Rua Sá da Bandeira, 259.

Practical instruction by highly trained professors in PORTUGUESE, French, German, Italian, Spanish, Russian, Japanese, and English.



The Magazine of Commerce

is the best produced and most influential illustrated publication devoted to the interests of British trade. The subscription rate is 12/- per annum, post free, and orders may be addressed to Messrs. Crashley & Co., Ouvidor 36, —who will be pleased to send single specimen copy on receipt of 1/- stamps.

PURGEN—The ideal aperient.

THE BRAHMA BREWERY

Recommend their Specialities:

Bock-Ale, Teutonia AND BRAHMA-PORTER

(The most Nourishing Beer of the World)

MAKES APPETITE GIVES STRENGTH

FOOD IN LIQUID FORM

C^{ia} Cervejaria Brahma

Rua Visconde de Sapucahy, 104-142

RIO DE JANEIRO

TELEPHONE 111

CAIXA 1205

GOLD MEDAL S. LOUIS 1904



General News

Local Items. The returns of the Director General of Public Health for the week ended Oct. 14th are as follows: Yellow fever, 1; typhoid fever, 6; small-pox, 0; measles, 1; scarlet fever, 0; diphtheria, 1; whooping cough, 0; influenza, 13; typhoid fever, 1; dysentery, 0; beriberi, 0; leprosy, 0; erysipelas, 0; mumps, 0; pulmonary diseases, 61; other contagious diseases, 5. Total, 97. Violence (including suicides), 11. Non-contagious diseases, 193. Total deaths from all causes, 288; equal to an annual death rate of 36.44 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 32.98. Under treatment in hospitals: yellow fever, 0; small-pox, 3; and typhoid fever, 8.

The earlier part of last week was very hot and steamy and every afternoon there was a heavy shower of rain which, however, did not seem to clear the air in the least although it did lay the dust for a few hours. It is really surprising how soon the roads dry up in Rio and twelve hours after rain the dust is rising with its usual density. On Friday last a fierce gale of wind struck the town for the space of about half an hour and though it brought no rain it raised a perfect storm of dust. We imagine that things will be better in the City when the work of pulling down and of roadmaking is finished for then the streets can be properly watered and there will be less heavy traffic such as carts full of stones and earth in long processions which block the tramcars and raise clouds of dust.

Our contemporary *O Jornal do Commercio* complains that the people of Rio are courting violent deaths at the hands of reckless chauffeurs by their habit of longstanding, of walking in the middle of the road instead of the pavement. It goes so far as to suggest that as vehicles are not allowed on the pavement so pedestrians should be kept off the roads and streets and only allowed to cross at certain points. This would be like certain towns in Germany where legend says that if an acquaintance is sighted on the other side of the street all that can be done is to run to the nearest crossing and try and cut him off. If an attempt is made to cross the street at any other than the regulation crossing the results are too terrible to be contemplated. In Berlin we have seen people arrested for riding a bicycle even cross the Leipziger Strasse which is taboo to the cyclist. How an innocent stranger is to be aware of the fact that he must get off his bike and trundle it across is not explained, but he is apparently expected to evolve the knowledge from his own inner consciousness. However from the Avenida to Berlin

is a far cry and we imagine that it will be a long time before theuminense will submit to the perfect order which is incumbent on the Berliner.

But as regards the pavements in the Avenida we think that the pedestrian has some reason for walking in the roadway for the cobbly mosaic provided by the authorities may be attractive to the eye but it is very uncomfortable to walk on and must have been laid in connivance with the bootmakers of the town. Furthermore the tiled pavement of the Ouvidor and the Gonçalves Dias after a short time becomes very unpleasant to the foot for it wears into holes and becomes very uneven. No, we think that the pavements have a great deal to do with the way in which the ordinary passer-by prefers to risk life and limb in the roadway. The risk will be minimised when a speed limit is laid down for motor cars, on certain streets at any rate.

It seems quite useless to call the attention of people at home to the fact that the Royal Mail have now an improved service and that there is a weekly sailing from Southampton. Last week three mails arrived from Europe, the *Aragon* of the Royal Mail, the *Amazon* of the Messageries Maritimes, and the *Oriana* of the P.S.N.C. Of these the first left Lisbon on October 2nd, the second on October 1st and the third on October 3rd. The *Aragon* arrived in Rio on Sunday the 14th, the *Amazon* on Monday 15th and the *Oriana* on Tuesday 16th. The *Aragon* brought with her 15 bags of mails and the other two between them some 900 or 1,000.

It will thus be seen that if letters had merely been marked "per s.s. *Aragon*" they could have been posted a day later than for the French boat and would have arrived in Rio a whole day sooner, thus giving time for an answer to be sent by the Wednesday boat. The *Oriana* it is true arrived a day earlier than is usual with the Pacific boats whose scheduled day for arrival in Rio is Wednesday, the same as the homeward bound vessel, so that the homeward mail is often closed before the incoming one is distributed and letters have to wait a week before they will leave by the next mailboat. Now that the Royal Mail are making every effort to give a good service of mails between Europe and Brazil, for which people both here and at home have been clamouring for years, it seems foolish that advantage should not be taken of it. People at home seem to imagine that no matter what day they put a letter into the box it will be whisked off to Rio at once, if not sooner. We cannot too strongly impress on business firms and others at home that there is now a good service of mails to this country and by just taking the trouble to realise the fact and taking advantage of it they will be benefiting themselves and every one else concerned. It is no great trouble to mark a letter for a certain ship

and via a certain port. The same might be done with news papers. It is true that the dailies arrive each week but the weeklies arrive in batches of two and always by the Pacific boat which arrives two or three days later than the others. Thus this week we received *The Spectator*, *The Economist*, *The Statist*, etc for September 22nd and September 29th both at once. We would call the attention of all our London contemporaries to this fact. It is perfectly easy for people at home to go into nearest post offices and find when the next mail goes. But we suppose that they imagine such a thing as an innovation is unknown in this part of the World. The *Coisa* scheme must have been a smart awakening if they thought we were all asleep down here, so when they have rubbed their eyes let them look up the list of the mails and they will find these are words of wisdom. There are none so blind as those who won't see.

— The feast of the Penha is pursuing its juggernaut course Sunday by Sunday and now it is suggested that all the pilgrims should go in full armour. It really seems a disgrace that there should be so many casualties and even deaths which the police seem powerless to stop. It is a sort of black Carnival and something should be done to stop or at least regulate it.

— The Minister of Finance has granted free entry at the Custom House of 100,000 notes of 50\$ each which have been consigned by the Papeteries du Marais in Paris and arrived on *s.s. Magellan*.

— According to our contemporary, *The Financial News*, a hustling Anglo-Brazilian financier in London has printed on his cards the words "Auxilium ab alto" and our contemporary thinks that "Auxilium a Banco", though of doubtful Latinity, would be better. We have never seen a visiting card of this nature but the vista opened up by the idea is immense. We imagine that the financier in question must either have been expecting remittances at 17d. or be advertising the fact that he is a "bull".

— According to *O Jornal do Commercio* the officers of the new vessels are already appointed and some of them are to go to Europe to supervise the construction. The keels of the new vessels are not yet laid and they certainly will not be ready for sea for two years at the earliest so our contemporary thinks the appointments somewhat premature.

— We notice in the Naval estimates for 1907 that it is still proposed to spend 670,000\$ on the construction and trials of submarines of National design and make. After the recent sad experience of the French Navy with the terrible disaster to the *Lucin* we should think that Brazil might just as well wait a little and when the submarine has been perfected at other people's risk and expense step in a buy a few, if indeed they are essential to the defence of our coasts.

— It is understood that a sum of 200,000\$ will appear in the Estimates for the Interior for repairs and improvements to the Palace of the Catete.

— It is proposed to establish Brazilian Consulates at Rivera and Mello in Uruguay and at Alvear in the Argentine Republic.

— On Sunday the Minister of Public Works, Dr. Lauro Muller, inaugurated the new drainage system at Copacabana which has been installed by the City Improvements Company.

— The ways of the water authorities are past understanding. Last week before the heavy showers came the water was on all day in certain parts of the S. Christovão and Tijuca districts, but as soon as the rain fell in grateful quantities the water was promptly turned off each day from seven in the morning till four or five in the afternoon. Water in Rio is supplied on the *lucus a non lucendo* principle.

— The Senate has granted a monthly pension of 250\$ to the widow of José do Patrocinio.

— There have arrived at the Mint 225 bars of silver sent by Messrs. Rothschild in London for the new silver coinage. The value of the metal is £31,516 9s. 1d. So far the coins in circulation are not much in evidence but doubtless that will soon be remedied.

— It is announced from London that Messrs. Seligman Brothers commenced to pay the coupons due on October 1st of the Federal District of Rio de Janeiro Five per cent Loan of 1904 (£1,000,000) on the day mentioned.

— The decree which authorized the Atlas Insurance Company Limited to operate in the Republic has been revoked and the deposit of 20,000\$ will be returned to the Company.

— We hear that it is probable that some really useful reforms will shortly be made in our Postal System. There is lots of room for improvement and we sincerely trust that the visit of the Postmaster General to the Postal Congress at Rome a few months ago and his study of the postal systems of the principle European countries will bear some fruit.

— The body of the unfortunate officer of the *Benjamin Constant*, who was shot by accident and died at Dover, arrived at Rio on Sunday last by the *s.s. Aragon* and was interred the next day.

— Dr. Joaquim Nabuco, Brazilian Ambassador to the United States of North America and lately President of the Third Pan American Congress at Rio de Janeiro, left for Europe on Wednesday last on the *s.s. Clyde* en route for Washington where he will resume his duties. His name was at one time mentioned for the post of Foreign Minister in the new Government but it seems likely that it will be retained by the Baron de Rio Branco.

— Mr. J. Owen Unwin of the firm of Messrs. Davidson, Pullen & Co. of Rio and of Davidson, Unwin & Co. of London left Rio on the *Aragon* for the Plate. He will return to England on the same steamer.

— Mr. Buchanan, President of the American Delegation to the Pan American Congress when leaving Pernambuco on the

s.s. Byron despatched a telegram to the Baron de Rio Branco, Minister of Foreign Affairs, in which he sent his most cordial thanks to Brazil for her hospitality.

— The Central of Brazil Railway is calling for tenders for the supply of 70,000 tons of Cardiff coal. The supplying of the coal should begin in the first fortnight of January next and end by June 30th. The Company may order the increase or decrease of 20 % of the quantity to be supplied monthly. The ordinary monthly supply is to be 12,000 tons and the Company will not supply transport for more than 500 tons per diem. Further particulars will be found in the *Diário Oficial* of October 14th 1906.

— Senator Pinheiro Machado arrived in Rio from S. Paulo on Monday last. He met with a great reception at the Central station and hundreds of people accompanied him to his house in the rua Corde do Bomfim.

— During the seven months from January to August the taxes collected by the Prefecture reached the sum of 16,775,895\$108 or 2,313,324\$889 more than for the corresponding period last year.

— On the 16th inst an extraordinary general meeting of the shareholders of the Villa Isabel Tramway Company was held at the offices of the Company, Avenida Central No. 76. The following were elected directors, F. A. Huntress, President, S. Crowther Smith, Secretary, Members of the Fiscal Council, C. W. Patrick, C. N. Ryan and F. Dobbart, Substitutes, J. F. Glas, O. R. Vaz and E. A. Mortimer.

— The speed with which the work on the *praia mar* on the praia da Gloria is progressing is really marvellous. The roads are nearly laid and trees have already been planted. Any stranger who sees the praia de Botafogo if asked how long it had been laid out and planted would certainly say five or six years. And yet the work of filling up only began, if we mistake not, in 1904 whilst the gardens have been planted only about 18 months. In another few months the praia de Gloria will be unrecognisable.

— On Tuesday last the Papal Nuncio, Monsenhor Julio Tonti, left Brazil on the *s.s. Sardinia*. His Excellency was given a very affectionate send off at the Marine Arsenal. He has been appointed by the Pope to the same post at Lisbon. He will be much regretted in Brazil where he has always been most energetic in travelling round and seeing everybody and everything.

— On Friday last Mrs. Griseom, the wife of the American Ambassador, left for Europe on board the P.S.N.C. *s.s. Orilla*. It is not expected that she will return to Brazil if her husband's appointment to St. Petersburg is shortly gazetted. We understand that the present American Minister at the Russian capital is to enter the Cabinet at Washington as Secretary of the Navy in the place of Mr. Buonaparte who is to resign.

— It is understood that the new battleships that are to be built for the Brazilian Navy by Messrs. Armstrong will be called the *Rio de Janeiro*, the *S. Paulo* and the *Minus Geraes*. Doubtless the other States of the Union will be anxious to have a battleship each called after them so there will be a grand excuse for the ordering of a magnificent fleet. If, however, the expected European war does not break out just for the sake of giving Brazil a chance of making 10% profit by selling her fleet to one of the belligerents it might be found difficult to settle the bill when it came due.

Rio de Janeiro. The State Congress has voted a law authorising the Government to issue an album in three languages to push the propaganda of the State.

— A new technical school has just been inaugurated in Campos owing to the instrumentality of the Governor of the State, Dr. Nilo Peganha. The new school, which is of two stories and lit with electricity throughout, will give instruction in tailoring, shoemaking, gardening etc. etc. and will be thoroughly practical.

— Experiments were made last week at San Domingos with the new electric trams of the Cantareira Company. The results were quite satisfactory and it is hoped that the new service will be inaugurated very shortly.

Minas Geraes. Artesian wells are to be sunk in the neighbourhood of Bello Horizonte. If the results are satisfactory further experiments will be made in all the agricultural districts of the State that are badly supplied with water.

— All kinds of gambling is to be put down with a stern hand by the new Government of the State. Lottery tickets are to be taxed so heavily that no one will be able to buy them, the *bicho* is to be stopped altogether and a general campaign against vice to be entered on.

— Dr. David Campista met with a very cordial reception on his return to Bello Horizonte from the Federal Capital.

— It is expected that Dr. Francisco Salles, ex-President of the State, will be elected to the Federal Senate.

— It is intended to establish a model fazenda at Diamantina.

S. Paulo. Mr. Roger Casement has communicated to the Governor of the State that he has assumed the position of British Consul in S. Paulo with jurisdiction in Paraná.

— *O Estado de S. Paulo* is pursuing with great energy its campaign against the sale of adulterated coffee in the capital of the State. The Municipal authorities have taken the matter up and the health authorities are instituting prosecutions whenever they discover a case of adulteration.

— It is stated that the Government of the State proposes to purchase a large tract of land in the Municipality of Araraquara for the foundation of the largest colony yet started in S. Paulo.



Dannemann & Co.

SÃO FELIX (BAHIA) — BRAZIL

Established in 1873

AWARDED THE GRAND PRIZE AT THE ST. LOUIS EXHIBITION

The Leading Cigar Manufacturers in Brazil

Reg 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:

D&C.

— Herr Frick who has been commissioned by the Royal Museum of Berlin to explore the sources of the Amazon has arrived in S. Paulo. He will leave shortly for the North of Brazil where he will study the habit of the Indians specially. We trust that he will not find that their liking for long pig will carry them beyond the ordinary civilities of life.

— According to a contemporary the Government is thinking of asking Congress to authorise the introduction to the State of 10,000 Japanese. It is believed that Congress will vote a sum of 7,000,000\$ for the purpose of immigration.

— During the month of September 14 new companies were registered with a total capital of 3,589\$000\$000.

— A new Bank to be called the Banco Catholico is to be started in S. Paulo with a nominal capital of 200,000\$ divided into 2,000 shares.

— The number of immigrants entering the State during the first nine months of this year was 38,837 of whom 17,842 were spontaneous.

Espirito Santo. The Lloyd Brasileiro s.s. *Sergipe* on her way to New York touched at Victoria and took up 10,000 bags of coffee for the U. S. The new service of the Lloyd has caused great satisfaction in Victoria.

— The Custom House at Victoria during the month of September shows a return of 24,442\$800 against 21,415\$975 for the same month last year, an increase of 3,016\$825.

Paraná. The pinewood merchants have decided to erect sheds where the wood can be seasoned before export. They propose also to reduce the cost of the wood which at present is fetching very high prices in Rio and Santos.

— The Matté manufacturers sent a commission to the Governor complaining that the lack of proper transport on the railways was causing a great accumulation of their produce in the stations in the interior.

Bahia. The Government of the State has approved the contract between Colonel Manoel Barboza de Souza and Engineer Alencar Lima for the construction of the line from São Miguel to Arzila and of an extension to Sta. Ignez.

— The Government is offering two prizes of 100,000\$ each for the two first companies which shall be organized for the preparation of xarque (jerked beef) and salted fish in the State.

— During the month of September there were exported for abroad 48,242 bags of cacao, 11,264 bags of coffee, 14,878 dry hides, 5,224 salted hides, 7,332 bags of tobacco in the leaf, 3,698 bundles of piassava, 2,263 parcels of rubber and 1,774 parcels of sundries.

— On the 13th inst a great manifestation was given to the Governor of the State Dr. José Marcellino it being the first anniversary of the unsuccessful attempt made upon his life. A mass was said in the church of Victoria and the town was generally en fête.

— A credit of 100,000\$ has been opened to cover the expenses of the aid given to the victims of the floods of the River S. Francisco and for the campaign against plague and smallpox.

Pernambuco. There seems to be a rate war going on between the States of Pernambuco and Parahyba do Norte. The latest news is that the Governor of the latter State had sent a representative to Recife to try and arrive at an amicable solution and put an end to the war.

— The Companhia Ferro Carril of Recife has approached the Governor of the State with a view to substituting electric for mule traction. The Governor has promised to take the matter up.

— It is hoped that the station of Sanhara, 210 kilometres distant from Recife on the Great Western of Brazil Railway, will be inaugurated next month.

— Several cases of Plague are reported from S. Lourenço which is 25 kilometres from Recife.

— The Associação dos Empregados no Commercio has handed to the Chilean Consul the sum of 1:500\$ which has been subscribed for the victims of the Valparaiso earthquake.

— The Agency of the Royal Mail at Recife was broken into

last week. But little damage was done and only a small amount of money carried off.

Alagoas. It is stated that the Government of the State has already drawn some 800,000\$ of the loan said to be arranged in Paris.

Pará. It is stated in a telegram from Paris that the Municipality of Belém has contracted a new loan, through the Ethelburga Syndicate in London, of £600,000 at 6%.

— A new vessel of 100 tons built in England by the Caledonian Engineering and Shipbuilding Company has just arrived at Belém. She is called the *Inahiny* and is 110 feet long, 22 1/2 feet beam and draws 7 1/2 feet. She has a speed of 10 knots. The captain and engineers who brought her out from England have returned to bring out another vessel, the *Marcelino Dias*.

