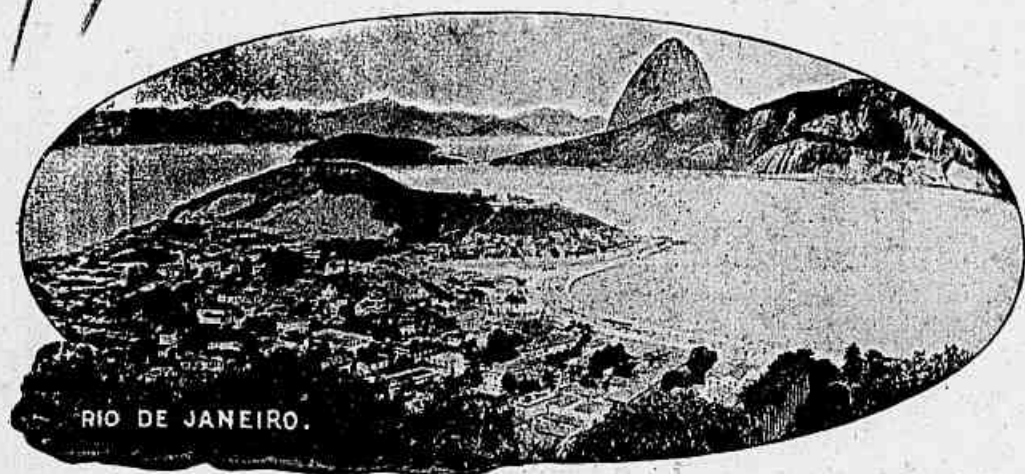


The Brazilian Review



A WEEKLY RECORD OF TRADE AND FINANCE

VOL. X

RIO DE JANEIRO, TUESDAY, OCTOBER, 15TH, 1907

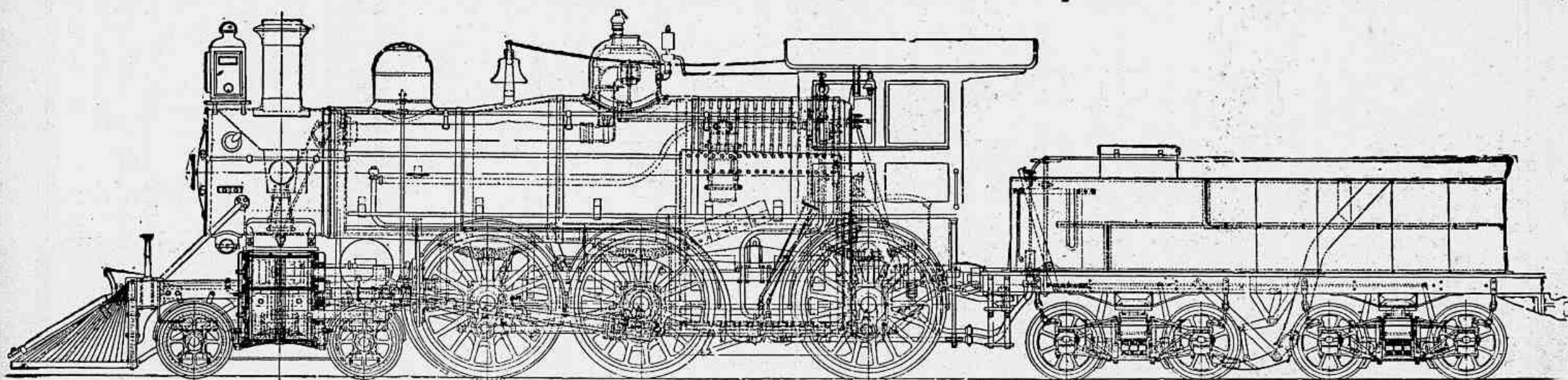
Nº 42

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. LD., N. 58, Rua Primeiro de Março, Rio de Janeiro**

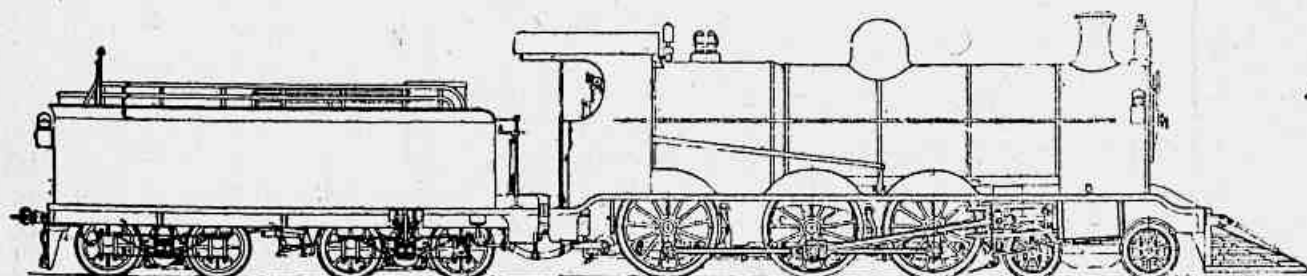
THE WESTINGHOUSE AIR BRAKE COMPANY, Pittsburg, PA., U. S. A.

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:

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A. BORSIG

BERLIN - TEGEL

ESTABLISHED - 1837

4 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.

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The Best National Mineral Table-Water

Recommended as the Ideal Digestive Water

Sole Agents **COCITO IRMÃO & Co.**

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RIO DE JANEIRO

PRAÇA TIRADENTES No. 67 - P. O. Box 701

Vitalis

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

FRY, MIERS & CO

112, Cannon Street

London E. C.

ENGINEERS, MERCHANTS

— AND —

Contractors for Railway Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION — LONDON"

Pernambuco — Nathan & Co., Rua do Vigario, 2

C. do Correio, 118. - Telegrams, "NATHAN" - PERNAMBUCO

Bahia — Nathan & Co., Rua das Princezas, 6

C. do Correio, 157. - Telegrams, "NATHAN" - BAHIA

Rio de Janeiro — Fry, Youle & Co., Rua 1º de Março, 73

C. do Correio, 211. - Telegrams, "FRY" - RIOJANEIRO

THE SÃO PAULO TRAMWAY, LIGHT AND POWER COMPANY, LIMITED

HEAD OFFICE, TORONTO, CANADA — NEW YORK OFFICE, 25 BROAD ST.
SAO PAULO, 7 RUA DIREITA — RIO DE JANEIRO, 76 AVENIDA CENTRAL

The city of São Paulo, which is the capital of the State of São Paulo, Brazil, is situated in the valley of the Tieté River, 800 meters above the sea level and 35 miles from Santos, the sea port of this State. The climate is delightful throughout the year, RESEMBLING very closely that of Southern California. São Paulo is a city of 300,000 inhabitants and may easily be seen by travellers touching at the ports of Santos or Rio de Janeiro, the journey from Santos to São Paulo by railway taking 2 hours and from Rio to São Paulo 12 hours. On account of the natural resources of the State of São Paulo and owing to its peculiar location, the City of São Paulo is one of the most important commercial centers in South America.

THE SÃO PAULO TRAMWAY, LIGHT & POWER CO. LTD.

operates all the tramway lines in São Paulo and supplies all the electric light and power. Electricity is developed hydraulically, utilizing the falls of the Tieté River, some 35 kilometers below the city. 12,000 H. P. is developed there at present and works are now in progress for a large increase to the plant to enable the Company to meet the constantly increasing demand for power. Four distinct circuits on two separate steel pole lines convey the current from the Power House to the Substation in São Paulo where the current is converted for tramway, light and power uses. The Company operates 125 kilometers of track, covering the entire city. The population of the city being largely Italian good labor is readily obtained. This and the cheap rates for power is causing many new manufactories to be built.

Information concerning the resources of the country and that relative to the establishment of new industries, prices for power etc. can be obtained by application to any of the offices of the Company.

THE ROYAL MAIL STEAM PACKET COMPANY

(INCORPORATED BY ROYAL CHARTER IN 1839)

WEEKLY SAILINGS TO EUROPE AND THE RIVER PLATE

Avon..... 11,000 tons			
Araguaya.....	Tons 10,500	Aragon.....	Tons 10,000
Amazon.....	10,000	Nile.....	6,500
		Danube.....	Tons 6,500
		Thames.....	6,000
		Clyde.....	Tons 6,000
		Magdalena.....	5,800

Tel. ROYAL—Rio — P. O. B. 21 — Agency: 73, RUA 1º DE MARÇO

E. L. HARRISON — Representative.

GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO — Telephone No. 134

1,000 FEET ABOVE THE SEA

Telegraphic Address — MENTRES — RIO



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.

CAXAMBU

AS MELHORES AGUAS DE MEZA
UNICAS NATURALMENTE SUPERGAZEIFICADAS
A VENDA EM QUALQUER PARTE DO BRAZIL

LAMBARY

SOCIÉTÉ FINANCIÈRE ET COMMERCIALE FRANCO BRÉSILIENNE
Succs: of NATHAN & CO.

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

SANTOS, Rua Quinze de Novembro 13, Caixa do Correio (P. O. Box) 147
Telegraphic Address: "WYSARD"