— The s.s. *Fluminense* of the Booth line arrived at Belém and reported very heavy weather between the coast of America and Barbadoes. The vessel lay to for two days, the steering gear having got out of order. She was constantly washed by the waves and her whole funnel was coated with salt on her arrival at Belém.

The Acre. In the report which has just been issued by the Prefect of the Alto Juruá District it is stated that revenue last year amounted to 4,110,000\$000 and expenses only to 461,380\$. This is a handsome profit indeed. It is further stated that the Revenue of the Acre amounts to 12,000,000\$ or equal to 12 other States of the Union, the more wealthy, of course, excluded.

Companhia Mechanica e Importadora de São Paulo

Endereço telegraphico MECHANICA

ESCRITORIOS :

RUA 15 DE NOVEMBRO N. 36 — Caixa no Correio, 51

Em Londres: Broad Street House-New Broad Street, London, E. C.

Importação e Fabricação de machinas a vapor, motores a kerozene, turbinas hydraulicas, rodas d'agua, materias para luz electrica, serras de varios typos, machinismos para beneficiar café, despolpadores, materias e machinismos diversos para uso nas fazendas, para serrarias, carpintarias, marcenarias, ferreiros, serradores, gazistas, funileiros, fabricantes de carros e carroças, materias, para estradas de ferro, abastecimentos d'agua e esgotos, construção e engenharia.

KIERNAN & PETERS

MANÁOS

COMMISSION-AGENTS

Accept Agencies for the States of Amazonas of 1st class national Houses, especially of Manufactures.

BEST REFERENCES

F. J. CARLSSON

TAILOR

1º andar 42, RUA DO ROSARIO, 42 1º andar

1st CLASS ENGLISH CUTTER

Fine cashmeres, silk cuts for waistcoats &c., for sale in the piece or made up.

BRADBURY, WILKINSON & CO., LTD.,

25/27, FARRINGTON ROAD, LONDON, E.C.

GRAND PRIX, PARIS, 1900.

Engravers and Printers of

BANK NOTES.

POSTAGE AND REVENUE STAMPS.

BONDS. SHARES. BILLS OF EXCHANGE.
CHEQUES. DEPOSIT RECEIPTS. TRADE-MARK LABELS.

HIGH-CLASS PLATE PRINTING.

THE MOST MODERN SAFEGUARDS ADOPTED, MAKING
FRAUDULENT REPRODUCTION, BY PHOTOGRAPHY, &c., OF
THE WORK OF THIS FIRM PRACTICALLY IMPOSSIBLE.

CLIENTS IN ALL PARTS OF THE WORLD—NOTABLY
BRAZIL, ARGENTINA, MEXICO, AND OTHER LATIN-
AMERICAN REPUBLICS, THE VARIOUS COUNTRIES OF
EUROPE, EGYPT, PERSIA, CHINA, AUSTRALASIA, &c.

DESIGNS AND PRICES SUBMITTED ON RECEIPT OF PARTICULARS
OF REQUIREMENTS.

ESPECIALIDADES DA CASA.

Gravação e Impressão de
BILHETES DE BANCO.

ESTAMPILHAS. SELLOS DE CORREIO.

BONOS. ACOËS. TITULOS EM GERAL.
LETRAS DE CAMBIO. CHEQUES.
RECIBOS DE DEPOSITO.

ETIQUETAS DE MARCAS REGISTRADAS

OBRAS CHALCOGRAFICAS FINAS.

ESTA CASA TEM ADOPTADO OS METODOS MAIS
MODERNOS E APERFEIÇADOS PARA SALVAGUARDAR
SEUS TRABALHOS CONTRA TODA POSSIBILIDADE DE
IMITAÇÃO PHOTOGRAPHICA DE MANEIRA A TORNALA
QUASI IMPOSSIVEL.

OS CLIENTES DA CASA ENCONTRAMSE EM TODAS AS
PARTES DO MUNDO, MAS ESPECIALMENTE NO BRAZIL,
R. ARGENTINA, MEXICO E DEMAIS REPUBLICAS LATINO-
AMERICANAS, COMO TAMBEM NO EGYPTO, CHINA, E
AUSTRALIA.

DESENHOS E ORÇAMENTOS SERÃO FORNECIDOS AOS INTERESSADOS.

Money Market

QUOTATIONS DURING WEEK CLOSING OCTOBER 19th, 1906.
WEEK AS FOLLOWS—

(COMPILED, BY PERMISSION, FROM THE FIGURES GIVEN DAILY IN THE
JOURNAL DU COMMERCE.)

New York and Minimum Bank Counter Drawing Rates										OFFICIAL RATES											
October	30 d/s				3 d/s				90 d/s				31 days								
	London		Hamburg		Italy		Portugal		New York		London		Paris		Hamburg		Italy		New York		
	d.	réis	p	réis	d.	réis	p	réis	d.	réis	p	réis	d.	réis	p	réis	d.	réis	p	réis	
Sat. 13	15 1/2	611	751	619	320	3,196	3,202	354	3,202	15 11/16	609	750	616	758	624	3,199	15 35/64	616	758	624	3,199
Mon. 15	15 1/2	611	751	619	320	3,196	3,229	354	3,229	15 37/64	612	755	619	752	626	3,206	15 7/16	619	752	626	3,206
Tues. 16	15 1/2	615	760	624	362	3,238	3,242	356	3,242	16 1/4	616	758	624	757	629	3,231	15 5/8	624	757	629	3,231
Wed. 17	15 1/2	615	760	624	362	3,239	3,255	356	3,255	15 17/32	615	756	622	755	628	3,228	15 29/64	622	755	628	3,228
Thur. 18	15 1/2	615	760	624	362	3,222	3,255	356	3,255	15 31/64	617	760	624	757	630	3,221	15 1/32	624	757	630	3,221
Fri. 19	15 1/2	615	760	624	362	3,222	3,256	356	3,256	15 1/2	615	759	625	756	630	3,221	15 23/64	625	756	630	3,221
Avg. 1906	15 1/2	616	760	624	366	3,227	3,255	356	3,255	15 35/64	614	755	622	753	627	3,218	15 13/32	622	753	627	3,218
1905	15 37/64	603	741	609	306	3,124	3,154	354	3,154	15 3/4	604	742	610	749	611	3,152	15 3/4	604	749	611	3,152

Extremes at which business was done during the week ended October 19th, were 15 1/2d. — 15 1/2d. for 90 d/s Bank paper and 15 1/2d. — 15 1/2d. for private.

The average Bank 90 d/s counter drawing rate for the week comes out at 15 1/2d., the corresponding sight rate being 15 1/2d. against 15 1/2d. the average sight rate of the *Camara Syndical*.

The average depreciation for the week, calculated on the basis of the Banks' sight rate, is 42.82%, and the premium on gold 74.89% against 42.47% and 75.84% last week. At these rates:

THE BRAZILIAN REVIEW

Sunday, October 21st, 1906.

Monday, October 15th—The market opened with bank bills at 15 1/2d. and no paper offering. Rates quickly dropped to 15 5/8d. and 15 1/2d. with business doing in private paper at 15 23/32d., falling to 15 1/2d. for bank paper and 15 19/32d. and 15 9/16d. for private. The Banco do Brazil furnished bills at 15 17/32d. Finally the market improved a little and closed at 15 9/16d. in the Banco do Brazil at 15 17/32d. in other banks and at 15 19/32d. and 15 21/32d. for private.

Tuesday, October 16th—The market opened with banks drawing at 15 17/32d. and 15 9/16d. and 15 11/16d. offering for private, for which 15 19/32d. was asked. Rates then dropped to 15 15/32d. and 15 1/2d. for Bank, with business doing in private paper at 15 9/16d. Afterwards all banks were drawing at 15 1/2d. and private paper was quoted at 15 9/16d. and 15 5/8d. The market was dull up to 2 p. m., when bills improved and closed at 15 9/16d. for Bank, paper offering at 15 5/8d. and with money at 15 11/16d.

Wednesday, October 17th—The Bank of Brazil opened with 15 9/16d. and the foreign banks at 15 1/2d. The London and Brazilian Bank improved their rates to 15 7/16d. During the day the Bank of Brazil and River Plate Bank drew at 15 19/32d. but reduced them again to 15 9/16d., whilst private paper was quoted at 15 5/8d. and 15 11/16d. Later on quotations for Bank dropped to 15 15/32d. and 15 1/2d. and private at 15 9/16d. Finally all banks drew at 15 1/2d. with money for private paper at 15 19/32d.

Thursday, October 18th—The market opened with bank bills quoted at 15 1/2d. and 15 17/32d. and private paper at 15 5/8d. to 15 11/16d. with business doing at former rate. Bank then dropped to 15 15/32d. and private to 15 9/16d. In the afternoon some banks drew at 15 1/2d. but private paper continued at 15 9/16d. The market was irregular, some banks drawing at 15 15/32d. some at 15 1/2d. against private paper at 15 9/16d., until finally bills offered from Santos and bank paper rose, closing at 15 17/32d. and at 15 19/32d. and 15 5/8d. for private.

Friday, October 19th—The market opened with bills of the Bank of Brazil at 15 9/16d., other banks at 15 17/32d., private money for private at 15 5/8d. and 15 21/32d. with business doing at former rate. The market was dull during the morning, foreign banks drawing at 15 1/2d. and the Bank of Brazil furnishing bills at 15 17/32d. Private paper was quoted at 15 9/16d. and 15 19/32d. with demand later on for bills at 15 9/16d. The market closed at 15 15/32d. and 15 1/2d. for Bank and 15 9/16d. for private with money for coffee bills at 15 17/32d.

Saturday, October 20th—The market opened indecisive, the Bank of Brazil drawing at 15 1/2d. and other banks at 15 7/16d. and 15 15/32d., private paper at 15 9/16d. and 15 19/32d. with some business doing at 15 17/32d. Then rates dropped to 15 13/32d. and 15 7/16d. with business doing in private paper at 15 1/2d. and 15 15/32d. Banks then drew at 15 7/16d., private paper being quoted at 15 15/32d. and 15 1/2d. During the afternoon the market was maintained, the Bank of Brazil drawing at 15 15/32d. and 15 1/2d. closing at 15 15/32d. other banks at 15 7/16d. and little money for private at 15 17/32d.

PRICE : 8\$000

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

DESCRIPTION	Sept. 22, 1906	Sept. 20, 1906
Government Securities		
Gold Loan 1879 4 1/2 %	90	92
1883 4 1/2 %	91	93
1888 4 1/2 %	93	95
1889 4 1/2 %	88	89
1895 5 %	97	98 1/2
1903 5 %	99	100
West of Minas Railway 5 %	98 1/2	99
New Funding Bonds 1898 5 %	104 1/2	105 1/2
Rescission Bonds 1903 4 %	86	87
State of M. Paulo 5 % 1888	99	100
5 % 1898	97	98
State of Pará 5 %	93	95
Corporation Bonds		
City of Rio de Janeiro 4 %	90	91
City of Santos 6 %	101	103
Railways		
Brazil Great Southern 7 % Cum. Pref.	6	7
Conde d'Eu Limited	15 1/2	16 1/2
Espirito Santo and Caravelas	4 3/4	5 1/4
Gr. Western of Brazil, Limited	13 1/2	14
Leopoldina Limited	13 1/2	13
Porto Alegre a Novo Hamburgo 7 % Pref. Shares	73	74
Rio Claro, S. Paulo, Limited, Shares	27	28 1/2
S. Paulo, Limited, 5 % Non-Cum. Pref.	211	212
Railway Obligations		
Brazil Gr. Southern, 6 % Mt. Mt. Debs. 1893	96	98
6 % Mt. Mt. Debs. Red.	98	101
6 % Form. Deb. Stock	94	96
Campos a Carangola 5 1/2 %	106	108
Conde d'Eu 5 1/2 % Debs.	133	135
Gr. Western of Brazil Stock 5 %	95	97
Leopoldina 4 % do Stock, red.	101	103
Mogiana, 5 % Deb. Bonds	96	98
Porto Alegre a Novo Hamburgo 6 % Mort. Deb. Red. 1907	131	133
S. Paulo, Ltd. 5 1/2 % Debentures Stock	125	127
5 % do do	104	106
4 % do do	123	125
Rio Claro, S. Paulo 5 % Deb. stock	17	17 1/2
Banks		
British Bank of South America, Limited	25 1/4	25 3/4
London & Brazilian Bank, Limited	54 1/2	55 1/2
London & River Plate Bank, Limited	10	11
Shipping		
Amazon Steam Navigation Co., Limited	61	63
Royal Mail Steam Packet Co.	23 3/4	24
Pacific Steam Navigation Co.	3 1/6	3 1/6
Mining		
Ouro Preto, ord.	11 3/2	11 3/2
St. John del Rey	103	106
Telegraphs		
Amazon Tel. Shares	3 1/2	4
Western Tele. Co. shares	14 1/4	14 3/4
do do 5 % deb.	103	106
do do 4 % deb. stk.	103	106
Miscellaneous		
Cantareira Waterworks 5 % deb. 2nd issue	101	103
City of Santos Imp. Ltd. 7 % non-cum. pref.	11 1/2	12
City of Santos Imp. Ltd. 6 % cum. pref.	100	102
do do 5 % 1st charge deb.	4 1/2	4 3/4
Rio de Janeiro City Imp. Limited	101	103
do do 5 % Deb. Int. Apr.-Oct.	101	103
do do do Int. June-Dec.	101	103
Rio de Janeiro Flour Mills Limited	1 5/8	1 7/8
S. Paulo Gas Co. Limited	100	102
do 5 % Deb. (Regd.)	14 1/4	14 3/4
Dumont Coffee, ord.	1 3/4	2 1/4
do 7 1/2 % Cum. pref.	7 1/2	8
do 5 1/2 % Int. Mor. deb.	99	101
S. Paulo Coffee Est. 5 1/2 % Int. Mort. deb.	99	102
Pernambuco Water Works	92	97

Balance Sheets

PERNAMBUCO

London & Brazilian Bank, Limited

Capital	£ 1,500,000
Capital paid-up	750,000
Reserve fund	750,000

BALANCE SHEET OF THE BRANCH IN PERNAMBUCO, SEPTEMBER 29TH, 1906

Assets	
Bills discounted	119:551480
Bills receivable	3:817:067490
Accounts with Head Office & Branches	4:103:0548150
Loans, accounts current, etc.	450:0540680
Accounts current guaranteed & sundry securities	116:2148850
Sundry accounts	737:2384220
Cash: In current money	1:729:3908550
	11,071:880410

Liabilities

Deposits:	
Accounts current without interest	4,031:440550
Accounts current at short notice	722:508550
Fixed date	213:091820
	4,967:040440
Accounts with Head Office & Branches	
Accounts current guaranteed & sundry securities	991:4504780
Sundry accounts	116:2148850
Bills payable	4,965:5018850
	11:071:880410

E. & O.E.—Pernambuco, Oct. 5th, 1906.—For the London & Brazilian Bank, Limited.—(Signed)
T. J. Finnie, Manager; W. C. Haigh, Accountant.

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE Montreal Prices

	SEPT. 28	SEPT. 27
Mexican Light and Power Co.	50	51
Sao Paulo Tramway Light and Power Co. Limited	133	138
Do 5 %	95	95
Rio de Janeiro Tramway Light and Power Co. Ltd.	76 1/2	76 5/8
Do Stock	40	40 1/2

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE During the 2 weeks ended October 19th, 1906

DESCRIPTION	SALE	HIGHEST	LOWEST
GOVERNMENT SECURITIES			
S. Simão Municipality	121	76	76
S. Paulo Municipality 7th	67	95	95
S. Carlos Municipality	248	72	72
Ribeirão Preto Municipality	88	76	75
Campinas Municipality	65	80	80
Apollon Serões 5 %	4	980	980
Idem (200000)	17	196	196
RAILWAY SHARES			
Companhia Mogiana	1,133	270	262
Paulista	675	267	262
BANKS			
Banco União de S. Paulo	260	29 1/2	25 1/2
Banco S. Paulo	333	134 1/2	133
Banco Commercial e Industrial	180	340	340
Banco Credito Real 6 %	69	18 1/2	18 1/2
Idem 8 %	159	18 1/2	18 1/2
INSURANCE			
Companhia Paulista de Seguros	85	82	80
MORTGAGE BONDS			
Banco União de S. Paulo	149	55 1/2	55

The business done on the Sao Paulo Stock Exchange amounted for the first week to 262:132000
" second " 374:160000
distributed as follows:

	1st week	2nd week
Government Securities	29:850000	23:1220000
Railway Shares	198:2580000	259:0590000
Banks	32:1390000	86:8260000
Insurance	2:050000	4:820000
Mortgage Bonds	7:810000	3330000
	562:1320000	374:1600000

LLOYD BRAZILEIRO

OWNERS

M BUARQUE & Co.

2, 4, 6, AVENIDA CENTRAL, 2, 4, 6
RIO DE JANEIRO

NAVIGATION SERVICE OVER ALL THE BRAZILIAN COAST
Passengers and cargo services for Uruguay, Paraguay, Argentina and Matto Grosso

MONTHLY TRIPS BETWEEN RIO DE JANEIRO & NEW YORK

Sailings From Rio:

NORTH LINE	Every Sunday at 10 o'clock a. m.
RIO GRANDE LINE	The 1st, 7th, 14th, and 23rd, every month, at 12 noon.
NEW YORK LINE	Once a month.
RIVER PLATE LINE	The 4th and 20th. every month, at 12 noon.
STA. CATHARINA LINE	The 11th and 28th. every month at 12 noon.
SUL DA BAHIA LINES	Once a month (Departures not fixed.)
SERGIPE LINE	Twice a month (Departures not fixed.)
MATTO GROSSO LINES	Are in connection with the River Plate Line, departures from Montevideo or Buenos Aires.

FLEET

Alagoas	Goyaz	Florianopolis.
Brazil.	Sergipe.	Santos.
Mandós.	Mayrink.	Planeta.
Maranhão.	Victoria.	Satellite.
Olinda.	Aymoré.	Prudente de Moraes.
São Salvador.	Estrella.	Iris.
Pernambuco.	Fagundes Varella.	Anazonas.
Espirito Santo.	Grão Pará.	Guarajá.
Bragança.	Diamantino.	Ladario.
Matto Grosso.	Mercedes.	Nioac.
Marajó.	Rapido.	Itapemirim.
Cozipo.	Rio Verde.	Cahy.

26 BUILDING

For Cargo, Passages and General Data Apply to the
Head Office & Agencies

Coffee Market

COFFEE ENTRIES

	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 19 1906	Oct. 12 1906	Oct. 20 1906	Oct. 19 1906	Oct. 20 1906
Rio					
By Central R'y.....	74,183	78,439	60,855	854,165	755,547
Leopoldina R'y:					
Inland.....	41,708	54,373	50,130	609,199	550,410
Coastwise, discharged.....	802	11,382	3,408	61,434	53,546
Total.....	116,789	119,194	104,283	1,515,798	1,359,483
Transferred from Rio to Niteroy.....	4,516	3,166	3,517	57,478	83,208
Net Entries at Rio.....	112,267	116,028	100,766	1,458,320	1,276,275
Coastwise, in transit.....	8,000	—	6,000	32,047	53,960
Niteroy from Rio & Leopoldina R'y.....	9,725	10,015	11,502	115,555	81,384
Total Rio including Nite- rooy & transit.....	124,992	126,043	118,268	1,605,922	1,412,569
Santos:					
Inland.....	441,255	394,144	291,608	5,137,906	3,775,350
Total Rio & Santos.....	666,247	610,187	409,876	7,143,928	5,238,019

The coast arrivals for the week ended October 19th were from:—

S. João da Barra.....	3,200
S. Mathews.....	590
Piuma.....	12

Total..... 3,802 bags.

The total entries by the different S. Paulo Railways for the Crop to October 19th 1906 were as follows:—

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1906/1907.....	4,969,863	613,878	5,583,741	5,537,956	45,785
1905/1906.....	3,440,391	357,620	3,798,015	3,775,350	22,665

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	Oct. 19 1906	Oct. 12 1906	Oct. 12 1906	Oct. 19 1906	Oct. 20 1906
Rio					
Niteroy.....	121,971	89,828	119,425	1,101,177	1,212,568
In transit.....	854	14,807	7,727	91,677	68,927
Total Rio including Niteroy & transit.....	123,825	104,635	127,152	1,192,854	1,281,495
Santos.....	405,075	210,268	238,581	3,989,445	3,161,009
Total Rio & Santos.....	528,900	314,903	365,733	5,182,300	4,442,504

Rio de Janeiro, October 20th, 1906.

Entries at Rio and Santos for the week ending October 19th were 56,080 more than for the previous week and 156,393 more than for the corresponding week last year.

For the crop, entries reached 7,143,928 bags against 5,238,019 bags at the corresponding date last year.

Shipments (embarques) were 186,000 bags more than the previous week, and 139,170 bags more than the corresponding week last year.

The average price for Rio No. 7 was 45527 against 45562 in the previous week and 48842 last year; and at New York it was 8.14 cents against 8.25 cents for the previous week and 8.63 cents last year.

Stocks increased by 43,461 bags and are 979,968 bags more than last year and 397,149 bags more than in 1904.

Santos entries are 57,131 bags more than in the previous week, and exceeded shipments by 36,196 bags. The daily average for the week (6 days) was 73,545 bags.

On the basis of comparative entries to October 19th this year and last the crop should be as follows:—

Rio.....	109.8% of	3,406,055	= 3,739,826
Santos.....	146.7% of	6,982,863	= 10,243,881
Other ports (say).....		10,388,920	13,983,707
Total probable entries.....			700,009

Total probable entries..... 14,684,707

Entries are slightly higher again this week and probably would have been much greater but for official detention up country.

The Syndicate firms are still buying and altogether are believed to have acquired some 450,000 bags in the names of Wille and Arbuckle.

The difficulty now is to find room for storage and Government is offering to guarantee 7% interest on capital employed to anyone who will undertake to build stores.

There is nothing to report from up country. Very little news is obtainable with regard to the future crop which is generally believed to be very large for Rio and Minas and small in São Paulo.

So far nothing has been heard of the intentions of Rio or Minas as regards the 3 fcs. surtax.

Readers abroad must be careful how they draw conclusions from any possible curtailment of receipts in Santos. No special provision has been made for the huge Coffee crop in course of delivery, and the trade in Santos is already crying 'Stop' to the avalanche. All kinds of statistics for interior receipts are therefore vitiated, and show no relation to the available supply. It is very much to be regretted that the broad gauge on the Central R'y between Jacarehy and S. Paulo has not been hurried forward to completion this year, otherwise Rio, with a smaller crop to deal with than usual, could help very materially in the disposal and storage of the produce. The time will come no doubt, and soon, when both Paulista and Central freight cars will run between Rio Claro and Rio de Janeiro. Why not do this at once? We were told in December of last year that only 94 kilometres of narrow gauge remained to be converted. The completion of this work was promised for next December, and then later it was announced that the contractors for rails were unable to deliver the whole order in time. In a case like this the Government should lay temporary rails, even old rails.

	October 15.....	October 16.....	October 17.....	October 18.....	October 19.....	October 20.....
Commercia! Prices	68500	68500	68500	68500	68500	68500
Shippers' Prices	68500	68500	68500	68500	68500	68500

MANIFESTS OF COFFEE
During the Week ended October 19th, 1906
SANTOS

DATE	NAME OF VESSEL	DESTINATION	SHIPPER	HAIR	TOTAL
Oct. 13	Campana	Hayre opt	Baldwin & Co.....	15,636	
"	do	do	G. da Fonseca & Co	7,257	
"	do	do	Nathan & Co.....	5,940	
"	do	do	Barbosa & Co.....	4,760	
"	do	do	Prado, Chaves & Co.	3,000	
"	do	do	E. Johnston & Co.	2,000	
"	do	do	Nossack & Co.....	1,240	
"	do	do	George Frey & Co.	750	
"	do	do	Sundry.....	954	40,597
" 14	Sardegna	Genoa	J. D. Martins.....	1,250	
"	do	do	Prado, Chaves & Co	1,000	
"	do	do	Diogenes Ferreira & C	900	
"	do	do	Barbosa & Co.....	375	
"	do	do	Baldwin & Co.....	125	
"	do	do	Sundry.....	289	
"	do	Smyrna.....	Hard, Rand & Co.	625	
"	do	Constantinople	do	125	
"	do	Spezia	Sundry.....	37	4,326
" 15	Merchant Prince	New Orleans	Zerrenner Bulow & Co	8,616	
"	do	do	N. Gepp & Co. Ltd.	6,000	
"	do	do	E. Johnston & Co.	5,000	
"	do	do	Barbosa & Co.....	2,650	
"	do	do	Nossack & Co.....	750	28,046
" 15	Thespis	New York	Nathan & Co.....	13,000	
"	do	do	Baldwin & Co.....	3,000	
"	do	do	Barbosa & Co.....	1,350	
"	do	do	Alves Lima & Co.	750	
"	do	do	E. Johnston & Co.	500	18,600
" 16	Clyde	London	Geo. W. Knorr.....	3,235	
"	do	Southampton	N. Gepp & Co. Ltd.	2,000	
"	do	Port Elizabeth	Hard, Rand & Co.	200	5,495
" 17	Gutierrez	New York	Theodor Wille & Co	35,000	
"	do	do	Nathan & Co.....	7,500	
"	do	do	Prado Chaves & Co	3,000	
"	do	do	Barbosa & Co.....	500	47,000
" 17	Pontos	Hamburg	Theodor Wille & Co	76,061	
"	do	do	N. Gepp & Co. Ltd.	25,704	
"	do	do	Barbosa & Co.....	7,000	
"	do	do	Krische & Co.....	5,001	
"	do	do	Nathan & Co.....	5,000	
"	do	do	Prado Chaves & Co.	4,750	
"	do	do	Hard, Rand & Co.	2,500	
"	do	do	Schmidt & Frost.....	1,645	
"	do	do	Baldwin & Co.....	1,500	
"	do	do	G. da Fonseca & Co.	1,240	
"	do	do	Prado, Lima & Co.	500	
"	do	do	Nossack & Co.....	500	
"	do	do	Zerrenner Bulow & C	250	131,756
" 17	Coblenz	Antwerp	N. Gepp & Co. Ltd.	8,000	
"	do	do	Krische & Co.....	4,250	
"	do	do	Prado Lima & Co.	1,500	
"	do	do	Hard, Rand & Co.	1,500	
"	do	do	Holworthy Ellis & Co	1,500	
"	do	do	Baldwin & Co.....	1,000	
"	do	do	Prado, Chaves & Co.	750	
"	do	do	G. da Fonseca & Co	500	
"	do	do	Zerrenner Bulow & C	400	
"	do	do	Nossack & Co.....	240	
"	do	Bremen	N. Gepp & Co.....	1,250	
"	do	do	E. Johnston & Co.	500	
"	do	do	Nossack & Co.....	250	
"	do	do	Krische & Co.....	250	
"	do	do	Zerrenner Bulow & C	250	22,150
" 17	Toscana	Genoa	Prado Chaves & Co	2,000	
"	do	do	Diogenes Ferreira & C	1,250	
"	do	do	Nossack & Co.....	750	
"	do	do	Prado Lima & Co.	250	
"	do	do	Sundry.....	550	
"	do	Nyplea	do	279	
"	do	Venice	Diogenes Ferreira & C	240	
"	do	Mytelene	Krische & Co.....	125	5,454
" 18	Magellan	Bordeaux	N. Gepp & Co. Ltd.	250	
"	do	do opt	E. Johnston & Co.	375	625
" 19	Membrand	New Orleans	Theodor Wille & Co.	16,375	
"	do	do	Hard, Rand & Co.	14,700	31,165
Total.....					830,214

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPER	NAME	TOTAL
Oct. 13	Brookwood	New York	Hard, Rand & Co.	28,941	46,444
"	do	do	Theodor Wille & Co.	17,500	
" 13	Sellena	New Orleans	Ornstein & Co.	11,568	
"	do	do	Pinto & Co.	5,000	
"	do	do	Norton Megaw & Co.	2,500	
"	do	do	Gustav Trinks & Co.	2,200	24,368
"	do	do	Manoel P. Teixeira.	1,000	
"	do	do	Eugen Urban	1,000	
"	do	do	Carlo Pareto & Co.	1,000	
"	do	do	do	1,000	
" 14	Maranhão	Mandos	Eugen Urban	267	1,732
"	do	do	Pinto & Co.	250	
"	do	do	J. Dias & Irmdo.	25	
"	do	do	Siqueira & Co.	100	
"	do	do	Zenba, Ramos & Co.	145	
"	do	do	Sundry	350	
"	do	Pará	Pinto & Co.	275	
"	do	do	J. Dias & Irmdo.	70	
"	do	Maranhão	Pinto & Co.	160	
"	do	do	Siqueira & Co.	45	
"	do	do	Zenba Ramos & Co.	10	
"	do	Racoonthera	J. Dias & Irmdo.	50	
"	do	Maceió	Zenba, Ramos & Co.	65	
" 15	Sardegna	Piraens	Pinto & Co.	125	3,867
"	do	Gahat	Ornstein & Co.	250	
"	do	Ancona	Carlo Pareto & Co.	50	
"	do	Chios	do	125	
"	do	Cesmeth	do	125	
"	do	Smyma	do	250	
"	do	do	Theodor Wille & Co.	500	
"	do	do	Gustav Trinks & Co.	500	
"	do	Constantinople	C. Dabelow	410	
"	do	Solonica	Theodor Wille & Co.	625	
"	do	do	Gustav Trinks & Co.	750	
"	do	Sauson	do	157	
" 15	Itaperuna	Rio Grande	Zenba, Ramos & Co.	30	381
"	do	do	Siqueira & Co.	122	
"	do	Porto Alegre	Castro Silva & Co.	200	
"	do	Parangatu	Siqueira & Co.	32	
"	do	do	do	32	
" 16	Aragon	Durban	Norton Megaw & Co.	750	2,200
"	do	do	Hard, Rand & Co.	500	
"	do	Port Elizabeth	do	200	
"	do	East London	A. T. P. Clarkson & Co.	100	
"	do	Cape Town	do	650	
" 16	Amazona	Montevideo	Pinto & Co.	100	862
"	do	do	Ornstein & Co.	150	
"	do	do	Siqueira & Co.	50	
"	do	Buenos Aires	Ornstein & Co.	350	
"	do	do	E. Ashworth & Co.	262	
" 16	Oriana	Corral	Siqueira & Co.	100	625
"	do	do	Theodor Wille & Co.	100	
"	do	Valparaiso	John Moore & Co.	150	
"	do	do	C. Dabelow	175	
"	do	do	Eugen Urban	100	
" 17	Clyde	Southampton	Hard, Rand & Co.	250	300
"	do	London	Carlo Pareto & Co.	250	
" 17	Thespis	New York	Ornstein & Co.	10,250	26,722
"	do	do	W. F. McLaughlin & Co.	4,072	
"	do	do	Carlo Pareto & Co.	3,000	
"	do	do	Pinto & Co.	2,500	
"	do	do	Eugen Urban	2,000	
"	do	do	C. Dabelow	2,000	
"	do	do	R. do Couto & Co.	1,500	
"	do	do	Manoel P. Teixeira	1,000	
"	do	Algon Bay	Pinto & Co.	200	
"	do	do	do	200	
" 17	União	Pernambuco	do	50	501
"	do	Mossoró	Siqueira & Co.	451	
" 17	Saturno	Porto Alegre	do	311	311
" 19	Grão Pará	Pará	Pinto & Co.	185	185
" 19	Magellan	Bordeaux	Carlo Pareto & Co.	750	1,250
"	do	Oran	Eugen Urban	500	
" 19	Coblentz	Antwerp opt.	Pinto & Co.	750	7,977
"	do	do	Ornstein & Co.	1,000	
"	do	do	Carlo Pareto & Co.	1,000	
"	do	do	Hard, Rand & Co.	250	
"	do	do	Theodor Wille & Co.	1,000	
"	do	do	Eugen Urban	1,250	
"	do	do	Carlo Pareto & Co.	1,250	
"	do	Antwerp	do	1,250	
"	do	Lelxões	Sundry	3	
"	do	do	do	3	
Total				116,828	

The coffee sailed during the week ended October 19th, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	LAKE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	97,331	12,694	3,113	4,586	—	—	118,727	1,151,091
Santos.....	119,811	210,463	—	—	—	—	330,274	3,765,405
Total	217,142	223,157	3,113	4,586	—	—	448,941	4,916,496
1905/1906	168,829	263,880	6,905	4,026	—	8,929	452,669	4,302,531

Weekly Report of the Companhia Registradora de Santos. Sales registered on the basis of New York Exchange Standard No. 4.

By Cable:—

Sales for the week ending October 20th..	17,000 bags
Closing quotations for October.....	48600
" " " November.....	48600
" " " December.....	48600

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS
Week ended

	Oct. 12	Oct. 19	Oct. 19	Oct. 12	Crop to Oct. 15	
	Bags	Bags	£	£	Bags	£
Rio.....	114,614	113,985	219,585	219,782	1,061,468	2,137,494
Santos.....	330,214	385,668	650,876	762,580	3,760,753	7,598,549
Total 1905/1906.....	444,828	500,653	870,461	982,362	4,822,221	9,736,043
do. 1905/1906.....	445,164	351,251	877,024	700,316	4,200,268	8,501,146

S. Paulo, October 20th, 1906.

The consuming coffee market ruled very steady during the week under review and quite insignificant fluctuations only took place which clearly showed the hand of the Syndicate and its intention to maintain present levels, as a raising of the same is for the time being out of the question.

In Santos the position was somewhat different. The purchasing firm of the Syndicate there paid prices which ruled about 150 réis above export limits, i.e. \$4700 to \$4750 for Type No. 7 according to quality, yet October delivery of the same type could be bought in the open market at \$4650 to \$4600, sellers mostly exporters, and as certain dealers are greatly embarrassed for want of storage room even spot goods could be obtained at these quotations.

At the same time the rate of exchange tended downwards and thus a good many contracts for export must have been registered at prices ranging between 38/ and 38/8 for superior.

The States bought sparingly as they found cheaper material, we hear, in Rio and Victoria, both markets being well below Santos parity.

Shipments, have been large and are likely to exceed, including to-day, 400,000 bags, of which we presume a quarter to be for account of the Government.

Receipts continue large, although there was a slight falling off on two days, which is attributed to bad weather impeding the trans-shipment at Campinas and Rio Claro and the lack of trucks on the feeding lines.

The weather has been very favourable and rain is reported as general.

The Tea and Coffee Trade Journal works out the effect of the Valorization Law, fixing 32,000 as the minimum price for Coffee in Brazil, as follows:—

	Milreis	32	34	36
Paid to planters delivered at ports....	\$10.88	911.56	\$12.22	
Duty, 11 per cent. to Brazilian Government.....	1.19	1.27	1.34	
Surtax three francs to Sinking Fund..	.58	.58	.58	
Bagging and shipping.....	.81	.81	.81	
Freight.....	.37	.37	.37	
Per bag.....	\$13.83	\$14.58	\$15.32	
Per pound, city of New York.....	10.48c.	11.04c.	11.60c.	

A correspondent writes as follows:—

Last number, as far as I have looked through it, is very interesting, but you make a mistake in your remarks about the coffee crop movement.

Passagem Jundiaby on 10th inst. year was for

S. Paulo town.....	11,087
Santos.....	46,877
Total.....	57,964 bags

not 49,117, which represents passengers through S. Paulo for Santos, not Jundiaby. The total passage on that date through S. Paulo for Santos discriminates as follows:—

From Jundiaby.....	49,117
Sorocabana.....	8,163
C. Li. po.....	2,279
Central.....	2,638
Loaded in S. Paulo city.....	15,376
Total.....	77,933

Actual arrivals in Santos were 80,404 bags.

I do not quite understand why you say there was no lack of store room for the Coffee coming from S. Paulo. If it is not shipped immediately it helps to fill up the stores, and the only advantage it affords is that it need not be bailed.

You forget that for bailing (mixing) coffee and working it up a good deal of room is required, and it is just that which is lacking. There are thousands of bags in every dealer's store, waiting to be worked up and good selling opportunities are lost on account of being so behindhand.

To partly overcome such difficulty quite small quantities are made up and 20 or 30 bag samples are frequently made up, though inconvenient.

As for the ultimate outcome of "valorization" I do not by any means agree with you,—it must be disastrous. Do you believe think that seven firms can pull together long?