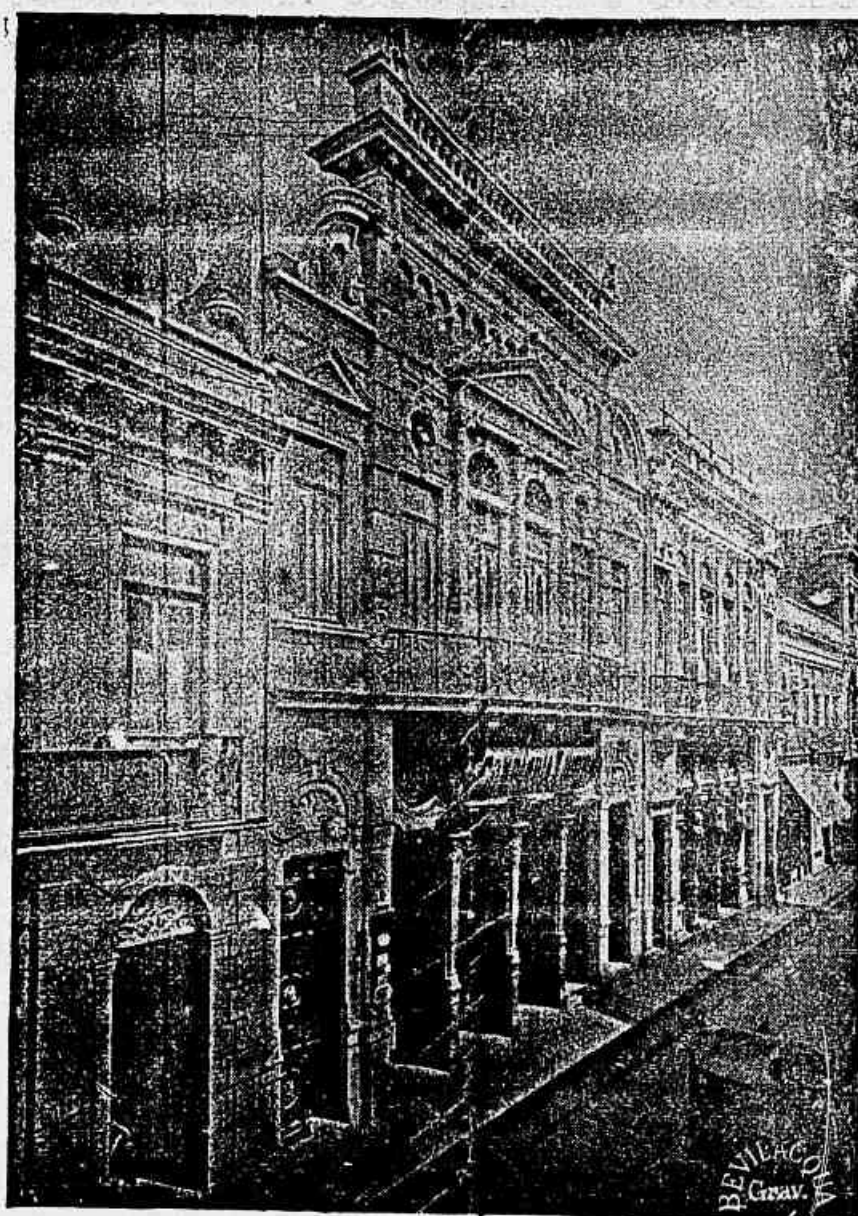
IMPORTERS, EXPORTERS AND GENERAL MERCHANTS

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 representative in the
State of São Paulo

— OF —

The Standard Oil Co.,
OF NEW YORK

(Thompson & Bedford
Department.)

CATALOGUES REQUESTED

HEAD OFFICE IN PARIS: RUE CHAUCHAT No. 5

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

The Brazilian Review

VOL. X

RIO DE JANEIRO, TUESDAY, OCTOBER 15TH, 1907

No. 42

R

Offices: Rua Visconde de Inhauma No. 42

P. O. BOX: 472, RIO DE JANEIRO
TELEGRAPHIC ADDRESS: "REVIEW"-RIOJANEIRO



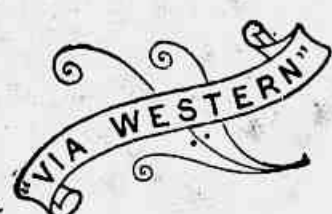
Subscription 608 or £4.0.0 per annum. Payable abroad by sight draft, or cheque crossed British Bank of South America.
Separate copies. 1\$200 | Back numbers. 2\$000

AGENTS: -

Rio de Janeiro: CRASHLEY & Co., rua do Ouvidor 36 — London: G. STREET & Co. Ltd., Cornhill 30

All communications to be addressed to the Editor

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



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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 DESPECHER,
RUE CAUMARTIN 37, 9^{me} ARRT.,
PARIS.

MONSIEUR LOUIS PERRIGNON,
AVENUE MARIE 61,
ANTWERP.

AND
9, RUE HENRI MAUS (BOURSE),
BRUSSELS.



TARIFF.

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

MCLAUCHLAN, MACHADO & Co.

RUA DE SÃO PEDRO No. 37 — Rio de Janeiro

CAIXA DO CORREIO 455

Telegrams "BENCASTRO" Rio

The Brazilian Review

Scale of Charges for Advertisements
1 £ = 16\$000
IN ORDINARY POSITIONS

SPACE	52 Insertns Per Insertn	26 Insertns Per Insertn	12 Insertns Per Insertn	6 Insertns Per Insertn	Single Insertn
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
One Page.....	3 10 0	4 0 0	4 10 0	5 0 0	5 10 0
Half Page.....	1 15 0	2 0 0	2 5 0	2 10 0	2 15 0
Third Page.....	1 4 0	1 7 0	1 10 0	1 14 0	1 17 0
Quarter Page...	18 0	1 0 0	1 3 0	1 5 0	1 8 0
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1/2 inchx4 inch	2 0	2 6	3 0	3 6	4 0

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12 or 6 insertions are quoted for upon the understanding that the advertisement appears at least once a month

SPECIAL POSITIONS BY ARRANGEMENT

In preparing Blocks for Advertisements it should be borne in mind that the surface available for printing in a whole page of display is as follows:—
Front Page of Cover..... 9 inches by 8 1/4 inches
Back of Cover..... 12 1/2 " 7 1/2 "
Inside of Cover..... 12 1/2 " 7 1/2 "
Ordinary Inside Page..... 12 " 7 1/2 "

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
FOR EUROPE			
Oct. 16	Thames	Royal Mail	Southampton
16	Amazon	Messageries Maritimes	Bordeaux
17	Ortega	P. S. N. C.	Liverpool
23	Amazon	Royal Mail	Southampton
29	Oropesa	P. S. N. C.	Liverpool
30	Cordillere	Messageries Maritimes	Bordeaux
FOR THE RIVER PLATE AND PACIFIC			
Oct. 19	Oravia	P. S. N. C.	Valparaiso
21	Aragon	Royal Mail	B. A.
27	Atlantique	Messageries Maritimes	B. A.
29	Nile	Royal Mail	B. A.
30	Oronsa	P. S. N. C.	Valparaiso
Nov. 4	Aragon	Royal Mail	B. A.
11	Chili	Messageries Maritimes	B. A.
12	Oriana	P. S. N. C.	Valparaiso
12	Magdalena	Royal Mail	B. A.
18	Avon	do	B. A.
21	Magellan	Messageries Maritimes	B. A.
FOR UNITED STATES			
Oct. 19	Voltaire	Lamport & Holt	New York
26	Calderon	do	do
Nov. 4	Tennyson	do	do

PATEK, PHILIPPE AND CO.

THE BEST WATCH IN THE WORLD
SOLE AGENCY FOR BRAZIL
Relojoaria GONDOLO—71 Rua da Quitanda

J. BARROS M.D. Theophilo Ottoni, 39
Consultations from 12 to 2
PRIVATE RESIDENCE
RUA DELPHIM, 31 F
— BOTAFOGO —

AN English lady from London, with much experience in teaching, has one or two vacancies for pupils in English and Music. Apply. M. A. D.

TO BE LET

A furnished house in a healthy place, high position. For 5 or 6 months. References at 40 Rua Visconde de Inhaúma — 1st floor.

Notes

Treasury Remittances. The Federal Treasury is remitting to the Agents in London, Messrs. N. M. Rothschild & Co., £514,615-4-10 and francs 161,628 equivalent to 4.631:984\$372 gold.

Municipal Finances. Revenue collected during the month of September was as follows:—

	1907	1906	Difference
Interior	681:382\$518	520:363\$561	+161:018\$957
Consumption	762:122\$600	905:173\$500	—143:050\$900
Extraordinary.....	274:464\$031	193:990\$138	+ 80:473\$~93
Special application .	75:038\$049	73:605\$085	+ 1:432\$964
Deposits.....	2:998\$000	3:303\$000	— 305\$000
	1.793:005\$198	1.696:435\$248	+ 99:569\$914

Povoamento do Solo. The Immigration Department is now in full working order and has just published some details with regard to the work done during the month of September. All the vessels coming into the Bay, numbering in all 48, were visited by interpreters detailed for this duty by the Department. The interpreters gave every facility to the spontaneous immigrants arriving on these vessels and disembarked them on the Ilha das Flores. The number of spontaneous immigrants arriving during last month was 2,102, divided as follows:— 17 Germans, 95 Arabs, 5 Argentines, 8 Austrians, 1 Belgian, 1 Bulgarian, 1 Dane, 9 French, 299 Spaniards, 15 English, 361 Italians, 1 Moor, 3 Mexicans, 1 American, 1 Norwegian, 1,238 Portuguese, 29 Russians, 7 Suedes, 3 Swiss and 7 Uruguayans. Such immigrants as arrived without any definite destination previously arranged were taken in charge by the Department. During the month the Department obtained 271 fares for immigrants of which 159 by train and 112 by steamer to the various States, divided as follows:— for Amazonas 43, for Pará 3, for Alagoas 2, for Bahia, 3, for Espirito Santo 16, Rio Grande do Norte 24, Minas Geraes 76, São Paulo 56, Paraná 4, Santa Catharina 5, Rio Grande do Sul 34. The Department states that it has received sheafs of letters from agriculturists abroad asking for information with a view to emigrating to this country, whilst agents are actively engaged in choosing sites for the foundation of new colonies in the various States and arranging for the settling of those already chosen and marked.

The Minister of Public Works, Dr. Miguel Calmon, has received a telegraphic despatch from the President of the State of Paraná stating that the Government of the State has offered to the Federal authorities fallow lands ready for colonisation in the District of Campina Grande. The land offered is some 10,000 hectares in extent and is at a radius of about 30 kilometres from Campina Grande, which is an important centre of the timber trade. The town has electric light and is connected by telephone with the capital. The land is watered by the river Capivary.

The German Minister has been conferring with the Minister of Public Works with a view to fostering the emigration of Germans to this country.

Clark



All our boots are made of leathers specially prepared for use in the tropics.

They are light in weight, damp proof and of great durability.

Large assortments of finest British hosiery.

Superior Leggings and Putties, Raincoats and Inverness Capes.

Agents in all the principal cities of Brazil

RUA DO OUVIDOR 67 B—Rio de Janeiro

PRAÇA DR. ANTONIO PRADO, 7—São Paulo

RUA FORMOSA, 31—Bahia

FACTORY—RUA DA MOÓCA, 131—SÃO PAULO

Footballs, Football Boots, Tennis Shoes



Dannemann & Co.

SÃO FELIX (BAHIA) — BRAZIL

Established in 1873

AWARDED THE GRAND PRIZE AT THE ST. LOUIS EXHIBITION

The Leading Cigar Manufacturers in Brazil

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

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

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

D&C.