OUR OWN STOCK

RIO: Stock on October 12.....	588,565
Entries during week ended October 19.....	112,267
Loaded (Embarques) for the month.....	700,832
Stock in Rio on October 19.....	121,971
Stock at Niteroy and Afloot on October 12.....	578,861
Entries at Niteroy plus total embarques.....	162,305
including transit.....	135,549
Debit: embarques at Niteroy and sailings.....	297,854
during the week.....	118,580
Stock at Niteroy and afloot on October 19.....	179,274
Stock in 1st and 2nd hands and those at.....	758,135
Niteroy and afloot on October 19.....	
SANTOS: Stock on October 12.....	2,021,523
Entries for week ended October 19.....	441,275
Loaded during same week.....	2,462,708
Stocks in Santos on October 19.....	405,079
Stocks in Rio and Santos on October 19th, 1906.....	2,057,719
do do on October 12th, 1906.....	2,815,854
do do on October 20th, 1905.....	2,772,303
do do on October 20th, 1905.....	1,835,946

FOREIGN STOCKS

	Oct. 13 1906	Oct. 6/1906	Oct. 14/1905
United States Ports.....	2,877,000	2,916,000	3,718,000
Havre.....	1,748,000	1,754,000	2,196,000
Both.....	4,625,000	4,670,000	5,914,000
Deliveries United States.....	158,000	—	61,000
Visible Supply at United States ports.....	3,627,000	3,660,000	4,530,000

COFFEE PRICE CURRENT

For the week ended October 19th, 1906

DESCRIPTION	Oct. 13	Oct. 15	Oct. 16	Oct. 17	Oct. 18	Oct. 19	Averages
RIO N. 6. per 10 kilos.....	min. 4.695	4.695	4.690	4.690	4.698	4.698	4.664
max. 4.695	4.695	4.690	4.690	4.698	4.698	4.698	4.627
N. 7.....	min. 4.562	4.493	4.493	4.493	4.562	4.562	4.391
max. 4.562	4.493	4.493	4.493	4.562	4.562	4.562	4.255
N. 8.....	min. 4.425	4.357	4.357	4.357	4.425	4.425	4.289
max. 4.425	4.357	4.357	4.357	4.425	4.425	4.425	4.233
N. 9.....	min. 4.289	4.221	4.221	4.221	4.289	4.289	4.143
max. 4.289	4.221	4.221	4.221	4.289	4.289	4.289	4.233
SANTOS superior per 10 kilos.....	4.433	4.433	4.433	4.433	4.433	4.433	4.233
Good Average.....	4.233	4.233	4.233	4.233	4.233	4.233	4.233
N. YORK per lb.....	8 1/4	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/4
Spot N. T. per cent.....	8 1/2	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8
Options.....	Dec. 6.40	6.43	6.45	6.50	6.45	6.40	6.44
March.....	6.55	6.50	6.50	6.50	6.55	6.55	6.54
May.....	6.65	6.70	6.70	6.75	6.75	6.70	6.71
HAVRE per 50 kilos.....	46.00	46.00	46.25	46.25	45.75	45.75	46.00
Options.....	Dec. 46.00	46.00	46.25	46.25	46.00	45.75	46.01
March.....	46.25	46.25	46.50	46.50	46.25	46.00	46.29
May.....	46.25	46.25	46.50	46.50	46.25	46.00	46.29
HAMBURG per 100 lbs.....	37.25	37.25	37.25	37.25	37.25	37.25	36.92
Options.....	Dec. 37.50	37.75	37.75	37.75	37.25	37.00	37.42
March.....	38.00	38.00	38.00	37.75	37.50	37.25	37.75
May.....	38.00	38.00	38.00	37.75	37.50	37.25	37.75
LONDON per cent.....	36/-	36/-	36/-	36/-	35/9	36/-	35 11
Options.....	Dec. 36/9	36/9	36/9	36/9	36/6	36/9	36/8
March.....	37/-	37/-	37/-	37/-	36/9	37/-	36 11
May.....	37/-	37/-	37/-	37/-	36/9	37/-	36 11

SALES OF COFFEE for the week ending

	Oct. 19 1906	Oct. 12 1906	Oct. 20 1905
Rio.....	91,000	64,000	38,000
Santos.....	326,120	218,160	122,070
Total.....	417,120	282,160	160,070

Messrs. C. J. Leech & Co.'s Weekly Market Letter Sept. 29th says:—

In our last week's letter we wrote "what then does all this extensive buying up of 'futures' in Europe, in the U. States, & of actual Coffee in Santos signify? Is it that powerful interests have determined to control the excess production this season anticipating a crop failure next?" The information to hand this week answers our question. On Monday our Havre friends wired us "Prado cables partial flowering greatly damaged by weather, cold & storms." On Tuesday Valorisation rumours were in the air again, and that same day New York advanced 25 to 30 points on cables from Brazil indicating the imposition of the additional Export duty of 3 fcs. per bag, and bad reports of the next Santos crop, Arbuckle buying largely! On Wednesday Hamburg friends wired us "Duty 3 fcs. will be notified today, in force 1st December", whilst our Havre friends wired "Bears covering on official confirmation Valorisation & Duty." On Wednesday the Havre "Bulletin de Correspondance" printed the following communication from Hamburg, which was to be published in the Hamburg "Boersenhalle" the same evening, to the effect that the Government of the State of San Paulo had definitely concluded the measures taken to ensure Valorisation, and that it would commence by buying 2 Million Bags of Coffee which would be consigned in proportions as equal as possible to first class firms in New York, Hamburg and Havre, according to the advances made, with the condition that said

consignments should not be put on the markets for sale until the end of 1907, i.e. during the next crop which according to authoritative advice will be a very small one!! The gist of this we communicated to our friends already on the Tuesday. We understand that 4 Millions sterling has been provided and that 80% of the purchase value will be advanced on the consignments, and that the São Paulo Government will proceed forthwith with the buying of the 2 million bags! The communication above, concluded with the remark that "the position of the houses interested in this transaction is the surest guarantee for its success".

Valorisation therefore, so long contemplated, and so long ridiculed appears at last to have commenced action and the negotiations so long protracted definitely concluded on confirmation that the next Santos crop will be a very small one. Meanwhile the crop movement continues on a colossal scale, in fact a very flood of Coffee, and nevertheless values have advanced sharply.

From The Times of September 29th.

The news that we published in this morning's issue, on the authority of a Reuter telegram from New York, is confirmed except in one important particular. The statement that "Brazil's plan" to maintain the price of coffee was being backed by financiers in New York and elsewhere implied that the Brazilian Government was borrowing for this purpose. This is not so, but we understand that arrangements have been made by the Province of S. Paulo to borrow for a year £4,000,000, or 80 per cent. of the value of 2,000,000 bags of coffee. In this interesting experiment it is being assisted, as stated by Reuter, in New York, Havre and London. It is said that Messrs. Arbuckle are included in the New York syndicate, and that Messrs. Kleinwort and Messrs. Schroeder are the British firms financing the operation. Last Monday's issue of our Financial and Commercial Supplement contained a letter from our Correspondent in Rio de Janeiro giving an analysis of the position of the coffee market. He estimated this year's crop at rather above than below 17 million bags for the whole of Brazil; he stated the world's visible supply at over ten millions, while "planters are unable to hold their stocks through lack of means, other countries produce four million bags, and consumption remains stationary at about 16 millions yearly". The position is thus by no means encouraging to the Province of S. Paulo, which proposes to bolster up the price by taking coffee off the market, and it would appear that the experiment can only read disaster, unless some accident should result in a very poor harvest next season. This consideration, however, is naturally of little moment to those who are advancing the funds. The security, with the credit of the province behind it, is adequate from their point of view, and the price paid for their money is attractive, if it is correctly reported at 9 per cent. including commissions.

During the week ended October 17th there was no rain at any of the stations on the Leopoldina Railway.

Sugar Market

The following are the closing quotations on Oct. 20 that Campos, Sergipe, Pernambuco and Bahia.

	Campos	Sergipe	Pernambuco	Bahia
White Crystal.....	10-215	—	1-0-190	200-210
Yellow crystal.....	170-180	—	150-160	—
Mascavinhos.....	160-180	—	—	—
Mascavo good.....	—	140	140	—
regular.....	—	130-135	130-135	—
medium.....	—	120	120	—
Segundo facto.....	—	—	—	—
White uzina.....	—	—	—	—
Entries at Rio from 1st inst. to date.....	—	—	—	65,582 bags
Clearances ditto.....	—	—	—	74,676 "
Stock.....	—	—	—	248,145 "

— Market steady.

SHIPMENTS OF SUGAR FROM JURAGUÁ (MACCÍO)

DURING September 1906 (in kilos)

North:		
Pará.....	15,000	
Maranhão.....	1,800	16,800
South:		
Victoria.....	69,000	
Rio de Janeiro.....	80,460	
Santos.....	1,314,840	1,464,3000
To Foreign Ports:		
Liverpool.....	10,823	
Total—Kilos.....	1,491,383	
September, 1906—Bags.....	24,856	

Quotations for sugar at Maccío from 3rd to 6th October ruled as follows:—

Whites, 1\$500 — Somenos, 1\$300 — Mascavo, none — Bruto novo, 1\$300 to 1\$200 — Special, 1\$300.

Pernambuco, October, 9th 1906.

Foreign markets are decidedly weaker and prices for export-qualities here yesterday were nominally 100 réis lower, the offer for Goyannas being only 1\$400 f.o.b., against 1\$500 last week.

Entries so far this month are at rate of about 6,000 Bags, per item. Planters have not yet decided about making more yellow Crystals for export, opinion being apparently divided, but as new white Usinas which arrived past two days only brought 3\$200 to 3\$500, they may yet decide to do so, as with larger entries this quality will probably go under 3\$000, whereas the Usina people had expected to get from 4\$500 to 5\$000 for it. Stocks of old crop in dealers' hands are however, far too large for them to desire to add to them at higher prices, especially as the home markets continue a very slack.

Beet after advancing to 10/3 has dropped over 1/.

Tests to 15 ulto were again favorable, Magdeburg Districts giving sugar 18.24 against 17.00 last year, and other principal Districts 17.41 against 16.81 last year.
About 1,000 Bags. *Goyannas* reported sold at \$440 f.o.b., owing to the drop in exchange.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ended October 19th, 1906

DATE	NAME OF VESSEL	FLAG	RIO	TON- NAVE	FROM
Oct. 18	<i>Santa Cruz</i>	Brazilian	S. S.	511	Peneda
18	<i>Itaperuna</i>	do	do	713	Porto Alegre
18	<i>Petropolis</i>	German	do	3,093	Hamburg
14	<i>Aragon</i>	British	do	5,938	Southampton
14	<i>Santos</i>	Brazilian	do	966	R. G. do Sul
14	<i>Pirangu</i>	do	do	950	Santos
14	<i>Carangola</i>	do	do	28	S. João da Barra
14	<i>Alina</i>	do	Schooner	33	Cabo Frio
14	<i>Forge</i>	do	do	32	do
14	<i>S. Sebastião</i>	do	do	20	do
15	<i>Wurzburg</i>	German	S. S.	3,256	Bremen
15	<i>H. W. Jarbeberg</i>	Norwegian	do	1,949	Cardiff
15	<i>Brasil</i>	Brazilian	do	1,959	Manaus
15	<i>Grão Pará</i>	do	do	1,393	Montevideo
15	<i>Sardegna</i>	Italian	do	3,394	Buenos Aires
15	<i>Itanema</i>	Brazilian	do	353	Porto Alegre
15	<i>Victoria</i>	do	do	431	Petropolis
15	<i>Rudi</i>	do	do	161	Italy
15	<i>Estrella do Norte</i>	do	Schooner	21	Cabo Frio
16	<i>Oriana</i>	British	S. S.	2,882	Liverpool
16	<i>Amazon</i>	French	do	2,343	Bordeaux
16	<i>India</i>	Austrian	do	1,811	Trieste
16	<i>Merchant Prince</i>	British	do	2,021	Rosario
16	<i>Alexandria</i>	Brazilian	do	4	Laguna
16	<i>Guthrie</i>	do	do	131	Santos
16	<i>Thespis</i>	British	do	2,735	do
16	<i>Dons Imãos</i>	Brazilian	Schooner	100	Cabo Frio
16	<i>S. João</i>	do	do	40	do
17	<i>Sarata</i>	British	S. S.	2,943	Glasgow
17	<i>Clyde</i>	do	do	3,051	Buenos Aires
17	<i>Penelope</i>	do	do	1,751	Leith
18	<i>Corrientes</i>	French	do	1,757	Dunkirk
18	<i>Oriana</i>	do	do	1,884	Marseilles
18	<i>Itatiba</i>	Brazilian	do	511	Pernambuco
18	<i>Itacolomy</i>	do	do	569	Rio Puce
18	<i>Coblenz</i>	German	do	2,001	Santos
18	<i>Guttrune</i>	do	do	1,915	do
18	<i>Nanna</i>	Swedish	Barque	697	Westwick
18	<i>Juno</i>	Norwegian	do	1,941	Lisbon
18	<i>Competition</i>	Brazilian	Schooner	125	Itapopuna
18	<i>Concheta</i>	do	do	320	do
18	<i>Activo II</i>	do	do	34	Cabo Frio
19	<i>Heimfeld</i>	German	S. S.	1,553	Antwerp
19	<i>Calderon</i>	Belgian	do	2,550	Liverpool
19	<i>Orita</i>	British	do	3,824	Valparaiso
19	<i>Dalmata</i>	Austrian	do	1,435	Buenos Aires
19	<i>Magellan</i>	do	do	2,922	do
19	<i>Itatiba</i>	Brazilian	do	717	do
19	<i>Satellite</i>	do	do	807	Rio G. do Sul
19	<i>Alurupy</i>	do	do	304	Paranaguá

SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ended October 19th, 1906

DATE	NAME OF VESSEL	FLAG	RIO	TON- NAVE	FOR
Oct. 18	<i>Brookwood</i>	British	S. S.	1,987	New York
18	<i>Bellena</i>	do	do	1,734	New Orleans
18	<i>Janariva</i>	do	do	2,163	Buenos Aires
18	<i>Tamar</i>	do	do	2,005	Santos
18	<i>Maranhão</i>	Brazilian	do	1,363	Manaus
14	<i>Monte Alegre</i>	do	Schooner	120	Itapopuna
14	<i>S. João</i>	do	do	40	Macané
14	<i>Vencedor</i>	do	do	27	do
14	<i>Olivia</i>	do	do	56	Cabo Frio
15	<i>Sardegna</i>	Italian	S. S.	3,394	Genoa
15	<i>Itaperuna</i>	Brazilian	do	713	Porto Alegre
15	<i>Albatroz</i>	Portuguese	Barque	714	New Orleans
15	<i>Eastfield</i>	British	S. S.	1,355	Fleetwood
15	<i>Guaraní</i>	Brazilian	do	643	Macaré
15	<i>Mavrinik</i>	do	do	375	Caravelas
16	<i>Oriana</i>	British	do	2,882	Valparaiso
16	<i>Amazon</i>	French	do	2,343	River Plate
16	<i>Aragon</i>	British	do	5,938	Buenos Aires
16	<i>Assu</i>	Brazilian	do	955	Porto Alegre
16	<i>Santa Cruz</i>	do	do	511	Paranaguá
16	<i>Pinto</i>	do	do	259	S. João da Barra
16	<i>Julius Palm</i>	Swedish	Barque	800	Jamaica
17	<i>Clyde</i>	British	S. S.	3,051	Southampton
17	<i>Thespis</i>	do	do	2,735	New York
17	<i>União</i>	Brazilian	do	431	Mossoró
17	<i>Industrial</i>	do	do	309	Laguna
17	<i>Titian</i>	British	do	2,657	Santos
17	<i>Regaleira</i>	Brazilian	Schooner	125	Itapopuna
18	<i>Green Jackel</i>	British	S. S.	1,820	Mostyn Deep
18	<i>Tesbridge</i>	do	do	2,549	Barbados
18	<i>Amelia Clara</i>	Brazilian	Schooner	50	Cabo Frio
18	<i>Saturno</i>	do	S. S.	933	Rio G. do Sul
18	<i>Itapoa</i>	do	do	512	do
18	<i>Rhaetia</i>	German	do	4,141	Santos
18	<i>Carangola</i>	Brazilian	do	28	S. João da Barra
18	<i>S. Francisco</i>	do	Schooner	34	Cabo Frio
18	<i>Coblenz</i>	German	S. S.	2,001	Bremen
19	<i>Numidia</i>	do	do	1,912	Hamburg
19	<i>Magellan</i>	French	do	2,962	Bordeaux
19	<i>Guttrune</i>	German	do	1,915	New York
19	<i>Grão Pará</i>	Brazilian	do	1,003	Pará
19	<i>Maróim</i>	do	do	320	Mossoró
19	<i>Orion</i>	do	do	927	Pernambuco
19	<i>Mugit</i>	do	do	350	Caravelas
19	<i>Rudi</i>	do	do	164	Italy
19	<i>Gutther</i>	German	do	1,913	Santos
19	<i>Eastern Prince</i>	British	do	1,978	do

SAILINGS FROM THE PORT OF SANTOS

During the week ended October 19th, 1906

DATE	NAME OF VESSEL	FLAG	RIO	TON- NAVE	FOR
Oct. 18	<i>Victoria</i>	Brazilian	S. S.	365	Rio de Janeiro
18	<i>Santos</i>	do	do	357	do
18	<i>Itanema</i>	do	do	559	Pernambuco
18	<i>Campana</i>	French	do	1,767	Havre
14	<i>Alexandria</i>	Brazilian	do	390	Rio de Janeiro
14	<i>Sardegna</i>	Italian	do	3,394	Genoa
16	<i>Linfield</i>	British	do	1,925	Port Eads
16	<i>Marajo</i>	Brazilian	do	927	Buenos Aires
16	<i>Thespis</i>	British	do	2,734	New York
16	<i>Merchant Prince</i>	do	do	2,020	New Orleans
16	<i>Clyde</i>	do	do	3,051	Southampton
16	<i>Cavour</i>	do	do	3,151	New York
16	<i>Guasca</i>	Brazilian	do	277	Paranaguá
17	<i>Pantos</i>	German	do	3,529	Hamburg
17	<i>Guttrune</i>	do	do	1,915	New York
17	<i>Heimfeld</i>	do	do	1,573	Rio de Janeiro
17	<i>Coblenz</i>	do	do	2,001	Bremen
17	<i>Toscana</i>	Italian	do	2,507	Genoa
18	<i>France</i>	French	do	2,504	Buenos Aires
18	<i>Magellan</i>	do	do	2,972	Bordeaux
18	<i>Satellite</i>	Brazilian	do	887	Rio de Janeiro
18	<i>Industrial</i>	do	do	171	Laguna
19	<i>Membrand</i>	British	do	1,543	New Orleans
19	<i>S. João da Barra</i>	Austrian	do	449	Rio de Janeiro



PETROPOLIS

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

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

Steamers, the property of the Leopoldina Railway Co., leave Prainha Wharf at 6.30 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 8.55 a.m. and 6.10 p.m. Return trains from Petropolis by the Bay route leave daily at 7.30 a.m. and 4.30 p.m. The steamers are fitted with every convenience, restaurant, buffet, etc. The return fare, during working days, available for 10 days including tax, is \$9500, and \$200 on holidays, feastdays and Sundays.

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 8.05 a.m., 4.30 p.m., and 6.35 p.m. daily (S. Francisco at 8.35 a.m., 5 and 7 p.m.), and return from Petropolis at 6 a.m., 9.25 a.m., and 4 p.m. Return tickets by this route, available only for three days, including tax, \$6000.

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

LIVERPOOL, BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

Passenger service for New York

Average passage Rio to New-York 17 days

CALDERON..... — Nov.
BYRON..... 1st Dec.

The steamer

TENNYSON

sails on the 7th November for

Bahia, Pernambuco and New York

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

BARBADOS

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

For freight apply to the Broker

Wm. R. McNiven,

18, RUA DE S. PEDRO

For passages and further information apply to the

Agents: NORTON, MEGAW & Co., Ltd.

58, RUA PRIMEIRO DE MARÇO
a-b-b-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 Houlder 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 supplies to ships.

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

a-b-b-ea

x x

Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The splendid German Steamer

PETROPOLIS

Captain Feldmann

Expected from Santos on the Nov. 1st 1906 will leave on 2nd November for

Bahia, Lisbon, Oporto (Leixões), and Hamburg

at 10 a. m.

The steamers receive cargo for Lisbon direct and also for Leixões.

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. McNiven

18, RUA DE S. PEDRO, 18

For passages and further information apply to the agents

Theodor Wille & Co.

AVENIDA CENTRAL, 79

a-b-b-ea

x x

BRAZIL-ADRIATIC LINE

of The Austrian Lloyd's Steam Navigation Company and

The Royal Hungarian Sea Navigation Company "Adria" Limited

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

DEPARTURES FOR TRIESTE

INDIA..... 29th Oct.
JOKAL..... 9th Nov.
BUDA..... 15th Nov.

FOR RIVER PLATE

MORAVIA..... 8th Nov.

For freight apply to the Broker.

Wm. R. McNiven,

18, RUA DE S. PEDRO.

For passages and further information to the

AGENTS

Rombauer & Co.

RUA GENERAL CAMARA, 24

Rio de Janeiro.

RUA II DE JUNHO, 1A.

Santos.

a-b-b-ea

x x

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS FOR EUROPE

LES ALPES..... 24th Oct.
ORLÉANAIS..... 6th Nov.
LES ANDES..... 22nd "

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class..... f. gold 721
do do 2nd..... f. 650
do do 3rd..... f. 199
Through fares to Paris return 1st class f. 1,149
do do do 2nd..... f. 882
do 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—Avenida Central, 14.

S. Paulo.—29 Rua S. Bento

Santos.—1 Praça da Republica

c-b-ea

x

NORDDEUTSCHER LLOYD BREMEN.

Capital.. 120,000,000 Marks

NEXT DEPARTURES

Date	Steamer	Destination
1906 Nov. 2	Wurzburg.	Madeira, Leixões, Rotterdam, Antwerp and Bremen.
16	Aachen.....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp & Bremen.

Passengers & Cargo accepted

Passenger 1st 1st-cl 3rd-cl.
Rio — Rotterdam, Antwerp, Bremen..... Marks 450 £. 10/-
— Lisbon & Leixões..... £ 18/- Rs. 1600
For further information apply to

HERM. STOLTZ & Co., Agents

Avenida Central, 64-74

Rio de Janeiro

h-b-b-ea

x x

H. A. L. (Hamburg-American Line)

(South American Service)

The new fine Imperial Mail Steamer

RHAETIA

10,000 tons

expected from Santos on the 25th Oct. 1906, sails on Oct. 26th at noon for:

Bahia, Madeira, Lisbon, Leixões, Dover, Boulogne 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.

Wm. R. McNiven.

18, RUA DE S. PEDRO

And for passages and other information to

Theodor Wille & C.

Avenida Central, 79

a-b-b-ea

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

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

TABLE OF DEPARTURES

Date	Steamer	Destination
Oct. 24	Nile.....	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
29	Araguaya.....	Santos, Montevideo and Buenos Aires.
30	Aragon.....	St. Vincent, Lisbon, Vigo, Cherbourg and Southampton.

Special attention is drawn to the following:

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

For freight, passages, and other information apply.

No. 73, 1º de Março, 1st floor.

KNIGHT, HARRISON & Co., Agents.

h-b-b-ea

x x

ARRIVALS AT THE PORT OF SANTOS During the week ended October 19th, 1906

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Oct. 13	<i>Itanema</i>	Brazilian...	S. H.	233	Porto Alegre
13	<i>Victoria</i>	do	do	365	Florianopolis
13	<i>Santos</i>	do	do	567	Rio G. do Sul
14	<i>Tamar</i>	British.....	do	2,094	New Port
14	<i>Guasca</i>	Brazilian....	do	277	Paranaigua
14	<i>Sardagna</i>	Italian.....	do	3,594	Buenos Aires
14	<i>Alexandria</i>	Brazilian....	do	300	Laguna
14	<i>Risman Wood</i>	British.....	Barque	1,263	Savannah
16	<i>Cybele</i>	do	S. S.	3,051	Buenos Aires
17	<i>Toscana</i>	Italian.....	do	2,540	do
18	<i>France</i>	French.....	do	2,504	Genoa
18	<i>Satellite</i>	Brazilian....	do	887	Buenos Aires
18	<i>Alagellan</i>	French.....	do	3,962	do
18	<i>Industrial</i>	do	do	171	Rio de Janeiro
19	<i>S. Joao da Barra</i>	do	do	449	Porto Alegre
19	<i>Titian</i>	British.....	do	2,057	Manchester
19	<i>Salerno</i>	Brazilian....	do	615	Rio de Janeiro
19	<i>Brasileiro</i>	Spanish.....	do	2,027	Buenos Aires

FOREIGN VESSELS AFLOAT IN RIO DE JANEIRO HARBOUR on October 19th, 1906

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
July 30	<i>Inchborva</i> Tons 2,573	Aug. 29	<i>Laga</i> Tons 543
Sep. 25	<i>Baraco</i> " 2,689	Sep. 23	<i>Harvest Queen</i> " 1,894
" 26	<i>Glencoe</i> " 1,548	" 23	<i>India</i> " 880
" 30	<i>Huttonwood</i> " 2,332	" 29	<i>Stirling</i> " 1,167
Oct. 1	<i>Alasia</i> " 177	" 30	<i>Sofie</i> " 1,567
" 3	<i>Isisbrook</i> " 1,778	" 30	<i>Dawar</i> " 1,271
" 6	<i>Aboukir</i> " 2,316	Oct. 1	<i>Camara</i> " 1,417
" 8	<i>Horsea</i> " 1,562	" 2	<i>Soares da Costa</i> " 589
" 12	<i>Barnby</i> " 2,482	" 7	<i>Amorosa</i> " 1,419
" 12	<i>Vancouver</i> " 2,829	" 7	<i>Montpel</i> " 835
" 12	<i>Uganda</i> " 2,783	" 18	<i>Nanna</i> " 697
" 14	<i>Petropolis</i> " 3,063	" 18	<i>Juno</i> " 1,061
" 15	<i>Wurzbur</i> " 3,246		
" 15	<i>H. W. Jursberg</i> " 1,940		
" 16	<i>India</i> " 1,811		
" 16	<i>Merchant Prince</i> " 2,021		
" 17	<i>Sorala</i> " 2,913		
" 18	<i>Penelope</i> " 1,761		
" 18	<i>Corrientes</i> " 1,767		
" 18	<i>Orleanais</i> " 1,881		
" 19	<i>Helmfeld</i> " 1,573		
" 19	<i>Calderon</i> " 2,650		
" 19	<i>Orla</i> " 5,824		
" 19	<i>Dalmata</i> " 1,135		
Total—Tons 53,465		Total—Tons 13,312	

IN SANTOS HARBOUR on October 19th, 1906

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Sep. 26	<i>Anomion</i> Tons 1,784	Oct. 14	<i>Risman Wood</i> ... Tons 1,263
" 29	<i>Soldier Prince</i> " 2,023		
Oct. 5	<i>Chatham</i> " 2,216		
" 6	<i>Parthia</i> " 1,796		
" 9	<i>Tropool</i> " 2,987		
" 10	<i>Talavera</i> " 1,891		
" 10	<i>Arlton</i> " 1,576		
" 12	<i>Perambuco</i> " 3,105		
" 12	<i>Coroba</i> " 3,173		
" 12	<i>Corica</i> " 1,767		
" 14	<i>Tamar</i> " 2,064		
" 19	<i>Titian</i> " 2,657		
" 19	<i>Brasileiro</i> " 2,027		
Total—Tons 28,921		Total—Tons 1,263	

A triumph of British Shipbuilding. We make no excuse for taking the following from *Fairplay* of September 20th last, for, as our contemporary truly says, the launch of this great ship marks an epoch in shipbuilding.

The launch of the Cunard liner *Mauretania*, which takes place at the Wallsend Shipyard of Messrs. Swan, Hunter, and Wigham Richardson on Thursday this week, marks an epoch in the development of the steamship. It is no exaggeration to say that the construction of the *Mauretania* and the sister steamer, the *Lusitania*, represents by far the most stupendous task ever entrusted to shipbuilders. Not only will these vessels be the largest, fastest, and most luxuriously appointed passenger steamships afloat, but the owners and builders, in adopting the steam turbine as a means of propulsion, have made an important departure, as hitherto all the high-speed liners on the Atlantic have been fitted with reciprocating engines. In considering the design of the *Mauretania* and *Lusitania*, it will be remembered that a committee, on which the Cunard Company, the Admiralty, Messrs. Swan, Hunter, and Wigham Richardson, and Messrs. John Brown and Co. were represented, was appointed to investigate the relative merits of reciprocating engines and turbines for the vessels. After research and experiment extending over several months, the committee unanimously reported in favour of the adoption of steam turbines on the Parsons' principle, and the Cunard Company accepted their recommendation. The Cunard s.s. *Carmania* followed in design, but, being a smaller vessel, with much less power, was completed earlier. As Wallsend was the birth place of the Parsons' marine steam turbine, it is fitting that the Tyne-side borough should also be cradle of one of the mighty vessels with turbine engines, from which so much is expected. The conditions laid down in the agreement entered into in 1903 by the Cunard Steamship Company involved the construction of two steamships "capable of maintaining a minimum average speed of from 24 to 25 knots (say, 27 1/2 to 29 statute miles) per hour in moderate weather." This speed will enable the vessels to reduce the passage from Queenstown to New York (a distance of 2,835 knots) to about five days, thus winning back from the Germans "the blue ribbon of the Atlantic."

A cursory inspection of Messrs. Swan, Hunter, and Wigham Richardson's famous establishment at Wallsend impresses the onlooker with the courage and enterprise with which the directors entered on their great

task, and proofs are not lacking that in future years the construction of the *Mauretania* will be recorded as one of the River Tyne's greatest triumphs as a shipbuilding centre. The large sheds, under one of which the liner has been built, are examples of the magnificent equipment of the Wallsend shipyard. These structures—the only ones of their kind in existence—are of girder lattice work, roofed with glass, and are 740 feet long, with a clear inside width of about 100 feet and a height of 144 feet. The protection afforded by the shed from the weather has enabled work to be carried on without interruption; while the numerous electric overhead cranes, supported from the roof, have been invaluable in placing in position the heavy weights wrought into the hull of the *Mauretania*. Alongside the shipyard may also be seen the great floating crane which Messrs. Swan, Hunter, and Wigham Richardson have specially provided for lifting the boilers, turbines, and other heavy weights on board the vessel after launching. This crane—one of the most powerful in the world—is capable of lifting weights up to 170 tons.

The following are the principal dimensions of the *Mauretania*:—Length, 790 ft.; breadth, 88 ft.; depth (moulded), 60 ft. 3 in.; gross tonnage, 33,200 tons; displacement tonnage, 45,000 tons; load draft, 37 ft. 6 in.; height of funnels from line of keel, 155 ft.; diameter of funnels, 24 ft.; height of masts, 216 ft.

The *Kaiser Wilhelm II.*, which at present holds the fastest speed records of the Atlantic, has a maximum ocean speed of 23 1/2 knots, or 27 miles. The *Mauretania's* speed, it is expected, will be a mile or a mile and a half per hour in excess of that of her German rival. This increase of speed, together with the increased size of the ship, has involved an addition of about 70 per cent. to the 38,000 indicated horsepower of the *Kaiser Wilhelm II.* The largest Atlantic greyhound of the Whit Star Line (we do not speak of the slower "intermediate" steamers) is the *Oceanic*, with a tonnage displacement of 23,500, against the 45,000 tons of the new Cunarder. Turning to the historic *Great Eastern*, a comparison shows that Brunel's monster creation was 80 feet less in length 5 feet less in breadth, 3 feet less in depth, while her displacement was about 18,000 tons less than the *Mauretania's*, so that the displacement of the *Great Eastern* (27,000 tons) and of H.M.S. *Dreadnought*, recently launched (18,000 tons) combined would about equal the *Mauretania's* displacement tonnage. The hull of the *Mauretania* has been constructed on the cellular double bottom principle, the depth between the bottoms being 5 feet at the centre. The extension of the double bottom well up the sides of the ship will afford great additional protection in the event of the liner grounding, at the same time giving structural strength transversely and longitudinally. The sub-division of the hull by watertight bulkheads and decks is the most elaborate that could be devised for a passenger vessel. The total number of separate watertight divisions is 173, rendering the ship practically unsinkable. All water-tight doors fitted to the main bulkheads are specially arranged so that they can be instantly closed in case of accident, the apparatus for performing this operation being controlled from the bridge. In way of the engine and boiler spaces, the vessel will have six complete decks, including the promenade and boat decks above the main structure. In addition, a tier of deck houses, running for over half the length of the ship, will be erected on the boat deck, the whole being surmounted near the fore end by the commander's bridge. When pacing the bridge, therefore, the captain's eyes will be about 110 ft. above the line of the keel of his vessel. There will be nine decks in all, but not all continuous for the length of the ship. Four funnels will each be large enough in diameter to allow two locomotives of the ordinary type to pass each other inside. When leaving the ways, the *Mauretania* will weigh about 16,500 tons, a launching weight which has only been approached but not equalled by that of the sister vessel, the *Lusitania*. The *Mauretania's* launching weight will be considerably more than double that of the battleship *Lord Nelson*, just launched on the Tyne. The vessel's rudder weighs about 65 tons. The total weight of the main castings, including rudder, stem bar, stern frame, and propeller brackets, exceeds 200 tons. As an indication of the dimensions of the auxiliaries of the new liner, we may instance the chain-cables. These are the largest ever made for the use of a ship. Each of the iron links is 24 1/2 inches in length, 3 3/4 inches in diameter at the smallest part, and weighs 160 lbs. The lower anchors weigh 10 tons each.

The *Mauretania* will be capable of conveying about 560 first, 500 second, and 1,400 third-class passengers, while her crew, all told, will number about 800 persons. The promenade and living spaces allotted to the passengers are designed on a most generous scale, the space allowed for each passenger being about 50 per cent. greater than in any of the recently constructed liners now crossing the Atlantic. In the architectural treatment of the public rooms and cabins, the owners and builders aim at surpassing everything at present attempted in the way of ship decoration and comfort in the first, second, and third-class accommodation. Among special features in the new levitation will be the regal and *en suite* rooms, the arrangement of the dining saloons, which provide for *table d'hôte* or dining *à la carte* in addition to the usual dining room, a verandah café, a nursery for the use of juvenile travellers, electric lifts for conveying passengers from one deck to another, electric baggage and other lifts, a complete telephone system, giving communication between the state-rooms and the purser's office, etc., etc. A very complete electric light system, and electric power installation for driving the fans both in the engine rooms and passenger's quarters, will be provided. Nearly 5,000 electric lights will be fitted throughout the ship, current being conveyed by means of about 200 miles of electric cable.

The propelling machinery is being constructed by the Wallsend Shipway and Engineering Company, Limited, a Company which is closely allied with Messrs. Swan, Hunter, and Wigham Richardson, and whose works are within half a mile of the shipyard where the vessel has been built. The turbines have been designed by the Wallsend Shipway Company in conjunction with the Parsons' Marine Steam Turbine Company, Limited, also of Wallsend, and with the shipbuilders. Two high-pressure and two low pressure turbines will be provided, each having a separate shaft driving one propeller. The vessel will therefore be propelled by four screws, instead of twin screws, as in the case of most Atlantic liners. Throughout, the steam and electric machinery will be duplicated, so that, in the event of accident, the vessel and auxiliaries can always be worked by one set of engines. Steam will be supplied by 23 double-ended and 2 single-ended to the boilers, having 192 furnaces in all. Air will be supplied to the boilers on Howden's system of forced draught, the fans being driven by electric motors; but the boiler power will be sufficient without forced draught.

The *Mauretania*, when completed, will be available for use as an armed cruiser or scout in the event of her services being required by His Majesty's Government. For this purpose she will be fitted with twelve quick-firing guns. The coal bunkers along the sides of the ship are so arranged that they will afford protection to the most vital and important parts. The engines and boilers, and the rudder and steering gears, are placed below the water-line. If used as a scout, the great speed of the vessel would prove a very important factor, as, if pursued, no cruiser afloat could overhaul her. It will require about a year to complete the *Mauretania* ready for sea after launching. The vessel's bottom has been coated with Holzapfel's International composition.