The Rio de Janeiro Tramway Light and Power Company. A few weeks ago we recorded the fact that the *ad referendum* contract for the unification of the São Christovão, Villa Isabel and Carris Urbanos Tramway Companies had been approved, with certain modifications, by the Municipal Council. Last week the *ad referendum* contract for the supply of electric force was also approved so that the Light and Power Company can now go ahead without let or hindrance, which is as satisfactory for the public as it is for the Company. The contract provides for a monopoly of the supply till 1915 and the concession for supply extends till 1990 or 20 years after the Tramway contract will have expired. *O Jornal do Commercio* thinks that it is absurd that after the tramways have fallen in to the Municipality the force which works them will still be in the hands of the Company for another 20 years. However by 1970 there will be many changes so we do not think that the public need be afraid of the bogey which the *Jornal* attempts to conjure up.

The Companhia Mercado Municipal is inviting the public through the Brasilianische Bank für Deutschland to subscribe to a loan of the value of 5,000,000\$ (£311,000) divided into 25,000 debentures of 200\$000 each. The type is 97 1/2% and the interest 8%, amortisation at the rate of 1 1/2% per annum commencing in 1908. The object of the loan is the redemption of the 4,000,000\$, 1903 loan and a bonus of 1 1/2% will be paid to holders of the old stock. We understand that the arrangement with the German Bank for the opening of of subscriptions was made by Mr. Landsberg.

S. Paulo Tramway Light and Power. The British Empire Trust Company, Ltd., have received a cable that the S. Paulo Tramway Light and Power Company, Ltd., have declared a quarterly dividend of 2 per cent. on the capital stock.

The City of Santos Improvements Company is paying an interim dividend of 2%.

The "Lusitania", according to telegrams from New York has regained for England the Blue Ribbon of the Merchant Marines, for some years held by Germany with the s. s. *Deutschland*. The *Lusitania's* record is 4 days and 20 hours from Queenstown to New York, an average speed of 24 knots an hour. As this was only her second voyage it may reasonably be expected that ere long she will break this her own splendid record. This great ship is an indirect addition of the greatest value to the British Navy as she is subsidised by Government and is available in time of war.

A remarkable Bankruptcy. At the Bankruptcy Court, in the case of H. de Morgan Snell, described as of Slough, lately carrying on business at 20, Cockspur street, S. W., it was reported that the debtor was a civil engineer and contractor, and for about ten years prior to 1903 he was engaged in the sugar trade in Brazil; also as a civil engineer at Rio de Janeiro. He returned to England at the end of 1903 with a free capital of about £6,000, and formed the Rexer Arms Company, in connection with which he estimated that he lost about £15,000. He had also been engaged in other enterprises, and had lost about £1,200 by speculating on the Stock Exchange. The accounts were not filed, but the debtor estimated his liabilities at about £35,000, and there were also contingent liabilities amounting to about £60,000, while there appeared to be no available assets. The debtor had been adjudged bankrupt, and his affairs were left in the Official Receiver's hands for summary administration. *The Globe*,

The latest creation of the modern mechanical genius is the
Fox Visible Typewriter
 mechanically perfect. The only visible typewriter with large pivot, type bar hanger and strong, short typebar. Likewise embodies all modern improvements, including a special arrangement for using two colour ribbons without hiding the writing.
 Sole agency for all Brazil: **Casa Standard**, 72 Ouvidor, Rio de Janeiro

THE BRAZILIAN YEAR BOOK

Edited by Mr. J. P. Wileman

Is now in preparation, the first issue being expected to be ready by the end of the year

It will contain historical and geographical sketches of the Brazilian Union and of each of the States, besides full statistical information for the Union and each of the States regarding:—

Imports

Exports

Revenue

Expenditure

Public Debt

Movement of Population

Railways

and Mining

With a detailed description of every **Joint Stock Company** (Cias Anonymas) registered in Brazil, after the style of the London Official Intelligence.

The Brazilian Year Book will be the indispensable guide to all interested in Brazilian affairs.

As only a limited number will be printed, application for subscription should be made at once to the Head Office, Rio or by letter to Post Office Box 472.

For advertising there can be no better medium. Most of the available space for the present issue is already let. Intending advertisers will, therefore, do well to apply at once.

Subscriptions £2:2:0

Advertisements 300\$000 or £18:15:6 per page

THE WORLD "CHRONOMÈTRE ROYAL" FAMED

made by VACHERON & CONSTANTIN of Geneva

The oldest & best known watchmakers in the World.

Can be obtained at the **Casa Standard**; and paid for by weekly instalments

Sole Agent for all Brazil: **A. Campos — 72 Ouvidor, Rio de Janeiro**

The watches of Vacheron & Constantin obtained the **Only Grand Prize** at the International Exhibition at Milan in 1906, as also the **Only First Prize** granted at the International Competition for regulating chronometers.

The Alexandra Hotel

(LATE METROPOLE)

RUA DAS LARANGEIRAS 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 — Telephones on every floor. Drawing rooms, Smoking rooms, Billiard rooms all fitted up in the most modern style.

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

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

Spacious restaurant — dejeuner et diners à prix fixe. — Band plays during dinner every night.

Trams of the Jardim Botânico Company pass the doors every 10 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 Lentz.

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

TELEPHONE No. 1,245

Telegrams: "Alexandra"-Rio

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 BRAZILIAN COAL COMPANY, LIMITED

REPRESENTATIVES OF

CORY BROTHERS & C. L'D of Cardiff and London

Colliery Proprietors

Coal Depôts in all the principal ports of the world.

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

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FELO DE SE

Not satisfied with playing ingenuously into the hands of its competitors, the São Paulo Railway has now filled up the cup of its iniquities by positively raising tariffs on coffee at the moment when the goodwill of Paulistas was so essential, and thus driven the last nail into its coffin.

Truly, *Quos Deus vult perdere dementat prius*.
The quotation is trite, but apt.

But let our contemporary São Paulo voice opinion for itself:—

"The resolution of the São Paulo Railway to raise the freights on coffee on its line, from November on, to 185 réis per ton, was scarcely well advised. Up to 30th April the rate was 160 réis: on 1st May the São Paulo Railway thought fit to reduce its rate to 140 réis, which ruled up to the present, when, to everyone's surprise, the management announces, the rate will be raised to 185 réis or 32%, so that the cost of transport of a bag of coffee from Jundiaby to Santos will be raised almost 400 réis, from 1\$167 to 1\$543.

The position of coffee is just now so precarious that it cannot possibly support any further burden, as not only is the price of 3\$500 for type No. 7 amongst the lowest yet known, but the crop now being marketed is unquestionably the smallest known of late years.

On the basis of 6 1/2 million bags it is impossible at current prices that the crop can give more than 100,000:000\$ net, a sum absolutely insufficient to cover the year's expenditure incurred by planters. In other words, this great São Paulo industry will this year show a deficit and the capital, estimated, at a minimum, of one million contos, (62,500,000) must go without any profit at all!

Well! Just at this moment when the staple, that is and always was the principal element and mainstay of the traffic of São Paulo Railways, is passing through so painful a crisis, is it to be tolerated that the richest of all our railways shall be allowed to bleed industry in such a way?

Such a proceeding is not only a grave error, it is a clamorous iniquity, this attempt to crush an industry already prostrate.

But even were the new burden bearable, can it be considered equitable in relation to the services performed? Can the freights of the São Paulo Railway be regarded as so moderate as under any circumstances to admit of increase?

The tariff of 140 réis per ton-kilometre, that it is now proposed to raise 32%, is the same as was in vogue for years until 1893, when, in view of the great fall of exchange, all the railways were allowed to raise their rates. Now that exchange has risen again and the traffic has trebled, the São Paulo Railway might return to the old rate without sacrifice of its financial prosperity.

All the other railways of São Paulo, without exception, charge less to-day for the transport of coffee than in 1893.

On the Paulista, Mogyana and Sorocabana the rate actually ruling is from 160 to 175 réis per kilometre, not far off the 140 réis still in vogue on the English line. In view of their great length, exceeding 3,000 kilometres, their costly upkeep and the relatively low density of their traffic, no one can pretend that their relation to the freights of the São Paulo Railway is inequitable. On the contrary it is a matter of wonder that a line like the Mogyana should, with traffic only 40.1% of the English line, be able to carry coffee at a cost not 15% over that charged by the S. Paulo R'y.

None of the other railways show any disposition to raise their rates, but only the São Paulo Railway, the best dowered of them all, over whose lines the whole traffic of the State must pass.

Last year the S. Paulo Railway realised a net profit of £948,718. After payment of £178,750 for debenture interest and income tax, £769,968 remained over for the £3,000,000 ordinary shares, a profit of 25.6%!

This year, if less, profits will still be excellent and enough to pay 15% on the ordinary capital.

As regards next year, nothing definite can be predicted as all depends on the crop and nothing certain is known about that, except that so far (8th October) there has been no flowering. Supposing, however, that the crop prove a small one and that, in consequence, receipts fall off. Even such a prospect could not authorise this opulent concern in raising its freights just now when its rates are still remunerative.

Nor in view of the magnificent reserves that have been accumulated, could such a measure be justified next year, even if crops should turn out to be small again.

The Reserve Fund of the S. Paulo Railway now stands at £759,538; whilst £321,626 have been carried forward and £100,000 stand to the credit of the Rolling Stock fund, amounting in all to the magnificent total of £1,281,164!

Under such conditions that few, if any, other railways can parallel, would it not seem that the S. Paulo Railway is in a position to spare the industry, that has contributed so generously to its accumulations, from this

fresh sacrifice and might refrain from extorting more money from its exhausted clients?

Besides, if the English Company be allowed to reduce its rates for a month or two only, and to put them up again afterwards at pleasure, what becomes of the clause of its contract that enforces a reduction of the tariff whenever profits exceed 12% for two years following, as is now the case?

In 1906, net profits exceeded 12%; this year they would in all probability be over 12% without the ephemeral reduction of freights, when the Company would have been obliged to definitely reduce its rates.

The writer of these lines has always maintained that a single line to Santos satisfied all our requirements.

The English line, following the most direct course from S. Paulo to Santos; overcoming the difference in level in the shortest distance possible and completely equipped for whatever traffic may offer, seems to offer the best and most economical conditions possible, to the advantage and benefit of the community.

Up to now, in fact, this has been the case. The great Company had refrained from pushing its monopoly to extremes and, if not always precisely a model of justice and moderation has always helped and cooperated in development and never until now was a positive embarrassment.

How an undertaking may enrich itself and the State too by cooperating in development is proved by the traditions of the S. Paulo Railway itself; silent protests against this new departure from the healthy rule hitherto followed that for the first time force us to consider whether, after all, those who insisted on the danger of trusting the economic future of the State to a single undertaking may not have been right.

Should the S. Paulo Railway put this barbarous proposal into practice and really raise its rates for coffee 32% precisely at the moment of greatest difficulties to planters, not a voice will be raised in future against the amalgamation of the three great railway companies (Sorocabana, Paulista and Mogyana) which now act as collectors for the S. Paulo Railway to construct a line of their own to Santos and reestablish the tariff so inconsiderately raised by the S. Paulo Railway."