CURRENT COFFEE FREIGHT RATES FOR THE WEEK ENDED OCTOBER 20TH, 1906

	Rio	Santos
Amsterdam.....	50/- in full	—
Aden via Trieste.....	50/- & 5 %	50/- & 5 %
Antwerp 1,000 kilos.....	40/- & 5 %	35/- & 5 %
Alexandria**.....	55 fms. & 10 %	55 fms. & 10 %
Alicante.....	50 fms. in full	50 fms. in full
Algiers via Marseilles.....	51 1/2 fms. & 10 %	51 1/2 fms. & 10 %
Almerie.....	58.50 fms. in full	—
Aguiles.....	73.50 fms. in full	—
Algoa Bay { via Southampton.....	42/6 & 2 1/2 %	—
" New York.....	42/6 & 5 %	—
" Hamburg.....	42/6 & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	42/6 & 2 1/2 %	—
Bassorah.....	99 fms. & 10 %	99 fms. & 10 %
Barcelona.....	35 fms. & 10 %	35 fms. & 10 %
Beira { via Hamburg.....	78/6 in full	—
" Trieste.....	55/- & 5 %	—
" Southampton.....	78/6 & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	78/6 & 2 1/2 %	—
Bilbao.....	56.50 fms. in full	60.50 fms. in full
Bremen.....	40/- & 5 %	35/- & 5 %
Bordeaux, 900 kilos.....	35 fms. & 10 %	35 fms. & 10 %
Bombay via Trieste.....	50/- & 5 %	50/- & 5 %
Braila**.....	57.50 fms. & 10 %	57.50 fms. & 10 %
Brindisi**.....	49 fms. & 10 %	49 fms. & 10 %
Buenos Ayres per bag. 60 kilos.....	12.00	12.50
Beyrouth**.....	70 fms. & 10 %	70 fms. & 10 %
Cadix.....	35 fms. & 10 %	35 fms. & 10 %
Do via Genoa & Marseilles.....	63 fms. & 10 %	—
Calcutta via Trieste.....	55/- & 5 %	—
Cartagena.....	50 fms. in full	50 fms. in full
Columbo.....	50/- & 5 %	50/- & 5 %
Corfu**.....	55 fms. & 10 %	55 fms. & 10 %
Currachee.....	50/- & 5 %	50/- & 5 %
Corunna.....	53.50 fms. in full	53.50 fms. in full
Cavalla**.....	58 fms. & 10 %	58 fms. & 10 %
Christiana.....	51/- in full	—
Copenhagen direct.....	42/6 & 5 %	37/6 & 5 %
" via New York.....	42/6 & 5 %	—
" Hamburg.....	37/6 & 2 1/2 %	—
" Buenos Aires.....	37/6 in full	—
" Southampton.....	40/- & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	37/6 & 2 1/2 %	—
Constantinople**.....	52 1/2 fms. & 10 %	52 1/2 fms. & 10 %
" via New York.....	50/- & 5 %	—
" Buenos Aires.....	42/6	—
" Southampton.....	45/- & 2 1/2 %	—
" Hamburg.....	42/6 & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	42/6 & 2 1/2 %	—
Delagoa Bay { via New York.....	70/- & 5 %	—
" Hamburg.....	70/- in full	—
" Southampton.....	70/- & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	70/- & 2 1/2 %	—
East London { via New York.....	50 & 5 %	—
" Hamburg.....	50/- & 2 1/2 %	—
" Southampton.....	55/- & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	50/- & 2 1/2 %	—
Flume.....	40/- & 5 %	35/- & 5 %
Gatals**.....	62 fms. & 10 %	62 fms. & 10 %
Genoa 1,000 kilos.....	35 fms. & 10 %	35 fms. & 10 %
Gibraltar via Genoa.....	65 —	46 fms. in full
Gijon.....	56.50 fms. in full	56.50 fms. in full
Hamburg.....	40/- & 5 %	35/- & 5 %
Havre, 900 kilos.....	35 fms. & 10 %	35 fms. & 10 %
Hongkong via Trieste.....	60/- & 5 %	60/- & 5 %
Kobe via Trieste.....	65/- & 5 %	65/- & 5 %
Liverpool.....	35/- & 5 %	35/- & 5 %
London 1,000 kilos.....	35/- & 5 %	35/- & 5 %
Do (options).....	40/- & 5 %	—
Malaga.....	58 fms. & 10 %	35 fms. & 10 %
Do via Genoa & Marseilles.....	58 fms. & 10 %	—
Malta.....	53 fms. & 10 %	53 fms. & 10 %
Marseilles 1,000 kilos.....	35 fms. & 10 %	35 fms. & 10 %
Messina**.....	45 fms. & 10 %	45 fms. & 10 %
Metelino**.....	63 fms. & 10 %	63 fms. & 10 %
Montevideo per bag. 60 kilos.....	12.00	—
Mombassa via Trieste.....	55/- & 5 %	55/- & 5 %
" via New York.....	70/- & 5 %	—
" Hamburg.....	50/- & 2 1/2 %	—
" Southampton.....	50/- & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	50/- & 2 1/2 %	—
Mostaganem via Marseilles.....	53 fms. & 10 %	53 fms. & 10 %
Naples.....	43 1/2 fms. & 10 %	43 1/2 fms. & 10 %
New York, Liners per bag.....	35/- & 5 %	40/- & 5 %
N. Orleans Liners.....	40/- & 5 %	40/- & 5 %
Odessa**.....	55 fms. & 10 %	57 fms. & 10 %
Oran.....	51 1/2 fms. & 10 %	51 fms. & 10 %
Panama.....	60.50 fms. in full	—
Palma de Mallorca.....	53.50 fms. in full	—
Penang via Trieste.....	60/- & 5 %	60/- & 5 %
Palermo.....	45 fms. & 10 %	—
Patras**.....	55 fms. & 10 %	55 fms. & 10 %
Pireas.....	52 1/2 fms. & 10 %	52 1/2 fms. & 10 %
Port Said**.....	55 fms. & 10 %	55 fms. & 10 %
Rotterdam.....	40/- & 5 %	35/- & 5 %
Rangoon via Trieste.....	55/- & 5 %	55/- & 5 %
San Sebastian.....	56.50 fms. in full	60 1/2 fms. in full
Santander.....	56.50 fms. in full	60.50 fms. in full
Samsun**.....	58 fms. & 10 %	58 fms. & 10 %
Seville.....	50 fms. in full	50.50 fms. in full
Shanghai via Trieste.....	65/- & 5 %	65/- & 5 %
Smyrna**.....	52 1/2 fms. & 10 %	52 1/2 fms. & 10 %
Southampton 1,000 kilos.....	35/- & 5 %	32/6 & 5 %

* To Delagoa Bay & Beira the freights must be paid here or in Hamburg.

Puez via Trieste.....	60/- & 5 %	50/- & 5 %
Salonica**.....	52 1/2 fms. & 10 %	52 1/2 fms. & 10 %
Sulina**.....	57 fms. & 10 %	57 fms. & 10 %
Taragone.....	50 fms. in full	50 fms. in full
Trebizond**.....	58 fms. & 10 %	58 fms. & 10 %
Trieste.....	40/- & 5 %	35/- & 5 %
Tunis**.....	53 fms. & 10 %	53 fms. & 10 %
Valencia.....	50 fms. in full	50 fms. in full
Valparaiso (options).....	47/6 & 5 %	—
Varna**.....	62 1/2 fms. & 10 %	62 1/2 fms. & 10 %
Venice via Genoa or Marseilles.....	50 fms. & 10 %	50 fms. & 10 %
Vigo.....	56.50 fms. in full	60.50 fms. in full
Yokohama via Trieste.....	65/- & 5 %	65/- & 5 %
Zanzibar via Trieste.....	55/- & 5 %	55/- & 5 %

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

WEST COAST PORTS

Punta Arenas.....	45/- & 5 %	45/- & 5 %
Corral.....	60/- & 5 %	60/- & 5 %
Coronel.....	60/- & 5 %	60/- & 5 %
Caldera.....	50/- & 5 %	50/- & 5 %
Taitai.....	50/- & 5 %	50/- & 5 %
Antofagasta.....	50/- & 5 %	50/- & 5 %
Iquique.....	50/- & 5 %	50/- & 5 %
Cochimbo.....	50/- & 5 %	—
Talcahuano.....	45/- & 5 %	—
Callao.....	50/- & 5 %	—
Valparaiso.....	45/- & 5 %	—
do (option).....	47/6 & 5 %	—

THE FREIGHT MARKETS

British. Fairplay of September 27th says since the last report we are pleased to say there has been a pretty general improvement in the freight market, as not only have rates improved in many directions, but there has been what we consider a better all-round demand for tonnage than for a long time past. We have remarked once or twice lately that we could not quite understand how it was that so little business was doing for September loading, and we inferred that charterers were holding off for some reason or other best known to themselves.

Coal rates from Wales to Rio were 14s. 3d. the *Alston* being fixed at that price.

Argentine. Rates to Brazilian ports are unchanged, with the exception of 1s/ to Pelotas and Porto Alegre. The report that the *Cruzeiro* do Sul steamers had been bought by the Lloyd Brasileiro has now been confirmed. The latter line now commands a very large fleet and bears a very heavy debt. Its management was never of the highest order and unless some very great change takes place we shall not be surprised to see the boats change hands at no very distant date.

We quote from B. A. :—
To Bahia and Pernambuco 20/-, to Pelotas and Porto Alegre 20/-, to Desterro 14/-, to Antonina 14/-, to S. Francisco (Paranaguá) 13/-, to Rio Grande 12/-, to Santos 10/-, to Rio 10/-, with the usual 1s/ to 2s/ extra from up-river ports. The *Times* of Argentina, October, 6th.

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

Per S. S. Numidia.....	for Hamburg.....	26,000 bags of coffee
» » Theopis.....	» New York.....	25,000 » » »
» » Wurzburg.....	» Antwerp.....	3,250 » » »
» » Savoia.....	» Genoa.....	2,875 » » »
» » Umbria.....	» Do.....	2,750 » » »
» » Citta di Genova.....	» Do.....	1,800 » » »
» » Coblenz.....	» Antwerp.....	1,800 » » »
» » Erlangen.....	» Do.....	1,800 » » »
» » Brasile.....	» Genoa.....	1,000 » » »
» » Italia.....	» do.....	500 » » »
» » Orizaba.....	» Corral.....	450 » » »
» » Do.....	» Valparaiso.....	400 » » »
» » Brasileiro.....	» Cadiz.....	350 » » »

Entries at Maceio during September were as follows:—

Steamers—Brazilian 17, British 4, German 1.

Sailers—Barcaças 33.

Passengers, entries 171, departures 261.

The "Adriatic", the new White Star liner, a sister ship to the "Baltic", has been launched at Messrs. Harland and Wolff's yard, Belfast. Her displacement is 25,000 tons, and her length over all 732 ft. She cost £750,000, and is the largest ship built at Belfast. The launch was witnessed by thousands of people, including Lord and Lady Pirrie, Sir Antony Mac Donnell (Irish Under-Secretary), and Lord Chief Baron Pales.

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date	
	1906	1906	Week or Month.	1906	1906	1906
Arax. Gl. South... ^h	110	110	August	28,760	23,337	251,641
Leopoldina S. Br. Rio Grande... ^h	1,460	1,460	Oct. 13th	32,422	32,201	679,628
	176	176	Ap.	204,122	206,342	1,055,983
						1,181,898

^h Earnings reported in pounds, ^h in milreis.

The Brazilian Review

SUPPLEMENT

MESSAGE

OF THE

GOVERNOR OF THE STATE OF PARÁ

H. E. Dr. Augusto Montenegro

To the Legislative Assembly - 1906

GENTLEMEN, MEMBERS OF THE LEGISLATIVE CONGRESS.

Allow me, before I proceed to give you a summary of the events of my administration during the current year, to call your attention to the interest that the affairs of this State are now exciting both at home and abroad. Ignored by the greater number, unappreciated even by the few better informed, for long we lead as it were an existence separated from the rest of the world, almost unperceived. Occasionally it was vaguely reported that somewhere to the extreme North of the South American Continent there existed under a burning sun a vast and fertile region in precarious conditions with a climate so unhealthy as to fit it only for a place of exile or deportation.

Of late we have emerged from this atmosphere of error and indifference, and our affairs are now subject to less prejudiced criticism, whilst visits from those desirous of acquainting themselves better with our conditions are more and more frequent.

During the period of my administration this movement has been accentuated, and visits of war-ships of different friendly countries have been frequent, as also of persons of international importance, amongst them, first of all came the Minister of the United States of North America, Mr. Page Bryan, followed by Monsr. Julio Tonti, the eminent representative of the Apostolic See, and by the distinguished diplomatic representative of H. E. M. the King of Portugal, Councillor Camello Lamprea and finally the climax of such honourable visits was reached on the arrival in these waters of Mr. Elihu Root, the eminent Secretary of State of the American Republic, whose presence in this country is an event of the highest importance and of consequences easy to be conjectured for the policy of confraternisation of American nations.

The extraordinary success of the 3rd Pan American Conference realized at the Capital, Rio de Janeiro, has vastly extended the horizons and the hopes and expectations of all the free countries of America.

All these illustrious Statesmen I received with fitting hospitality and endeavoured that they should take away with them favourable and benevolent impressions of our State.

From all I had the satisfaction of hearing the most flattering and satisfactory expressions of surprise at and admiration of our progress and the efforts of our Government to maintain our institutions and service on a par with those of advanced countries.

Amongst the notable visitors who have honoured us with their presence must be particularly mentioned Dr. Affonso Augusto Moreira Penna, President elect of the Republic, who on 15th November next will initiate the period of administration for which he was elected on 1st March last.

During the time he spent amongst us, H. E. had occasion to take note of the aspect of local affairs. He expressed admiration for our institutions and acknowledged the care and zeal with which public affairs were treated. In the kind reception H. E. experienced from the people of Pará H. E. can judge how highly the sacrifice entailed by his toilsome and fatiguing tour through almost all the States of the Union has been appreciated, and a precedent has been created, as it should have been years ago. Our country is so vast, and its necessities and requirements so diverse and multiple as to make it difficult without some personal experience of both men and things to form a concrete judgment regarding them.

I am convinced that my efforts to receive the future President of the Republic in a fitting and worthy manner merit your

approval, whilst the expressions of admiration of the future President of what he observed amongst us cannot fail to be highly gratifying to you.

ELECTIONS

Since your last meeting elections on an important scale have been realized under Federal law 1209 of 15th November of last year.

On 31st January deputies to the National Congress were elected and members for renewal of a third of the Senate as also for the posts of President and Vice-President of the Republic, to which T. E. Drs. Affonso Augusto Moreira Penna and Nilo Peçanha were respectively elected.

On 22nd, June Deputies to the State Legislature were elected and also one third of the State Senate. At the same time also new municipal councils were elected in all municipal districts. All these elections were realized without the least disturbance of order, and with entire liberty to the opposition, who disputed the first two. The application of the new electoral law has fully confirmed the results of previous elections.

PUBLIC ORDER

Order has been unalterably maintained, nor has any incident disturbed the tranquility of the State. Whatever crimes or misdemeanors there have been are of ordinary nature, in no instances had they a political aspect.

By a defect of education it is not uncommon in Brazil for the Press of a certain class, in order to demoralize the Government, to misrepresent common crimes as being political, thereby showing their own lack of judgment and common sense. To such a degree has this been sometimes practised as to positively invent instances of intervention of Consuls of Foreign Governments to the prejudice of the good name of the country. Happily, whenever such intervention has occurred it has always been of an official character and been couched in decorous terms. It has been invariably an unimportant matter and the origin of the claims that gave rise to it has been shown to be generally decidedly suspicious.

It was natural for anyone unacquainted with the true conditions of this State to jump to the conclusion that late events in Matto Grosso and Sergipe would give rise to dangerous political effervescence here.

I can, however, assure you that those events have exercised absolutely no influence here, the Government, moreover, being perfectly prepared to suppress any signs of disturbance on the part of the insignificant group of malcontents that now constitutes the Opposition.

All this goes to show that the energetic and decisive measures adopted at the commencement of my administration were most effective in guaranteeing peace and tranquility to the honest, hard working classes that constitute the majority of the population.

ECONOMIC SITUATION

As regards our principal product, Rubber, the situation in consuming markets continues excellent. In spite of the competition with which this valuable product of the Amazon valley is menaced by systematic planting going on in the British Asiatic Colonies, prices show a rising tendency.

The crop last year, 1905/06 amounted to 34,680,000 kilos, as against 33,090,000 kilos. for 1904/05 for the whole of the Amazon. The increase of production was, therefore, 1,590,000 kilos, of which 142,000 kilos. correspond to Pará. Shipments at the Port of Pará for this period show, however, a still larger increase, which proves that its preeminence as a shipping port is still maintained.

The sterling value of the Rubber produced by the State of Pará amounted to £3,623,440 as against £3,462,391 for 1904/05, an increase of £161,049. In paper money, however, values show a shrinkage of nearly Rs. 7,000,000\$000, which added to the shrinkage in rubber from the Acre, explains the embarrassments that our commerce has encountered in the liquidation of transactions.

Excessive imports during the past year likewise aggravated the commercial situation. The almost uninterrupted ascent of exchange to 170, a phenomenon easy to have been foreseen in the prosperous state of the country, was an unerring indication of the necessity of prudence on the part of the commercial body at Pará and of the limitation of operations to the strictly necessary. With the injuries left by the painful crisis of 1901 yet scarcely healed, it was logical to be looked for that the continuous improvement of exchange should be utilized in the manner that the rise of sterling prices abroad always should correspond to the fall at home of prices in paper money. It is, therefore, to be hoped that the difficulties at present experienced will disappear with the coming season and the firmness of prices and the stability of exchange, that today seems to me the most ardent of all national aspirations.

With our detestable paper money, the worst of all instruments of exchange, real prosperity can never be assured.

Speaking of production, it is my duty to call the attention of rubber workers to the necessity of following the example of other countries and to transform our merely extractive industry into a trusty agricultural interest. With a soil privileged like ours, the natural home of the *hevea*, we must remember the future and take care to renew and increase the productive area by plantation. It costs little to assimilate the lessons learned by other countries where the *hevea* is being planted on a rational and methodic system. On the other hand we should give attention to the plantation of *Cacaó*, once one of our principal sources of wealth. We possess excellent lands for its cultivation, plantations even at Bahia itself having originated in plants taken from Pará, and yet production here is falling off or yields very little.

This is the consequence, in the first place of the manner of planting *Cacaó*, secondly of its treatment and non manuring the

ground, which is not properly cleaned and weeded; thirdly of unskillful preparation of the seed; in consequence the trees produce but little, and that of a poor and low quality with little or no advantage for the planters.

Trusting that by propaganda routine habits may be overcome I have had a monograph prepared showing how the *Cucúciro* should be planted and cared for. This has been distributed, and I trust will be useful.

Another monograph will shortly be published, showing the progress made in the British Asiatic colonies in planting of Rubber and the legitimate hopes of success that these efforts inspire.

Before closing this the second period of my administration, I desire to found an agronomic station at which the planting of Seringa Rubber will have special attention, as also that of *Cacaó* and Tobacco.

To secure this not only is able direction required but it is necessary to overcome long rooted habits of routine and indifference.