NOTE OF ED. OF B. R. The above needs little comment. The author is a well known Brazilian Engineer of great influence in S. Paulo who has always been a sincere admirer and upholder of the S. Paulo Railway. Now he, too, turns, against them and soon the great English company will not have a friend in the State. The shareholders, it is true, have a right to do what they like with their own and, if they choose to commit industrial suicide, it may be argued, it is their business and no one's else. If only that were in question it would not so much matter. But it is a principle that is really at stake that affects Englishmen everywhere and particularly in this country — the principle of fair and honest treatment that is the boast of our countrymen. By pushing monopoly to extremes the English company is belying the traditions of the race and prejudicing all Englishmen in the eyes of all Brazilians. There is no excuse. For a rich company to proceed in such a manner is but another proof of the spirit of "grasping self sufficiency" that has so long presided at its councils.

What is wanted is a new Board.

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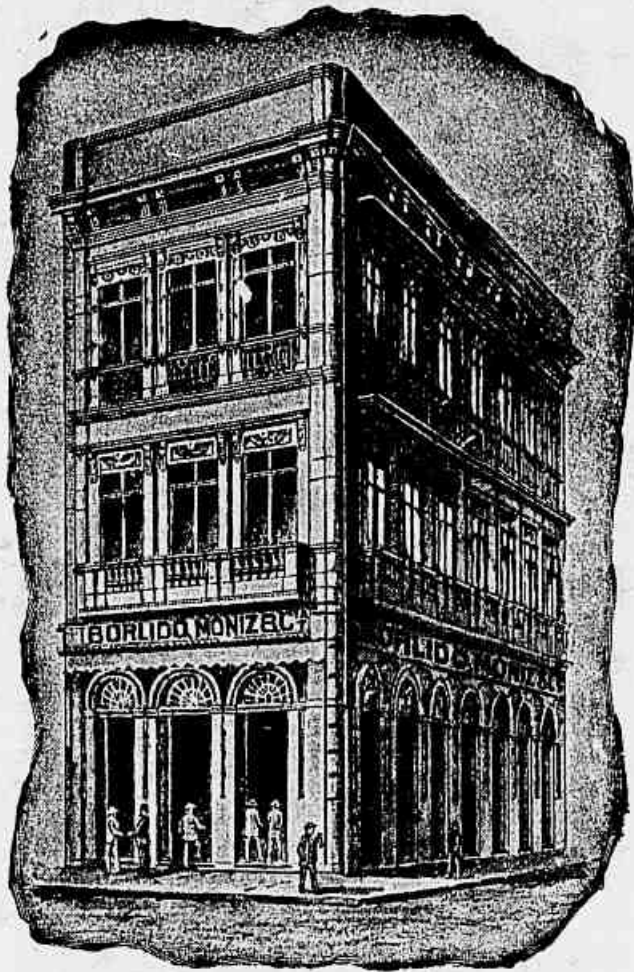
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The Trade of Pernambuco, a report by Mr. Consul Stanforth for 1906.

The Trade of Bahia, an excellent report by Mr. Consul O'Sullivan Beare on the trade of Bahia in 1906. It is a long time since we read a better or more interesting report. As a rule Consuls reports are too obvious, too retrospective and tell us only, what we all knew long before. Mr. O'Sullivan Beare, however, has taken pains to find out things that everybody does not know, anyhow, out of Bahia and has produced a very useful report to which we hope to return later on.

A Record of the proceedings of the British Argentine Exhibition, held in November 1905 at Buenos Aires, compiled by Mr. Arthur Holder, the Hon. Secretary. The amount of energy that Mr. Holder must have developed to obtain such results is evidenced in the volume before us. Whatever be the cause, climate or environment, it would be hopeless to try anything of the sort here where, even more than in Buenos Aires, the British seem to devote themselves more exclusively than elsewhere to money getting and to take no part and indeed very little interest at all in the life of the Nation.

Now and then a Burton comes to show that such things need not be: that there is as much to admire and even imitate in Brazil if we could only get into touch with it. But unfortunately, as a community, we are not in touch and there being little sympathy, we go on misunderstanding and misjudging each other. There lacks some element to serve as the conducting medium, to unite these uncongenial elements, such as Englishmen have found in Argentina in the open air life they both love and in Sport that they have introduced and Argentines have found congenial. So they too are amalgamating and the British element, once so incongruous as to be almost antagonistic, has found a common ground of sympathy and is lending its powerful contingent to the formation of Argentine character.

For it is not by force, but by character that Nations in the long run shall prevail. Though in mere numbers Englishmen may be swamped by the influx of the Latins, no other element has left its work more powerfully impressed on Argentine thought and character.

In hoc signo vinces, exclaimed one of the speakers, Dr. Augustin Alvarez in the sign of Liberty, Order and Justice the traditions of which Englishmen bring with them from the regions where Liberty and Justice shielded them for centuries.

That is true! It is because they have Justice and Freedom and Fairplay more even than they love money that England is what she is and the English, wherever they go, exercise so powerful an influence. Here it is no exception. Magna Charter and the Bill of Rights, that have served the world over as models for the political organisation of free peoples, are in truth no less powerful here, if dressed in American colours, than in Argentina.

For the English to get into touch with Brazilian thought; into more direct sympathy with their aims and aspirations, some common ground is only wanted, that, perhaps, as in Argentina, may be found in the growing love of Sport that Brazilians are so rapidly developing. The basis of Sport is Fairplay — justice in its elementary form.

Who loves sport must cleave to justice and so love England.

Baldwin's Record of Recent Construction, No. 63. This number contains information pertaining to a great variety of locomotives of different gauges and for different kinds of service representing current requirements.

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A photograph is given of the magnificent exhibits of the Baldwin Locomotive Works at the Jamestown Exposition.

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Personal News

Arrivals and Departures during the week:

ARRIVALS

By the s.s. *Florinopolis* from Montevideo, on October 6th. — E. Johnston.

By the s.s. *Amazon* from Southampton, on October 7th. — Mr. and Mrs. S. T. Sheppard and family, Mr. and Mrs. J. Guild, W. Sanders, F. G. Sutcliffe, W. H. McMillan, J. H. Dixon, O. C. Raphael, A. J. Relton, H. S. Chapman and family, A. E. Ridsdale, W. J. Perry, W. Fern., A. Montgomery.

By the s.s. *Spartan Prince* from New York, on October 7th. — C. J. Coussey, J. B. Morris, V. B. Walker, G. R. Young, C. D. Rawsdyne.

By the s.s. *Avon* from Buenos Aires, on October 9th. — P. W. V. Crewe.

DEPARTURES

By the s.s. *Terence* for New York, on October 7th. — E. M. Backaus, W. J. Baggle.

By the s.s. *Amazon* for Buenos Aires, on October 8th. — Mr. and Mrs. W. Crysedale, J. Smith, J. C. Brown, F. Ashton, J. C. Brown, C. B. King, H. G. Rain.

By the s.s. *Avon* for Southampton, on October 9th. — Mr. and Mrs. Geo. Anderson and family, R. Gilson, R. Girling, H. G. Nordaly, R. W. Murray, W. Brown, Miss Moxon, J. H. F. Dixon.

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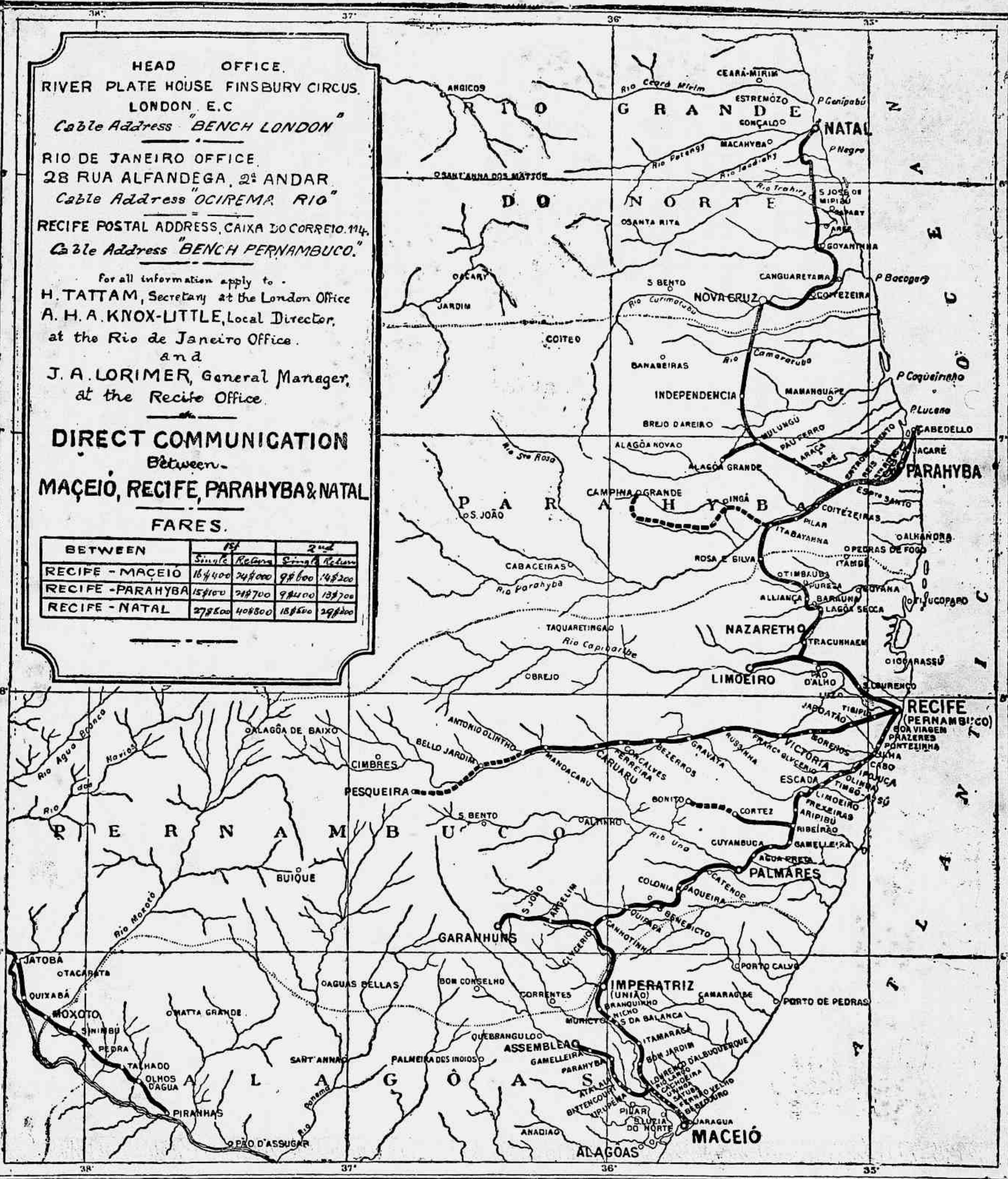
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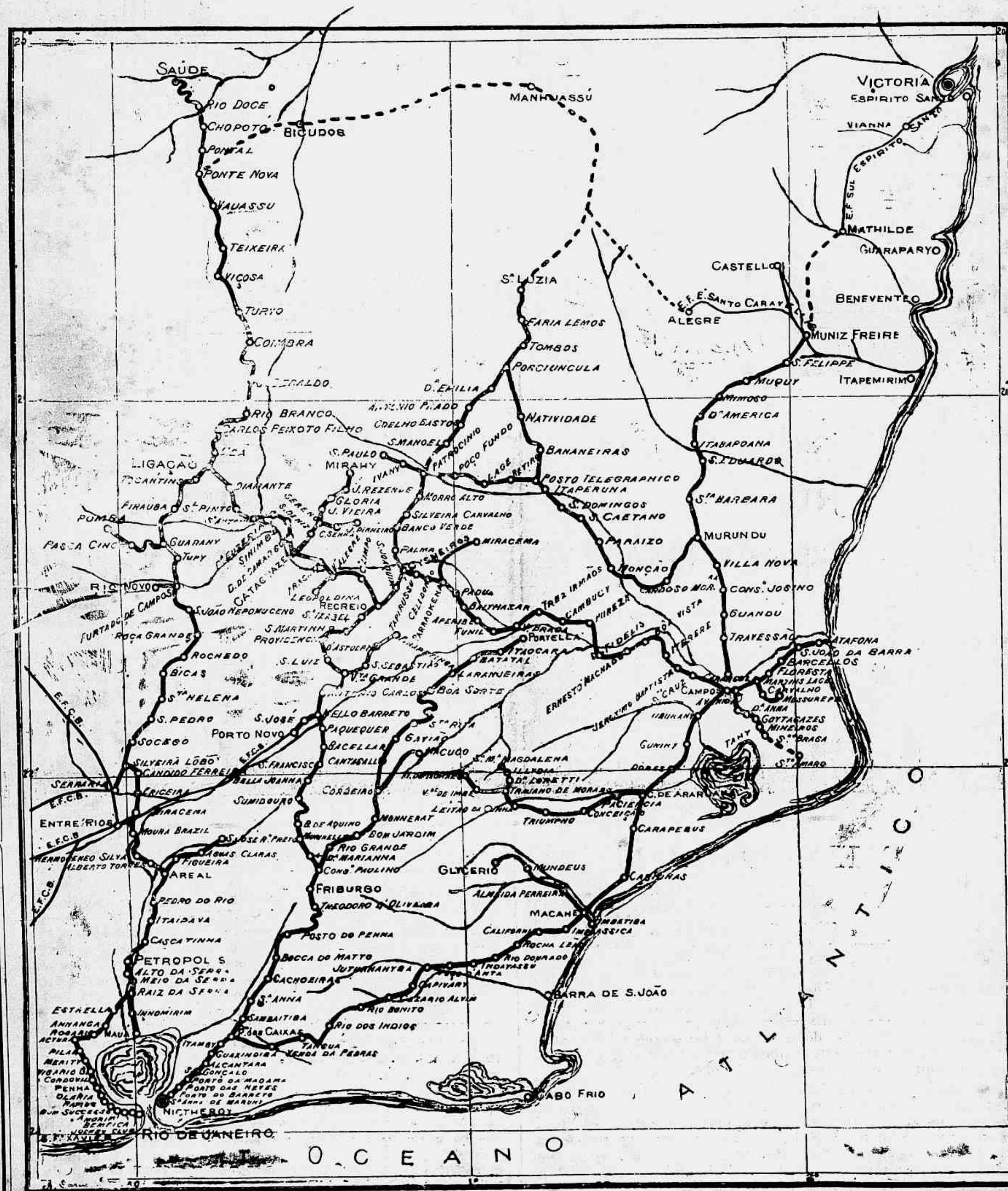
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General News

Local Items. The returns of the Director General of Public Health for the week ended Oct. 6th, 1907 are as follows, Yellow fever 0; bubonic plague, 0; small-pox, 3; measles 0; scarlet fever 0; diphtheria, 1; whooping cough, 1; influenza, 9; typhoid fever, 1; dysentery, 1; beriberi, 0; leprosy, 3; erysipelas, 1; marsh fevers, 2; pulmonary diseases, 37. Total infectious diseases, 59. Violence (including suicides) 5. Non-infectious diseases, 154. Total deaths from all causes, 218; equal to an annual death rate of 18.08 per 1,000 inhabitants. Mortality of infectious diseases to total number of deaths 27.06%. Under treatment in hospitals: yellow fever, 0; small-pox, 11; and bubonic plague, 5, under observation 39.

— During the week the weather has for the most part been wet and dull whilst there have been two violent storms of wind of the same nature as those experienced during the previous week. The R. M. S. P. s.s. *Amazon* was due in Rio on Sunday afternoon (Oct. 6th) but only arrived in the Bay on the following morning owing to the fact that she encountered a strong South Westerly gale which was the worst weather ex-

perienced during the voyage. The passengers state that they had a considerable "dusting" many of them being affected with sea sickness in spite of their fortnight at sea. The weather, in the City at least, has obviated the necessity of watering the streets but, as we said last week, during the coming summer we may look for better things owing to the praiseworthy decision of the Prefect to organise a proper service. We only wish as an accompaniment to this that he would arrange with the Chief of Police to undertake a campaign against the filthy habit, here so common, of expectorating in the streets and in the tramcars. There are some sort of vague regulations about not spitting in tram cars and of the fine to be imposed but this is one of the bye laws that is much more honoured in the breach than in the observance and the only thing will be to make it a heavily punishable offence to spit in street or tramcar and insist on the carrying out of the law. There will be no decent chance of reducing the number of deaths from tuberculosis amongst us until some such measures as this have been taken. Yellow fever was stamped by methods against which there was a fierce outcry on the part of people who could see no further than the end of their own noses and no doubt the same will apply to tuberculosis but when we think what an inestimable gain to

the city the eradication of yellow fever has been, renewed efforts should be made to stamp out the other scourge. During the week the number of deaths was 218 and out of this total no less than 37 were from tuberculosis.

— Apropos of the visit of the American fleet to this port in January we have been favoured with the following notes with regard to dates etc. by the American Ambassador. The fleet consisting of 16 battle ships will leave Hampton Roads on December 15. On the 23rd after a run of 1,780 knots the ships will be due at Trinidad where they will stay for five days. From there they will run to Rio a distance of 2,900 knots where they will arrive on January 10th. They will remain in this port for 6 days and will coal. On 16th of January they will sail for Punta Arena arriving there on the 31st, reaching Callao on February 13th. They will remain six days at Callao and from there run on to Magdalena Bay in Mexico arriving on March 5th. There a month is to be spent in target practice and general putting to rights after which they will leave for San Francisco which port they should reach on April 10th. The voyage will have been 13,772 knots in all and 63 days will have been spent at sea and 52 in port.

— An American contemporary points out that the voyage of the sixteen battleships is a purely peace exercise and is no test of the possibilities in time of war. If it were to be undertaken during hostilities the fleet instead of being met with welcomes and hospitable assistance would be told to move on after a stay of 24 hours in each port, whilst all the coaling would have to be done at sea until the Straits of Magellan had been passed. The same contemporary points out that it is an object lesson to the United States of the desirability of avoiding trouble, at least until after the completion of the Panamá Canal. Does this mean that America is to go round looking for it so soon as the Canal is finished?

— The Hague Conference is now drawing to a close and apparently in Europe at least the idea prevails that it has been something approaching a fiasco. It is, however, declared that South America has beaten the record in the way of magnificent entertaining "Columbia's banquet on August 12th and Brazil's on August 22nd surpassing all others in the beauty of their floral decorations and the costliness of the food and wines. Great Britain has entertained hardly at all."

— There is one result of the Conference, however, that is quite clear and that is the entry of the South American countries into the Councils of the World. This Conference seems indeed to have done more than even the last Pan American Congress to impress on the World that this continent has now to be reckoned with. The Pan American Congress was looked upon in Europe more or less as a family affair confined to this continent in which the Great Powers were but slightly interested except so far as it affected the Monroe Doctrine. But now that South American delegates are sitting cheek by jowl with the representatives of the Great Powers and making their voices heard, Europe and the United States are beginning to realise that there is a change in the position of the countries which have been quietly developing and setting their houses in order. In this sense the following paragraphs from *Colliers' Weekly* are of interest though the official figures for the population of Brazil are 20,000,000 and not 25,000,000 as stated.

"The Hague Conference has given the world a realizing sense of the importance of the Latin-American republics. These twenty nations, as numerous as all the independent countries of Europe have entered dramatically upon the stage of world politics. Lumped together in common opinion as negligible factors in affairs they have shown that among them are Powers to be reckoned with. This fact became strikingly manifest when the United States proposed a plan for the organization of an International High Court of Justice, under which the tribunal would have been controlled by the eight so-called "Great Powers" of the world. The scheme, to which Germany and Great Britain agreed in advance, provided for a court of seventeen members, upon which the Powers were to be represented in proportion to their assumed importance. This importance was measured partly by population and partly by tonnage of merchant shipping.

"This proposition, which met with general approval in Europe, stirred up instant resentment in South America, especially in Brazil, which was to be rated as a third-class Power. The Government of that republic issued an official protest, announcing that Brazil objected to the classification of the sovereign states represented in the conference into states of the first, second, third, fourth, and fifth classes. She demanded the continued recognition of the principle of the equality of sovereign states in their international relations, as accepted by the conference of 1889.

"Some of the European delegates had criticized Brazil's "unreasonable attitude," because Norway, with over a million tons of shipping, was satisfied with one representative on the High Court while Brazil, with only two hundred thousand, wanted more. But the Brazilians retorted that their country had twenty-five million inhabitants, and Norway only two millions and a quarter. This statement was a surprise even to those who had kept up on paper with South American progress, because the census of 1900 gave Brazil only 17,371,069 inhabitants, and it was not realized that the population had increased by nearly fifty per cent in seven years. But the Brazilians insist that it has, and that their country is more populous than Spain or Turkey, not to speak of the Netherlands, all of which are rated by the Anglo-German-American plan as second-class Powers. As to Norway, which European complacency would put on a level with Brazil, there are eight Latin-American republics that surpass her in population and four in commerce. Brazil, Mexico, Argentina, and Chile deserve to rank in every way with European Powers of corresponding population."