COMPARATIVE VALUE OF RUBBER PRODUCED BY PARÁ DURING THE SEASONS JULY 1899 TO JUNE 1906

SEASONS	ISLANDS	ITAITUBA	CAUCHO	TOTAL	VALUE
1905-1906....	10,105 tons	947 tons	830 tons	11,882 tons	£ 3,621,440
1904-1905....	9,988 "	803 "	820 "	11,740 "	£ 3,462,301
1903-1904....	9,861 "	826 "	625 "	11,362 "	£ 2,807,641
1902-1903....	9,988 "	831 "	567 "	11,386 "	£ 3,050,000
1901-1902....	9,355 "	845 "	133 "	10,333 "	£ 2,799,720
1900-1901....	8,419 "	718 "	116 "	9,247 "	£ 2,647,185
1899-1900....	9,121 "	803 "	30 "	9,954 "	£ 2,862,100

SEASON 1st JULY 1905 — 30th JUNE 1906

MONTHS	ISLANDS & CANETÁ	ITAITUBA	MANAOS (direct)	LOWER AMAZON	RIVER MADEIRA	RIVER JURUÁ	RIVERS ACRE & PURUS	CAUCHO & TOCANTINS RIVER	CAUCHO MANAOS (direct)	RIVER JACARY & PERU	GRAND TOTAL
July.....	557,100	76,815	435,824	12,714	58,899	—	31,023	6,100	163,900	77,621	1,420,000
August.....	655,483	90,106	468,219	12,832	3,353	—	—	4,691	46,549	—	1,280,000
September.....	918,419	82,200	821,945	17,107	57,216	4,367	19,923	25,773	139,237	138,823	2,220,000
October.....	1,175,917	88,714	1,412,684	11,819	53,868	1,202	214,727	9,007	180,023	361,003	3,540,000
November.....	1,191,291	76,646	1,079,673	4,683	118,469	22,538	64,573	7,953	188,047	213,312	2,920,000
December.....	1,159,817	99,757	1,059,630	20,934	—	133,431	158,425	28,590	258,010	—	3,250,000
January.....	1,012,515	96,398	1,534,326	16,272	153,167	404,855	1,125,666	53,898	976,162	348,891	5,750,000
February.....	779,810	123,559	1,401,913	25,126	116,654	38,514	605,977	55,744	724,256	67,833	3,980,000
March.....	826,751	96,841	1,477,799	11,783	105,325	121,132	150,369	153,898	666,162	—	3,560,000
April.....	548,621	45,468	972,845	11,822	100,551	146,605	21,831	189,113	400,887	82,266	2,650,000
May.....	430,921	16,606	490,473	4,743	21,245	116,533	112,948	25,644	761,436	22,539	2,510,000
June.....	657,439	55,089	590,337	19,916	44,176	100,221	14,115	33,824	342,176	12,704	1,890,000
Total.....	9,766,987	948,119	12,096,976	206,769	837,531	1,089,462	2,549,587	734,965	4,869,065	1,560,049	34,680,000

SHIPMENTS OF RUBBER AND CAUCHO, AT THE PORTS OF IQUITOS, MANAOS AND PARÁ, JULY 1905 TO JUNE 1906

(Kilogrammes)

TO U. S. OF AMERICA	FINE	MEDIUM	SER-SAMBY	CAUCHO	TOTAL
Via Iquitos.....	15,030	300	57,624	1,166	74,120
• Manáos.....	3,071,416	748,834	974,965	5,931,369	8,312,377
• Pará.....	3,107,456	651,295	4,152,561	401,065	8,312,377
	6,193,902	1,400,429	5,189,090	1,451,436	14,237,856
EUROPE	FINE	MEDIUM	SER-SAMBY	CAUCHO	TOTAL
Via Iquitos.....	662,687	137,524	682,259	843,351	2,325,821
• Manáos.....	4,637,272	941,328	2,034,382	8,704,115	8,704,115
• Pará.....	5,410,747	621,620	1,763,396	1,157,534	8,953,297
	10,710,706	1,700,472	3,539,788	4,035,267	20,016,233
Total.....	16,934,608	3,100,901	8,728,878	5,489,702	34,251,089
Summary of Shipments Via Pará:	FINE	MEDIUM	SER-SAMBY	CAUCHO	TOTAL
America.....	3,107,466	651,295	4,152,561	401,065	8,312,377
Europe.....	5,410,747	621,620	1,763,396	1,157,534	8,953,297
	8,548,203	1,272,915	5,915,957	1,558,599	17,295,674

SUMMARY

Total shipments via Iquitos.....	2,399,941 kilogs.
• " " Manáos.....	14,555,474 "
• " " Pará.....	17,295,674 "
	34,251,089 "

TABLE SHOWING QUANTITY OF RUBBER PRODUCED IN THE STATE OF PARÁ ITSELF AND ON THE RIVERS ACRE, JURUÁ, MADEIRA AND LOWER AMAZON SHIPPED AT THE PORT OF PARÁ.

FROM JULY 1905 JUNE 1906	FINE	MEDIUM	SER-SAMBY	CAUCHO	TOTAL
Total exported at port of Pará.....	8,548,203	1,272,915	5,915,957	1,558,599	17,295,674
Produce of Rivers Jurú and Acre.....	2,648,000	728,000	364,000	638,000	4,278,000
Produce of River Madeira.....	6,000,203	544,915	5,551,957	920,599	13,017,674
Produce of Lower Amazon.....	6,267,903	503,015	5,468,157	920,599	12,179,674
Total produced by the State of Pará including Itaituba.....	5,184,603	461,315	5,406,157	890,599	11,882,674
Deducting Itaituba.....	473,500	189,400	284,100	96,000	1,045,000
	4,711,103	271,915	5,122,057	794,599	10,839,674

STERLING VALUE OF RUBBER PRODUCED IN PARÁ 1905-1906

	ISLANDS AND CANETÁ	ITAITUBA	CAUCHO	TOTAL	VALUE £ STERLING
1st July 1905 to 30th June 1906	10,105 tons.	947 tons.	830 tons.	11,882 tons.	£ 3,623,440

PRICES CURRENT FOR FINE ISLAND RUBBER AT LIVERPOOL
AND NEW YORK JULY 1905 — JUNE 1906

	NEW-YORK	LIVERPOOL
July	121 to 122	53 14 to 54 34
August	125 to 128	54 34 to 55 12
September	126 to 128	56 to 55
October	126 to 129	54 34 to 55 2
November	129 to 129 1/2	51 1/2 to 52 1/2
December	129 to 129	54 to 55
January	123 to 129	53 3/4 to 52
February	123 to 129	53 1/4 to 54 1/4
March	122 to 124 1/2	53 1/2 to 54
April	121 to 122	51 to 53
May	121 to 119	52 1/2 to 53 1/2
June	120 to 117	52 1/2 to 51 3/4

PRINCIPAL EXPORTS FROM THE PORT OF PARÁ 1905
AND 1ST HALF 1906

	QUANTITY	OFFICIAL VALUE	
		Gold	Paper
1st half 1905			
Rubber.....	Kilos 4,350,300	12,884,982,417	24,311,967,850
Nuts.....	Hectolitres 56,262½	4,660,678,203	862,145,897
Cocoa.....	Kilos 616,011	24,028,546	384,911,828
Mangabeira Rubber.....	Kilos 36,187	167,440	50,800
		13,500,247,956	25,554,038,675
2nd half 1905			
Rubber.....	Kilos 6,347,675	17,294,761,135	28,639,710,840
Nuts.....	Hectolitres 22,881	1,816,028,618	300,716,496
Cocoa.....	Kilos 2,369,227	735,265,927	1,217,226,897
Mangabeira	Kilos 2,805	3,927,4510	6,502,890
		18,215,558,220	30,158,156,413
Total 1905.....		31,761,763,836	55,717,094,808
1st half 1906			
Rubber.....	Kilos 5,299,121	13,756,531,971	23,159,118,784
Nuts.....	Hectolitres 26,315	2,066,888,47	331,338,474
Cocoa.....	Kilos 497,377	126,677,835	213,262,839
Mangabeira	Kilos 719	1,067,815	1,767,590
		14,240,966,968	24,008,499,617
Total season 1905—1906.....		32,476,185,088	54,166,595,270

THE FINANCIAL SITUATION

The External Loan. On the 31st. July last the Treasury completed the fortnightly instalments of interest and amortisation of the Foreign loan. In 1903 instalments were completed only on December 31st; in 1903 on 16th. October; in 1904 on 1st. October; in 1905 on 15th. August and in 1906 on 31st. July. For interest and amortisation of this loan in 1902 1,610,314,530 have been spent, equivalent to about 13% of the Revenue; in 1903 expenditure was Rs. 1,521,000,000 or under 11% of Revenue; in 1904 1,570,000,000 or less than 9%; in 1905 it amounted to 1,271,120,000 or under 8%; whilst for the current year amortisation and interest of the Foreign debt exacted only 1,168,257,070, or 102,863,000 less than last year.

It is useless to combat the imbecile arguments advanced against this operation effected by the government in 1901 to relieve itself from its more pressing difficulties. I will not dwell on the singular arithmetic by which the interest for the whole period of duration of the loan is summed with the Capital and in this way the colossal sum that the opponents say this loan will cost the country is arrived at, it is too futile to even discuss.

It is also said that the issuing house realized immense profits and even utilized our fortnightly remittances to complete the loan.

Were not bad faith evident, the figures in the Message for 1902 would have convinced adversaries that this was not possible. On page 21 of that Message it is stated that, up to August 1902 (first year of the loan), Government received £241,000 in money and 5,063,100\$000 in bonds. On Page 22 it is said that up to 30th. August Government paid £43,991 7s. 11d. in fortnightly instalments. Consequently, it is on these £43,991, that the game of give and take, to which our critics refer, was based. Moreover, on 1st. July our bankers had to pay the interest on the bonds issued, strictly reducing that in the hands of Government to a very small sum.

If the Message for 1903 is examined the figures are still more clear. Up to 13th. July 1903 the Treasury received in money £441,000 (almost half the loan)—in apolices 6,202,700\$000 and 3,056,600\$ of the floating debt having been also paid off. To 14th. August of that year, inclusive of payments for 1903, the Treasury had paid into the London & Brazilian Bank £149,052 15s. 3d. on account of interest and amortisation. Our bankers had paid up to that date three half yearly coupons and amortisations,

thus reducing the above sum to £30,000, which with the instalment corresponding to 1903 served for payment of the second coupon and amortisation for the current year. It is with such insignificant sums that our critics imagine that the trickery such as they insinuate can be effected, that fortunately never finds acceptance here.

The amount of this loan outstanding at present is £1,411,727 18s. 7d., deducting the sum payable for amortisation, this year already reported to London.

At 16 1/2d. exchange the value outstanding is now Rs. 20,533,582\$721.

TABLE SHOWING INSTALMENTS PAID BY THE TREASURY TO
MESSRS SELIGMAN BROS. OF LONDON PER THE LONDON
AND BRAZILIAN BANK LIMITED IN 1905

DATE	RATES	£	S. D.	EQUIVALENT	
				Rs. gold	Rs. paper
15 January	13 25 32	8,096	9 9	65,706\$000	111,000\$000
1 February	13 5 8	8,118	4 7	71,522\$000	143,000\$000
15 "	13 15 16	5,467	9 0	47,785\$000	95,000\$000
28 "	13 3 4	6,362	5 10	60,368\$000	121,000\$000
16 March	13 7 8	5,896	17 6	51,108\$000	102,000\$000
31 "	15 1 8	6,980	4 2	53,530\$000	106,000\$000
15 April	14 2 6	4,266	13 4	32,330\$000	64,000\$000
30 "	16 1 2	5,141	5 0	45,830\$000	70,000\$000
15 May	16 7 16	3,355	19 9	28,420\$000	49,000\$000
31 "	15 3 4	5,063	2 6	43,062\$000	77,000\$000
15 June	15 7 8	3,297	5 10	30,648\$000	50,000\$000
30 "	16 1 8	5,016	17 6	32,741\$000	60,000\$000
15 July	16 5 8	4,156	5 0	35,104\$000	60,000\$000
31 "	16 11 16	5,674	4 1	48,668\$000	81,000\$000
15 August	17 1 4	943	1 5	7,871\$000	13,200\$000
		79,426	5 6	636,230\$000	1,271,120\$000

TABLE SHOWING INSTALMENTS PAID BY THE TREASURY TO
MESSRS SELIGMAN BROS. OF LONDON PER THE LONDON
AND BRAZILIAN BANK LIMITED IN 1906

DATE	RATES	£	S. D.	EQUIVALENT	
				Rs. gold	Rs. paper
15 January	15 13 16	5,744	5 5	50,296\$000	82,000\$000
31 "	17 1 4	8,384	7 6	76,750\$000	125,000\$000
15 February	17 1 2	8,285	10 0	71,835\$000	117,000\$000
28 "	16 1 2	5,687	10 0	49,030\$000	74,000\$000
15 March	15 1 8	6,351	11 3	52,965\$000	89,000\$000
30 April	15 11 16	8,768	17 1	79,428\$000	134,000\$000
14 "	15	5,187	16 0	49,213\$000	83,000\$000
30 "	15 3 16	3,796	17 6	34,440\$000	60,000\$000
15 May	15 11 16	3,987	4 9	35,014\$000	61,000\$000
31 "	16 1 8	4,631	5 0	43,740\$000	60,000\$000
16 June	16 5 16	4,621	17 6	38,294\$000	68,000\$000
1 July	16 11 16	6,257	16 3	51,000\$000	90,000\$000
7 August	16 3 4	4,205	2 11	37,006\$840	60,000\$070
		79,420	8 6	702,910\$840	1,168,257\$070

Internal bonds (apolices).—The following bonds have not yet been presented for redemption: they have ceased to bear interest:—

Issue of 1887 and previous	21,200\$000
of 1890, 8% converted to 5%	4,400\$000
of 1890 (Banco da Lavoura)	20,000\$000
of 1899	13,000\$000
of 1901	4,335\$000
	71,335\$000

SPECIAL AND SUPPLEMENTARY CREDITS

By the copies of the decrees annexed for which I beg your approbation, you will have noted that special and supplementary credits were as follows:—

Overdue payments	760,000\$000
Public works	411,000\$000
Public Assistance	260,000\$000
Police	207,000\$000
Material for Bragança Railway	86,000\$000
Education Department	94,000\$000
Percentage to tax collectors and employees of Court of Justice	33,000\$000
School materials	77,000\$000
School teachers half pay	8,000\$000
Eventual	75,000\$000
Smaller Credits	116,000\$000

Many of these items do not represent real increase of expenditure, except in paper, and are the result of having been calculated at a rate of exchange below that at which they were paid.

As regards overdue payments (*Exercícios findos*), these, of course, include expenditure that, though duly authorized, it has not been possible to liquidate in the corresponding fiscal year, and so, in order to close the books, is carried forward to the next year.

To be in order payments on account of *Exercícios findos* must be made under the following conditions.

- The expenditure must have been duly authorized;
- The service to which it refers must have been executed during the corresponding fiscal year;

The expenditures were duly processed, even if not paid in accordance with the law, etc.

Let us now see if the payments on this account for 1905 really satisfy their requirements. In 1905 payments on account of *Exercício findos* were made to the value of Rs. 1,369,948\$906 as follows:

Outstanding previous to 1902 mostly salaries of officials.....	183,709\$519
Amortisation and interest <i>Aplicação</i> (internal funded debt).....	72,022\$000
Subvention to Navigation.....	195,678\$503
Rancho Norte (extension Railway).....	234,503\$130
Public works.....	376,202\$742
Sundry contractors.....	197,551\$010
	1,259,613\$904

The rest is made up by sundry small payments due for under 1,000\$000 each and for payments of Officials who by over-sight were not paid off in 1904 or the additional 3 months.

In the item "Public-works" is included part of the payment to the Contractor Octaviano Pinto for work on the Gentil Bittencourt Institute the time for completion of said contract having been extended to 1905.

The items for "Public Assistance" are due to similar causes. Accounts are thus shown to be in due order and the legality of every payment realized at the Treasury corresponding to *Exercícios findos* to be duly certified.

REVENUE AND EXPENDITURE

The Revenue collected in 1905 amounted to 9,167,488\$320 gold, equivalent to 16,062,613\$274 paper, and shows a shrinkage in paper of 8,067,188\$478. To the above sum must be added 15,125\$672 gold surplus from 1904.

REVENUE FOR JANUARY TO JUNE 1905

	Gold	Paper
Export duties.....	2,845,213\$977	5,441,513\$560
Trade and professional licences.....	202,751\$354	382,389\$430
Discharging dues.....	52,214\$084	98,475\$782
Stamps.....	55,022\$180	103,771\$841
Property transfer dues.....	188,591\$932	355,684\$383
Bragança Railway.....	110,809\$252	209,187\$239
Water rates.....	104,207\$699	196,618\$300
Printing offices.....	51,169\$210	9,730\$270
Warehouse rates.....	13,157\$361	24,808\$222
Paz Theatre.....	607\$392	1,145\$541
Other State properties.....	472\$057	806\$239
Land dues and sales.....	5,473\$643	10,321\$404
Overdue taxes.....	10,542\$578	19,883\$302
Indemnifications.....	5,046\$406	9,506\$205
Eventual Revenue.....	49,851\$873	94,020\$632
Tax on Bourse operations.....	77,944\$362	147,003\$066
Surtax on Exports 2 1/2 %.....	84,543\$386	159,448\$825
Benjamin Constant R'y.....	2,155\$720	4,124\$800
	3,853,887\$666	7,268,640\$301

NOTE. In Eventual Revenue are included the balances at the different Revenue Offices to value of 13,730\$830 gold or 25,806\$345 paper. Judicial Costs receivable to value of 12,705\$158 gold or 23,961\$997 paper and 10,600\$ gold or 20,000\$ paper received from the National Lottery as contracted.

REVENUE FOR JULY TO DECEMBER 1905

	Gold	Paper
Export dues.....	3,931,278\$146	6,506,280\$226
Trade and professional licences.....	125,548\$344	297,782\$840
Discharging dues.....	43,193\$771	71,485\$091
Stamps.....	62,117\$710	102,804\$810
Property transfer dues.....	125,290\$954	203,838\$489
Bragança Railway.....	151,294\$296	250,243\$109
Water rates.....	118,351\$851	195,872\$313
Printing offices.....	9,296\$129	15,368\$543
Warehouse rates.....	12,278\$908	20,321\$592
Paz Theatre.....	9,200\$016	1,522\$636
Other State properties.....	11,040\$965	18,271\$307
Land dues and sales.....	4,577\$317	7,575\$459
Overdue taxes.....	28,829\$694	47,713\$140
Indemnifications.....	6,641\$054	10,990\$950
Eventual Revenue.....	178,163\$704	294,764\$940
Tax on Bourse operations.....	90,344\$922	149,520\$845
Surtax on Exports 2 1/2 %.....	112,639\$799	185,425\$867
Tax on fine arts.....	329\$900	545\$084
Benjamin Constant R'y.....	2,223\$770	3,680\$339
	5,313,000\$654	8,794,009\$073

NOTE. In Eventual Revenue are included the balances at the different Revenue Offices to the value of 97,470\$486 gold or 163,750\$416 paper; Judicial Costs receivable to the value of 16,616\$119 gold or 27,915\$079 paper; 12,760\$ gold or 20,000\$ paper received from the National Lottery, and 38,774\$152 gold or 62,406\$042 paper received from the Federal Treasury on account of this State's Share in the profits of said lottery for 1905.