— Apropos of our remark last week that the American battleships composing the Pacific fleet are second only to the *Dreadnoughts*, a correspondent writes saying that we were not quite right and that the British Navy possesses 10 battleships, excluding *Dreadnoughts*, and 6 cruisers all of greater power than any ship of the American fleet. He also points out that the remark

in an American contemporary that this is the "greatest naval movement in the World's history" is hardly correct, seeing that the British Home fleet alone consists of 24 battleships of 313,800 tonnage, 42 cruisers of 337,165 tonnage, besides 122 torpedo craft and 16 submarines bringing up the total to 204 warships always in movement.

— There was not much improvement last week in the delivery of the mails. The *Amazon* came in early on Monday morning but many letters were not delivered until the evening of the same day or the morning of the next whilst newspapers were only available on Tuesday morning. We do not understand why the Post Office is worse than it used to be. Two years ago the whole mail was generally in the boxes by six o'clock in the evening of the arrival of the steamer but nowadays there is much greater delay. Probably correspondence has increased and the staff not been augmented.

— Apropos of the Post Office some of the figures given by the Postmaster General in London are of interest. During the year 1906/07 the number of letters, cards, parcels etc. passing through the Office was 4,862,920,000 an increase of 33/4% as compared with 1905/06 and equal to 111 per head of the population. The number of money orders issued was 10,844,500 for £37,997,300 and of postal orders 102,247,000 for £40,878,000 both showing an increase. In the Savings Bank £43,980,500 was deposited and £43,763,000 withdrawn. The number of depositors is 10,333,000 who have £155,996,400 standing to their credit, giving an average amount per depositor of £15. The total number of telegrams despatched was 89,493,000 an increase of 15,000 and the revenue earned was £2,787,000 a gain of £44,000. Telephone conversations numbered nearly 20,000,000 an advance of over 10 per cent and receipts increased from £449,000 to £480,700. The deficit on working the telegraphs was £652,000 or £89,000 less than in 1905/06. The net profit of the entire Department comes out at £4,147,500 as against £4,202,500 in the preceding period and as there is never any intention to make profit out of the Post Office, but to make it the servant of the public in the real sense of giving all possible facilities, there is still a good margin for further concessions.

— We are glad to see that M. A. in *A Noticia* has returned to the attack on the charges made by the Post Office here on foreign postage. A week or so ago we once more called attention to the excessive rates charged here and their incompatibility with the agreements of the Postal Union. M. A. goes further and calls it simple "robbery", saying "when the franc was at 800 réis we were merely dishonest, when it went below 800 réis we become robbers". In June 1897 Brazil signed the Convention in Washington by which it agreed to carry letters abroad, which in France cost 25 centimes, for 200 réis, the actual wording of the agreement being as follows: — "In execution of Art. 10 of the Convention the Government of Nations in the Union who possess monetary units other than the franc will collect the tax in the following equivalents: —

Brazil.—25 centimes	200 réis
10 "	100 "
5 "	50 "

As M. A. points out the Convention did not leave the matter to the decision of the various Governments nor did prices depend on exchange. The text clearly says, as far as Brazil is concerned, 200 réis is the equivalent of 25 centimes for the postal rates. At the time of the signature of the Convention the franc was worth 1\$000 but nevertheless Brazil by Law No. 537 of 17th December 1898 approved that rate. Exchange improved, however, and now at 15d. the actual value of 25 centimes is 158 réis but we pay 300 to send a letter abroad! Even 200 réis would now be too high really but it would at least be a fairer rate. Once more why should we pay double the rates of any other country when we have signed an agreement to pay a rate in conformity with that of other signatories? We ought either to stick to agreements or retire from the Postal Union and then charge 1\$000 for a letter or whatever fancy sum commended itself. Universal postal rates have increased trade enormously all over the world why should we, who are always talking about propaganda and the need of bringing this country's natural wealth before the Nations, start off with the slipper on the wheel in this fashion?

— The following appears under the heading of "Latest Wills" in a recent issue of the *Daily Mail*. "Baron Bronislaw Rymkiewicz (57) of 51 a Conduit Street W and Rio de Janeiro, Brazil, contractor and engineer (estate in the United Kingdom) £94,117-15-6."

— In one of the coffee growing districts of India some question arose lately and was taken to court, the defending attorney making the following remarks: —

"My learned friend with mere wind from a teapot thinks to browbeat me from my legs. I only seek to place my bone of contention clearly in your honour's eye. My learned friend vainly runs amuk upon the sheet anchor of my case."

— The President of the Republic has sent a message to Congress asking for authorisation to open a further credit of 1:535\$326 gold and 394:998\$736 paper for the payment of accounts due from previous fiscal years (*exercícios findos*) divided as follows: —

	Gold	Paper
Justice and the Interior.....	—	73:740\$874
Marine.....	—	93:103\$215
War.....	1:535\$326	158:842\$831
Industry, Railways and Public Works.....	—	4:299\$310
Finance.....	—	65:012\$506
	1:535\$326	394:998\$736

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of science and geographer he has done much to make Brazil better known abroad. Dr. Grossi left for São Paulo en route for Santos where he embarked on the s.s. *Savoia* to return to Italy.

— The Portuguese Consul General in Rio, Conselheiro Camelo Lampreia, and his family left for Europe on the s.s. *Avon* on Wednesday last. The Consul is going to Lisbon to make arrangements and submit a programme to the King and Queen of Portugal for their visit to this country next year.

— The President of the Republic has signed a decree approving the new statutes and granting leave to continue to operate in the Republic to the Nord-Deutsche Versicherungs Gesellschaft. This company operates in marine insurance and has its legal domicile in Hamburg.

— During the week there were 303 births and 64 marriages in the Federal District.

— We hear that some pessimist says that it is going to rain continuously for the next seven months which is a cheerful prophecy that we sincerely hope will not be realised, besides, this is not Scotland.

— On Saturday the new bridge on the Central Railway over the avenue leading to the port Works was inaugurated by the President of the Republic and the Praia Formosa station at 11 at point renamed Lauro Muller after the ex-minister of Public Works. This new bridge will be a great boon as it will do away with the very dangerous level crossing to which we have referred before.

— The new building on the Avenida where the School of Fine Arts is to be housed is going to be very fine. The frontage on the Avenue is 74 metres long whilst the building runs back to a distance of 70 metres. There are three floors, excluding the *porão*, or groundfloor. The main picture gallery will be 70 metres long and will be the largest in the World.

— The tourists who went to Buenos Aires in the *Pará* continued to be fêted and made much of during the final days of their stay. They paid a visit to the *estancia* of Cobos at the invitation of General Roca in whose absence the honours were done by Mr. Max Eiseley. The vessel left on her return trip on the 8th inst. As a result of this visit it is stated that Mr. Max Eiseley has persuaded 16 of the leading families of Buenos Aires, amongst them that of General Roca, to come to Rio for the festivities in honour of the King of Portugal next year. The *Pará* arrived in Rio on Saturday.

— The Minister of Foreign Affairs has addressed a despatch to his colleague of Justice and the Interior asking if he proposes that Brazil should be represented on the international committee entrusted with the organisation of the International Health Section of the forthcoming sanitary Exhibition. The countries which have already joined are Belgium, the United States, France, Italy, Holland, Russia, Switzerland, Luxemburg and Egypt. After the brilliant success of Brazil at the International Medical Congress at Berlin it is to be hoped that she will take a leading part in this exhibition so that all the World may see what has been done out here in the way of sanitary and hygienic improvements. The committee will meet in Rome. Since writing the above Dr. Cruz has been appointed to represent Brazil.

— The Prefect of the Federal District has approved the plans for the extension of the Avenida Beira Mar and the opening of a new square close to the Municipal Markets and has authorised the necessary disappropriations.

— The Minister of Finance has ordered the paper in Italy for the printing of the new inconvertible 5\$000 notes which are to be printed in the Mint in this Capital. Owing to the lack of 10\$000 in this market the Minister is hurrying on the issuing of the new inconvertible notes of this value.

— The new torpedo boat *Goyaz* arrived in the Bay on Saturday 5th inst from Falmouth. The vessel is of steel throughout, of 150 tons and has a speed of 26 1/2 knots. She is fitted with turbine engines, whilst her armament consists of two 18 inch torpedo tubes and two Hotchkiss guns. She was built by Yarrow at Poplar, who built 10 vessels of the same type for the Japanese navy, all of which were engaged in the Russo-Japanese war when they gave the best results. The ship is some three years old but is in perfect condition. The price paid for her was £16,000 whilst a representative of the firm of Yarrow is to stay on board her for a year and make all necessary repairs and instruct the engineers here into the mysteries of the turbine engine.

— On the s.s. *Amazon* there arrived in this port Dr. J. J.

Seabra who brought from Europe the body of his father-in-law, Admiral Barbosa, who died in Paris. The body was received with full naval honours at the Marine Arsenal and was subsequently laid to rest in the cemetery of São Francisco de Paula. The Admiral had been for some time in England prior to his illness and decease.

— The Portuguese Colony have already drawn up the programme of the celebrations they propose to make during the visit of Dom Carlos. The main features are four in number, 1st, Welcome to the King in the Bay, 2nd, Solemn Te Deum in the Candelaria Church, 3rd, Presentation of address in massive gold album, 4th, Civic procession in which all the Portuguese families will take part.

— It is something new to hear that the police refused to allow a troupe of Japanese acrobats to perform in this City because three small girls of ages varying from 6 to 11 took part in the performance. This is as it should be, but it is the first time we have heard of such action being taken here.

— The extension of the Avenida Beira Mar to which we refer above as having been approved by the Prefect is in the direction of the new markets from the end of the Avenida Central. The total new extension will be 510 metres long by 33 metres wide at the narrowest part. The work is expected to cost some 4,000,000\$ and will be completed in time for the reception of the King and Queen of Portugal. This extension will make a still finer sea drive of what is now the finest of its kind in the World.

— Work on the new Theatre is for the moment completely suspended. This is due to the Engineers having demanded a reduction in the working time. The request was refused and the Engineers went on strike, whereupon Dr. Passos locked out all workmen engaged on the Theatre.

— The 16,000,000\$ which are to be burnt this week are made up of 127,400 notes of which 39,980 of 20\$, 34,556 of 50\$, 13,065 of 100\$, 25,778 of 200\$ and 14,021 of 500\$000.

— The Finance Committee of the Senate has given a favourable answer to the project authorising the opening of a credit of 1,614,000\$ (£101,000) for the completion of the new building for the National Library.

— The War Committee of the Chambers has decided that schools for physical drill shall be created. It is proposed to authorise Government to engage professionals for one or two years for the teaching of gymnastics to officers of the Army and Navy who themselves will later become instructors. The Government will also introduce Swedish drill and open air games in the various military and naval colleges.

— During the month of July Revenue from the Telegraph Department amounted to 510,630\$682 as against 527,119\$593 for the corresponding month in 1906.

— The King of Portugal has announced his intention of sending several pictures painted by himself to the Fine Art sections of the 1908 Exhibition.

— A telegram from the Hague says that the States General have approved by 39 votes to 23 the proposal of the Government to grant a subsidy of three million florins to a shipping company for the establishment of a service between the ports of Holland and those of South America, Brazilian and Argentine in particular.

Rio de Janeiro. Revenue for the year 1908 is estimated at 8,026,152\$499 and Expenditure for the same year 8,023,766\$127 there being thus an estimated surplus of 2,386\$372.

— It is expected that the Leopoldina Railway will in the course of next month start a series of cheap trips to Petropolis, Friburgo and the islands in the Bay. It is stated that these trips will be organised for Sundays and lunch, dinner, automobile drives etc. will be included in the price of the ticket. It might be well also to run these extra trains and barcas when mail steamers arrive and so give passengers a chance of seeing something outside Rio itself.

Minas Geraes. The new State School at Palmyra was opened in great state on the 2nd inst.

— It is expected that the new building for the Directorate General of Agriculture in Bello Horizonte will be ready for occupation about February next year. It is an unpretentious edifice surrounded by some 4 hectares of land which is to be used for experiments.

— During the month of September the number of cattle sold at the fairs at Tres Corações was 8,726 head, of a value of

1,105,376\$600, whilst the movement at the Sitio fairs was as follows:—

Entries	5,011
Sales	3,859
Stock	1,152

Prices ranged from 8\$000 per arroba and were firm owing to the smallness of the Stock.

— The Secretary of the Interior received a letter from Mr. Paul Doumer on the latter's departure saying all sorts of complimentary things about the Capital and State of Minas.

— So many fish have died and are floating on the surface of the River Lambary that it is stated the stench which rises has caused fever in various riparian villiages. No cause has yet been found for this phenomenon.

— The silkworm industry is flourishing in an unprecedented fashion in the district of Cataguazes.

— A Congress of Municipalities opened on Saturday at Leopoldina whilst at the same time a regional exhibition is being held. The chief subjects for discussion at the Congress are primary and technical education, public health prevention of contagious diseases (principally tuberculosis) unification of system of taxation, suppression of inter-Municipal taxation, organisation of statistics throughout the district and means for making the municipalities better known outside their own borders.

— It is stated that platinum has been found at Bento Rodrigues in the Mariana District.

Rio Grande do Sul. Exports of hides from this State from 1st January to 31st August for the last six years, 1902 to 1907, were as follows:—

YEAR	SALTED HIDES		DRY HIDES		TOTAL
	Europe	U. States	Europe	U. States	
1907.....	436,621	—	173,514	10,000	622,135
1906.....	417,956	—	221,458	9,000	648,414
1905.....	333,510	—	221,838	14,510	569,858
1904.....	467,642	—	184,792	29,136	681,570
1903.....	401,859	—	200,864	13,663	618,377
1902.....	355,980	—	144,987	60,564	561,531

— The material for the installation for the electric power house for the municipality of Porto Alegre, is expected shortly. Public illumination will be made by 550 lamps of 16 candle power each.

— A telegram from London states that Engineer Corthell has accepted the proposals of the firm of Wilson and Co for the clearing of the Rio Grande bar and the building of the new quays.

São Paulo. Dr. Carlos Botelho, Secretary of Agriculture, has been paying a visit, accompanied by Mr. Bradford, to Pindamonhangaba and Moreira Cesar, where he inspected the rice fields which have been laid out with artificial irrigation.

— The contractors for the construction of the line from Santo Antonio to Juquia (the Empresa de Colonização Sul Paulista) have deposited a sum of 80:000\$ in the State Treasury as guarantee.

— Engineers are being contracted in São Paulo for the exploration of the petroleum well in the São Pedro district.

— Dr. Hilario Freire, and others have presented a petition to the Municipal Chamber of Brotas asking for a 90 years concession to use the falls of the River Jacaré Pepira for the generation of electric force and the supplying of Brotas with light and power.

— Mococa will have its new water supply towards the end of the current month. The new supply will amount to 1,131,840 litres in the 24 hours.

— It is believed that the large paper factory at Itu will be bought up by a powerful Company which will considerably increase its sphere of action. As there is adequate water power to be had it is expected that in this event other industries will be carried on by the Company in question.

— The Government of the State is studying the proposals of the Japanese Imperial Navigation Company. The Company proposes to bring in 300 Japanese immigrants and if the result is satisfactory another 1,700, making a total of 2,000. The difficulty at present seems to be that there is a difference of £4 in the fares for immigrants from Japan and immigrants from Europe, the fares from Japan being £10 and those from Europe £6.

— The well known Paulistas, Dr. Antonio de Castro Prado and Sr. André Fernandes, have opened a coffee house in the town of Vigo, Spain, for propaganda purposes. In the new establishment coffee is ground and roasted to the extent of 1,000 kilos *per diem* all of which is imported direct from the State of São Paulo. Slips are being distributed saying that the coffee is the purest and most aromatic in the world.

— During the week there were 212 births 123 deaths and 30 marriages in the City of São Paulo.

— A petition has been laid before the State Chamber by Drs. João de Faria and Joaquim Pinheiro Paranagua, asking for a concession to start a shipping line to be called the Lloyd Paulista. This would be engaged in coasting traffic between the ports of Iguape, Iauanea, Santos, S. Sebastião, Villa Bella, Caraguatateba and Ubatuba and would also extend to Rio, Bahia, Pernambuco, Belem and Manaos. The concessionaires will undertake to run the line in connection with railways. The date of the concession will be for years and the legal domicile of the Company will be in the Capital of the State. A subsidy of 350:000\$ per annum is also asked.

— Dr. Olavo Egydio has accepted the position of Secretary of Finance in succession to Dr. Albuquerque Lins who has been nominated for the Presidency of the State. Dr. Olavo will enter on his new duties tomorrow.

Pará. The new dredger, *David Campista*, has arrived and will be immediately employed on the Port Works. The Italian cruiser *Fieramosca* has arrived in port at Belém.

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 Frankfurt a M. Bremen
 Nordd Bank in Ham-
 burg HAMBURG } and correspondents.

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 Ltd. LONDON
 Wm. Brandt's Sons & Co. LONDON }

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

Italy..... { Credito Italiano.
 Banca Commerciale Italiana. }

Portugal.. — Banco Lisboa & 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.

The British Bank of South America, Ltd.

HEAD OFFICE: 2 A, MOORGATE STREET
LONDON, E. C.

Capital..... £ 1,000,000
Idem paid up..... £ 500,000
Reserve fund..... £ 425,000

Office in Rio de Janeiro: 31-A, Rua Primeiro de Março, 31-A
and 1, Rua do Hospicio, 1

Branches at: SAO PAULO, BAHIA,
BUENOS AIRES, MONTEVIDEO and
ROSARIO.

Correspondents in: — Pernambuco, Pará, Manáos, Ceará, Victoria, Maceió, Maranhão,
Santa Catharina, Paranaguá, Curityba, Rio Grande do Sul, Pelotas and Porto Alegre

Draws on its Head Office in London:

The London Joint Stock Bank Limited..... London.
and all principal towns in United Kingdom.
Messrs. Heine & Co. Paris.
Banque de Bordeaux..... Bordeaux.
J. Berenberg Gossler & Co..... Hamburg.
and Correspondents in Germany.
Messrs. Ressi & Co. Milan.
Banca Commerciale Italiana..... Genoa.

Also draws on South Africa, Australia, New Zealand and principal cities on Western coast of South America. Opens Current accounts.

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

Santos Agents :
F. S. Hampshire & Co., Limited.

Società Bancaria Italiana..... Genoa.
and Correspondents in Italy.
Messrs. E. Sainz & Hijos..... Madrid.
" Garcia Calamarte & Co Madrid.
and Correspondents in Spain.
Crédit Franco-Portugais..... Oporto.
Banco de Portugal..... Lisbon.
and Correspondents in Portugal.
The Bank of New York N. B. A. New York.

Money Market

QUOTATIONS DURING WEEK CLOSING OCTOBER 11th, 1907.
WERE AS FOLLOWS:—

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

Maximum and Minimum Bank Counter Drawing Rates			OFFICIAL RATES											
October	90 d/s			3 d/s			90 d/s			SIGHT				
	London	Paris	Hamburg	Italy	Portugal	New York	London	Paris	Hamburg	London	Paris	Hamburg	Italy	New York
	d.	réis	réis	réis	o/o	réis	d.	réis	réis	d.	réis	réis	réis	réis
Sat. 5	15 5/32	629 632	777	637 640	345 352	3.302 3.304	15 3/16	629	775	15 3/64	636	786	639	3.302
Mon. 7	15 5/32	629 632	777	639 640	345 352	3.302 3.304	15 3/16	629	776	15 3/64	639	786	639	3.303
Tues. 8	15 5/32	630 632	777	639 640	345 352	3.302 3.304	15 3/16	629	775	15 3/64	636	786	639	3.301
Wed. 9	15 5/32	630 632	777	639 640	345 352	3.302 3.304	15 3/16	629	775	15 3/64	637	786	641	3.302
Thur. 10	15 5/32	630 632	777	639 640	345 352	3.302 3.304	15 3/16	629	775	15 3/64	639	786	639	3.301
Fri. 11	15 5/32	630 632	777	639 642	341 352	3.302 3.303	15 3/16	629	775	15 3/64	636	786	639	3.301
Avg's: 1907.... 1906....	15 5/32 15 29/64	631 612	777 755	639 620	349 330	3.303 3.191	15 3/16 15 11/16	629 609	775 750	15 3/64 15 35/64	637 617	786 758	639 626	3.302 3.207

Extremes at which business was done during the week ended Oct. 11th were 15 5/32d. — 15 3/16d. for 90 d/s Bank paper and 15 7/32d. — 15 1/4d. for private.

The average Bank 90 d/s counter drawing rate for the week comes out at 15 9/32d. the corresponding sight rate being 15 3/32d. against 15 3/64d. the average sight rate of the Camara Syndical.