TOTAL REVENUE FOR 1905

	Gold	Paper
Export dues.....	6,816,501\$123	11,947,793\$786
Trade and professional licences.....	328,300\$098	590,172\$270
Discharging dues.....	95,407\$855	169,961\$453
Stamps.....	117,139\$890	206,576\$641
Property transfer dues.....	613,813\$986	1,039,522\$872
Bragança Railway.....	262,073\$548	459,430\$378
Water rates.....	221,559\$550	392,490\$613
Printing offices.....	14,445\$339	25,098\$813
Warehouse rates.....	25,473\$569	45,211\$814
Paz Theatre.....	1,527\$408	2,668\$167
Other State properties.....	11,512\$122	19,161\$606
Land dues and sales.....	10,949\$960	17,806\$863
Overdue taxes.....	39,372\$272	67,596\$445
Indemnifications.....	11,681\$464	20,497\$155
Eventual Revenue.....	227,957\$577	388,575\$372
Tax on Bourse operations.....	168,289\$284	296,523\$011
Surtax on Exports 2 1/2 %.....	196,583\$185	344,874\$692
Tax on fine arts.....	329\$900	545\$084
Benjamin Constant R'y.....	4,409\$400	7,804\$339
	9,167,488\$320	16,062,613\$274

REVENUE FOR JANUARY TO JULY 1906

	Gold	Paper
Export dues.....	3,140,137\$929	5,275,431\$719
Trade and professional licences.....	177,092\$737	298,623\$798
Discharging dues.....	48,016\$915	80,608\$417
Stamps.....	56,754\$070	95,340\$837
Property transfer dues.....	150,875\$970	253,471\$629
Bragança Railway.....	189,770\$533	318,814\$495
Water rates.....	111,574\$703	187,445\$501
Printing offices.....	6,103\$322	10,253\$580
Warehouse rates.....	11,672\$118	19,609\$158
Paz Theatre.....	1,530\$024	2,575\$080
Other State properties.....	5,712\$332	9,596\$717
Land dues and sales.....	2,317\$733	3,893\$791
Overdue taxes.....	14,846\$070	24,942\$405
Indemnifications.....	3,966\$974	6,664\$416
Eventual Revenue.....	44,355\$382	74,517\$304
Tax on Bourse operations.....	82,006\$064	137,222\$432
Surtax on Exports 2 1/2 %.....	88,151\$232	148,894\$369
Benjamin Constant R'y.....	2,704\$029	4,542\$708
	4,136,902\$358	6,949,995\$953

NOTE. In Eventual Revenue are included the balances at different Revenue Offices to value of 19,975\$007 gold or 33,855\$008 paper and the Judicial Costs receivable to value of 16,522\$248 gold or 27,707\$376 paper.

With the above mentioned Revenue for 1905 Expenditure was met to value of 9,124,026\$063 gold, leaving a balance of 58,590\$929 to be carried forward to the following year. Of the total 9,124,026\$063 the sum of 16,856\$234 is accounted for by difference of exchange and 489,329\$167 by fixation of exchange at 12 1/2d. for payment of official salaries as determined by decree No. 1371 of 29 April 1905 and approved by Congress under law 913 of 11 October 1905.

THE FOLLOWING SHOWS HOW REVENUE AND EXPENDITURE WERE BALANCED

REVENUE	VALUE	EXPENDITURE	VALUE
Brought forward from 1904 (gold).....	15,125\$672	Ordinary expenditure.....	8,467,840\$632
		Difference of exchange on official salaries.....	489,329\$167
		Do on sundry payments to contractors.....	166,856\$284
Ordinary Revenue.....	9,167,488\$320	Surplus.....	58,590\$929
	9,182,616\$992		9,182,616\$992

REVENUE OFFICES, (*Mesas de Rendos*). At the different three offices the revenue collected was as follows:—

Montenegro.....	16,113\$977
Obidos.....	62,013\$958
Araguaya.....	34,036\$000
Total.....	112,173\$925

as against 113,190\$846 for 1904.

THE ESTIMATES FOR 1907 allow 8,105,000\$000 for Revenue, a moderate figure in view of the amount received (9,167,488\$320) in 1905, and that collected during the first half of the current year (4,136,902\$358).

Under such circumstances no allowances need be made for differences resulting from the calamitous rise of exchange, that to all appearances will continue to the prejudice of revenue.

Expenditure is estimated at 6,951,745\$700 gold, and compared with revenue is less 1,153,224\$330 gold, which however will be required to cover differences of exchange on emoluments of Officials as determined by law 948, and those for contracts of the Bragança Railway Extension and sundry other appropriations on a gold basis, which in consequence of the rise of exchange have proved insufficient.

PUBLIC ASSISTANCE

The problems relating to public assistance have had my best attention. The measures taken at the commencement of my administration, such as official medical certification of deaths, are already showing practical results. With this object decree No. 1417 of 9th February of the current year was issued completely organizing the official medical service under supervision of the Police Department. By agreement with the Municipal Authorities the State has taken over the service of the Morgue and placed it also under the supervision of the Police.

As a proof of the real conditions of health in this so greatly maligned city, I directed that the following table should be prepared.

In 1903 no deaths from Smallpox were registered and had it not been for the cases amongst immigrants in 1904 the rate of mortality of the City would have been very fair. In

spite, however, of this unhappy circumstance, the rate compares favorably with former years, the number of deaths from Yellow fever having been merely normal.

I have this year introduced many improvements into the prophylactic service against contagious diseases. Hence new ambulances have been acquired. New stables have been reconstructed and an isolation ward been added to the S. Sebastião hospital with 60 beds. This wing is comfortably fitted up and intended for use of those who do not care to go to common wards. The old S. Sebastião and the Domingos Freire hospitals have been entirely redecorated.

In consequence of the reorganization of the Police and Medical service I have ordered special stables and coach houses to be constructed for their use, and I have acquired an ambulance and a litter for service of the Morgue and moreover have ordered from Europe suitable vehicles for transport of the helpless, to replace the present old fashioned litters. All these improvements will shortly be in use.

DEATHS IN THE CITY OF BELÉM (PARÁ) 1896 TO 1905

CAUSE OF DEATH	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	TOTAL
1 Typhoid fever.....	—	—	—	—	—	20	29	5	—	—	61
2 Typhus.....	—	—	—	—	—	—	—	—	—	—	1
3 Malaria.....	340	529	567	959	823	691	561	611	721	787	6,589
4 Smallpox.....	30	56	4	189	123	90	2	0	255	426	1,146
5 Measles.....	43	26	2	181	11	1	0	0	0	0	317
6 Scarlet fever.....	0	0	0	0	0	0	0	0	0	0	0
7 Whooping cough.....	9	15	1	13	15	15	15	0	83	7	123
8 Diphtheria.....	2	2	4	12	17	5	4	0	3	9	68
9 Influenza.....	0	0	0	0	6	0	0	0	5	13	22
10 Asiatic cholera.....	0	0	0	0	0	0	0	0	0	0	0
11 Cholera nostras.....	0	0	0	0	0	0	0	0	0	0	0
12 Yellow fever.....	188	340	222	391	495	141	145	130	191	183	2,397
13 Other infectious diseases.....	216	175	126	192	253	110	110	170	346	132	1,820
14 Pulmonary tuberculosis.....	196	266	228	313	289	278	263	356	334	350	2,882
15 Meningitic.....	0	0	0	0	0	2	0	0	0	0	2
16 Other tubercular diseases.....	0	0	0	0	12	17	52	0	23	0	104
17 Cancer and other malignant tumours.....	14	21	15	19	12	16	15	24	31	24	191
18 Meningitis.....	13	21	36	48	29	61	49	46	41	40	378
19 Cerebral diseases.....	44	47	47	44	41	74	57	54	56	56	519
20 Diseases of the Heart.....	288	192	181	233	104	126	142	193	194	164	1,727
21 Acute bronchitis.....	35	60	59	74	19	39	42	50	46	40	481
22 Chronic.....	0	0	0	0	3	10	3	0	2	0	16
23 Pneumonia.....	31	46	19	79	19	30	2	38	52	69	465
24 Other diseases of the respiratory system.....	58	66	79	189	55	0	94	12	76	164	783
25 Affections of the stomach (cancer excepted).....	2	8	10	0	3	9	0	0	36	4	46
26 Diarrhea and enteritis.....	0	0	0	0	0	0	13	12	9	14	48
27 Hernia and obstructions of the intestines.....	17	22	28	29	10	64	40	75	59	28	569
28 Cirrhosis of the liver.....	25	36	44	77	20	43	32	40	32	41	393
29 Nephritis and Bright's disease.....	6	10	10	0	0	0	1	2	0	4	7
30 Non-cancerous tumours and diseases of the genital organs.....	0	0	0	0	0	0	0	0	0	0	0
31 Puerperal septicemia.....	0	10	10	13	16	6	21	0	21	13	116
32 Accidents.....	0	0	0	0	0	32	23	36	1	12	104
33 Congenital debility and malformation.....	36	41	46	105	91	75	134	221	99	122	918
34 Senile debility.....	11	9	8	11	23	19	26	15	40	19	181
35 Violence.....	48	39	45	36	56	63	57	46	58	35	483
36 Suicide.....	0	0	0	0	0	0	0	0	0	0	0
37 Other diseases.....	1,160	875	809	1,302	1,785	1,177	737	682	1,278	860	10,671
38 Unknown or ill defined causes.....	0	0	0	0	82	69	64	25	286	19	544
	2,692	2,905	2,587	4,516	4,313	3,353	2,764	2,891	4,310	4,100	34,461

N. B. — Stillborn children not included in this table.



**CASA
CRESTA**

Manufacturers of Tessalated Tiles

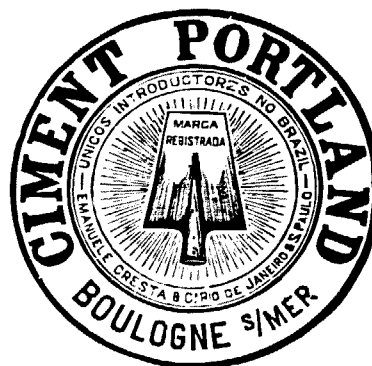
AND

FOREIGN

MOSAICS

AND TILES.

MARBLE MERCHANTS

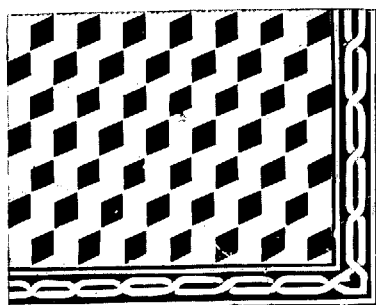


SOLE IMPORTERS

of the products of the
Société des Ciments Français

OF

Boulogne Sur-Mer



TRADE MARKS

Demarle Longuey

AND

PA'

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

Telegraphic Address: CRESTA--RIO

P. O. Box 342

41, Rua da Quitanda, 41

Rio de Janeiro

THE BOOTH STEAMSHIP CO. LD.
LIVERPOOL.

Royal Mail Line of Steamers to the Northern ports of Brazil

REGULAR AND FAST SERVICE OF STEAMERS BETWEEN:

Liverpool, Havre, Oporto (Leixões) and Lisbon (calling at
Madeira) and Pará, Manáos, Maranhão and Ceará

ALSO BETWEEN:

New-York and Pará, Manáos, Maranhão and Ceará, (calling at Barbadoes)

) AGENTS (

Booth & Co. - Pará.

Booth & Co. - Maranhão.

Booth & Co. - Manáos.

Holderness & Salgado. - Ceará.

Telegraphic Address

FERRO-RIO

HIME & CO.

P. O. Address

Caixa No. 593

General Merchants, Metal Importers and Manufacturers of

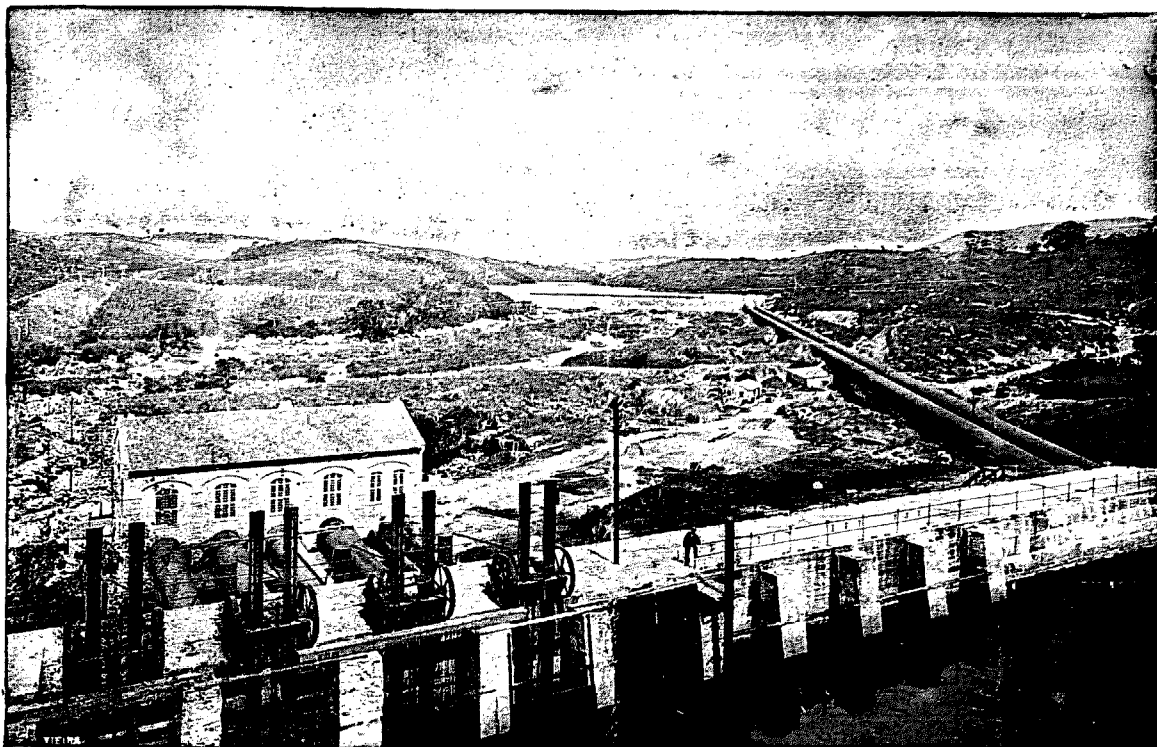
Bar, Angle and Horse-shoe Iron, Charcoal Box Irons, Wire Nails,
Lead Piping, Mule and Horse Shoes, Bolts, Nuts and Rivets of all kinds.

UNDERTAKE CASTINGS OF EVERY DESCRIPTION

Agents for Knight, Bevan and Sturges' Cement

Sole Importers of Hall's Sanitary Paint "MATOLIN"

CENTRAL OFFICE: - 32, RUA THEOPHILO OTTONI, 32



THE SAO PAULO TRAMWAY LIGHT AND POWER COMPANY, LIMITED

HEAD OFFICE, TORONTO, CANADA.—NEW YORK OFFICE, No. 25 BROAD STREET

CAPITALIZATION \$13,000,000.

Don't fail to visit S. Paulo, the most progressive and up-to-date city in South America.

Whether in search of the picturesque or on business intent, the traveller who pays a visit to S. Paulo, *en route* for Europe or the Plate will be richly repaid. Leaving his steamer at Santos, he can take the train up the *Serra* over the S. Paulo Railway, enjoy its splendid scenery, spend a pleasant day in the city, and then take the night train and rejoin his steamer at Rio next morning, or leaving the steamer at Rio he can take the night train to São Paulo—spend the day there and rejoin his steamer at Santos next morning.

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 34 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 2,450 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 some day must extend to Rio Grande in the South and through the State of Mato 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

HYDRAULIC-ELECTRIC PLANTS IN THE WORLD

With such advantages the city of S. Paulo is bound to become the great manufacturing centre of Brazil, which already has some 20,000,000 inhabitants, a population equivalent to that of all the rest of South America, and nowhere can capital be more profitably employed. Labour is cheap and plentiful, whilst the high protective tariff ensures large profits to properly conducted manufactures.

To take a few instances, duties on Cotton textiles rule from 100 to 200%. On Hessians and Jute manufactures, about 100%. On Woollen textiles from 100 to 200%. On Shoes from 80 to 100%, and on Furniture about 100%. There are already a number of Cotton, Woollen and Jute Mills in full work, all of which are doing well. There is, however, plenty of room for newcomers. While at present the great bulk of the manufactured articles used in the country are imported, the policy of the Government is strongly towards the protection of National industries. Therefore, only brains and capital are wanted to make large fortunes, because the *sine qua non*, cheap and abundant Electric Power, is now provided by

THE SAO PAULO TRAMWAY LIGHT AND POWER COMPANY, LIMITED.

The accompanying vignette shows a view of the works of this Company on the Tietê River, at the village of Parahyba, about 23 miles from the city. The dam is 860 feet in length, 36 feet in width at the base, and has an average height to bed rock of 45 feet. From the pond formed by the dam, the water is conducted to a secondary reservoir through two steel tubes each 12 feet in diameter and 2,300 feet in length. From this reservoir the water is conducted to the turbines with a head of something over 77 feet. The power at present produced is 10,000 H.P. Additional machines, increasing same to 15,000 H.P., are now being installed and thereafter the amount can be increased indefinitely. From the power house the energy is transmitted to São Paulo, where it is utilized for the operation of the tramway, light, power, etc.

A short distance from São Paulo are to be found the famous Ipanema deposits of iron ore, among the greatest in the world. Endowed so richly by nature with a ferocious soil, salubrious climate and

INEXHAUSTIBLE POWER AND IRON

the two greatest elements of human progress anywhere, the industrial future of São Paulo is guaranteed and no better field for enterprise could be found.

VISIT IT AND SEE FOR YOURSELVES

and for information apply to

THE S. PAULO TRAMWAY LIGHT AND POWER COMPANY LIMITED

TORONTO, NEW YORK and S. PAULO (Brazil)

OS

PHOSPHOROS

"TREVO"

— SÃO —

OS

Melhores

NÃO

— USEM —

OUTROS

"TREVO"



MARCA REGISTRADA

COMPANHIA NACIONAL BRASILEIRA de PHOSPHOROS de SEGURANÇA

BRITTO & C^{IA} S. PAULO

PEÇAM

SÓ

PHOSPHOROS

"TREVO"

A

VENDA

EM

TODAS

AS

CHARUTARIAS

NATHAN & CO.

S. PAULO, Rua de S. Bento 43, Caixa do Correio (P. O. Box) K.
Telegraphic Address: "LUPION"

SANTOS, Rua Onze de Junho 5, Caixa do Correio (P. O. Box) 147
Telegraphic Address: "WYSARD"

— IMPORTERS AND GENERAL MERCHANTS —

SPECIALITIES:

Railway Material,
Agricultural and
Industrial Machinery.

General Hardware,
Gas and Water
Pipes and Fittings.

Iron, Steel, Copper, Brass and
other Metals.



Cement, Belting, Paints,
Calcium Carbide.

Sole representatives in the
State of São Paulo

OF

The Standard Oil Co.,
OF NEW YORK

(Thompson & Bedford
Department.)

CATALOGUES REQUESTED
Open to accept sole Agencies in the State of São Paulo.