The average depreciation for the week, calculated on the basis of the Banks' sight rate, is 44.09 % and the premium on gold 78.88 % against 44.09 % and 78.88 % last week. At these rates:

	was worth	15\$921	against	15\$921	the week before
1 £.....		\$795		\$795	
1 shilling.....		\$066		\$066	
1 penny.....		\$632		\$632	
1 Franc.....		\$780		\$780	
1 Mark.....		\$275		\$275	
1 U. S. Dollar.....		\$275		\$275	
1 20\$000 coin.....		\$5776		\$5776	

THE BRAZILIAN REVIEW

Saturday, October 12th 1907.

Monday, October 7th.—The market opened with the Bank of Brazil drawing at 15 7/32d. until the first mail in November, not, however, providing bills for the mail on 9th inst. Other banks drew at 15 5/32d. and 15 3/16d. whilst for private paper there was always money at 15 1/4d., with transactions also realised at 15 7/32d. and 15 15/64d. Movement was of little importance.

Tuesday, October 8th.—Yesterday's rates continued to rule.

Wednesday, October 9th.—The market remained unchanged.

Thursday, October 10th.—There was no alteration in the market, movement lacking interest.

Friday, October 11th.—The market continued in the same condition.

Saturday, October 12th.—Holiday.

There was no alteration whatever in rates last week, which ruled 15 7/32 d. at the Bank of Brazil and 15 5/32 d. to 15 3/16 d. at the private banks from beginning to end, with private paper selling at 15 1/4d. to 15.15/64 d.

Coffee shipments (*embarques*) were smaller, yielding £580,000 for the week as against £639,000 for the previous week and £676,000 last year and £871,000 the year before. Sales, too, were smaller, 4,470 less having been declared than for the previous week and 36,345 less than last year. The demand for money, however, does not seem to be extraordinary in spite of the very large imports, which may be explained partly on the ground that a great deal of the imports are for account of different construction companies, such as the Light and Power, and are paid for abroad out of capital and, partly, because collections are said to be becoming difficult and consequently, there is less to remit. This, if true, may give relief temporarily, but later on must make things worse by swelling the demand for bills at the moment, perhaps, when supply is at its lowest. To ensure against loss it is probable that merchants who find themselves in this position are buying for March or April, which can be done at about 1 1/3 % premium, thereby however precipitating a fall if it does come.

Cable advices show Brazilian issues to have been generally steady, 1889 four per cents declined 1/4 to 80 1/4, but 1895 and 1903 five per cents, Fundings and Western Minas, as also £ 20, Rio Municipals and Bello Horizonte were all firm at last week's quotations. Leopoldinas declined 1 3/4 to 70 and Dumont Ordinary were firm at 1 1/2.

British Consols declined again 5/8 to 82 3/4.

The Bank of England rate was unaltered at 4 1/2 % and the open market rate, after falling 1/8 to 3 7/8, rose again to 4 %.

Yesterday's balance sheet of the Caixa de Conversão shows fresh issues during the week ended 12th October to have been 135:300\$ and withdrawals 243:798\$, leaving a net loss to the Caixa of 108:498\$ or £ 6,781. The value of the gold in deposit on 12th October was 98.427:953\$610 or £6,151,747, as against £ 6,158,497 the week before, against which convertible notes are in circulation to the value of 98.427:230\$ and 723\$610 in subsidiary coinage.

Messrs. J. Henry Schroder and Co. announce the receipt of a cable from their Santos agents, advising them that they have further encashed £ 26,600 in respect of the State of San Paulo Five per Cent. Exchequer Bonds, making a total of £ 139,750 encashed since August 1.

Balance of the Caixa de Conversão Saturday October 12th

Debit Balances

Note Account (Total ready for emission).....	64.618:670\$000
Subsidiary Coins and Balance in Hand.....	17:276\$390
	64.635:946\$390

£	s.	d.	
Cash. Gold in Deposit 5,720,365- 0- 0=	91.525:840\$000		
Fcs. 10,580,670.....	420,543-15- 5=	6.728:700\$392	
Dollars 6,305.....	1,298-15- 0	20:780\$041	
Marks 4,520.....	221-15-10	3:548\$696	
Rs. 80:030\$.....	9,003- 7- 6=	144:051\$000	
Pesos 855.....	169-18- 9=	2:718\$646	
Liras 3,480.....	138- 6- 3=	2:213\$067	
Crowns 110.....	4-11- 7	73\$333	
Pesetas 40.....	1-11- 9=	25\$435	
	6,151,747- 2- 1=	98.427:953\$610	
		163.063:900\$000	

Credit Balances

Emission. Notes issued.....	108.923:900\$	
Less retired paid.....	10.496:670\$	98.427:230\$000
Notes emittable (reed).....	64.618:670\$	
Federal Treasury (reed in subsidiary coin)	18:000\$	64.636:670\$000
		163.063:900\$000

BUSINESS DONE ON THE RIO STOCK EXCHANGE

During the week ended October 11th, 1907

DESCRIPTION	Sales	Highest	Lowest	This week	Previous
GOVERNMENT SECURITIES					
Apolices geraes 5 1/2 %.....	683	1:023\$	1:015\$	1:020\$	1:020\$ Oct. 4
do Fractions.....	6 3/10	1:050\$	1:020\$	1:030\$	1:050\$ " 4
State of Minas order.....	113	888\$	885\$	838\$	840\$ Sept. 28
do bearer.....	63	840\$	886\$	840\$	885\$ Oct. 2
State of Rio de Janeiro 4 %.....	1,141	66\$5	66\$	66\$	66\$ " 4
do 6 %.....	15	421\$	421\$	420\$	420\$ " 3
Municipal Loan bearer.....	80	150\$	190\$	190\$	190\$ " 3
do order.....	108	195\$	192\$	195\$	200\$ Sept. 13
do 1906.....	683	180\$	175\$	176\$	176\$ Oct. 4
do order.....	101	190\$	179\$5	190\$	186\$ Sept. 20
do £ 20.....	102	283\$	280\$	280\$	284\$ Oct. 4
do 1903.....	24	1:010\$	1:000\$	1:010\$	1:000\$ " 4
do 1903.....	4	1:012\$	1:012\$	1:012\$	1:012\$ " 4
Government Loan 1897.....	4	1:012\$	1:012\$	1:012\$	1:012\$ " 4
BANKS					
Commercial.....	91	120\$	119\$5	120\$	119\$ " 4
Brazil.....	413	121\$	120\$	120\$	117\$ " 4
Nacional.....	91	32\$	32\$	32\$	33\$ Sept. 26
Commercio.....	30	175\$	175\$	175\$	173\$ " 19
RAILWAYS & TRAMWAYS					
Jardim Botânico.....	291	227\$	230\$	225\$	230\$ Oct. 1
Viação de Sapucahy.....	3,970	28\$5	28\$	28\$5	28\$5 " 3
Minas de S. Jeronymo.....	260	13\$	13\$	13\$	13\$75 Sept. 16
COTTON MILLS					
Corcovado.....	50	240\$	240\$	240\$	220\$ Aug. 12
Petropolitana.....	20	275\$	275\$	275\$	260\$ " 27
Progreso Industrial.....	25	320\$	320\$	320\$	308\$ Sept. 24
Alliança.....	20	304\$	303\$	303\$	300\$ " 26
INSURANCE					
Geral.....	81	22\$	22\$	22\$	20\$ Oct. 4
Argos Fluminense.....	10	450\$	450\$	450\$	463\$ Sept. 4
MISCELLANEOUS					
Docas de Santos.....	141	320\$	320\$	320\$	320\$ Oct. 1
Loterias Nacionais.....	100	9\$5	9\$5	9\$5	10\$ Sept. 27
Cervejaria Brabma.....	20	190\$	190\$	190\$	188\$ " 11
Melhor. do Brazil.....	5	120\$	120\$	120\$	115\$ " 12
DEBENTURES					
Mercado Municipal.....	1,007	204\$	200\$	204\$	202\$ Oct. 4
Jardim Botânico.....	315	217\$	214\$	214\$	211\$ " 4
Carris Urbanos 200\$.....	6	205\$	205\$	205\$	205\$ " 1
Jornal do Brazil.....	160	201\$	201\$	201\$	203\$ " 4
Ordem da Penitencia.....	6	225\$	225\$	225\$	225\$ " 2
Rodrigues & Co.	20	195\$	195\$	195\$	195\$ " 1
Loterias Nacionais.....	25	198\$	198\$	198\$	195\$ Sept. 16
Carloca.....	20	205\$	205\$	205\$	206\$ " 24
Brazil Industrial.....	50	203\$	203\$	203\$	211\$ " 27
America Fabril.....	206	210\$	210\$	210\$	212\$ July 29

The total business done on the Rio de Janeiro Stock Exchange amounted to 2.142:182\$000 distributed as follows:—

Government securities.....	1.272:824\$000
Bank shares.....	164:98\$000
Railway & Tramway shares.....	180:570\$000
Cotton.....	31:560\$000
Insurance.....	6:282\$000
Miscellaneous.....	50:470\$000
Debentures.....	435:496\$000
Mortgage Bonds.....	—

Total, week ending Oct. 11th, 1907...	2.142:182\$000
" " " " 4th, 1907...	2.455:574\$000
" " " " 12th, 1906...	1.572:055\$000

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

During the week ended October 10th 1907

DESCRIPTION	Sales	Highest	Lowest	This week	Previous
GOVERNMENT SECURITIES					
Apolices 4th.....	10	915\$	915\$	915\$	98\$ Sept. 20
Santos 1st.....	5	98\$5	98\$5	98\$5	99\$ " 20
do 2nd.....	10	99\$	99\$	99\$	90\$ Oct. 1
Capivary.....	25	88\$5	88\$5	88\$5	86\$5 " 3
S. Simão.....	202	87\$	87\$	87\$	94\$ Sept. 27
Amparo.....	126	94\$	94\$	94\$	85\$ " 27
Jundiahy.....	80	90\$	90\$	90\$	86\$ Aug. 9
Ribeirão Preto Munic.....	50	95\$	95\$	95\$	84\$ July 16
Itatiba Municipal.....	35	85\$	85\$	85\$	84\$ " 16
RAILWAY SHARES					
Mogyana.....	126	289\$	285\$	285\$	288\$ Oct. 3
Paulista.....	433	289\$	282\$	283\$	283\$ " 3
BANKS					
de S. Paulo.....	7	148\$	148\$	148\$	147\$5 Sept. 28
União.....	25	89\$	89\$	89\$	90\$ " 30
União de São Paulo.....	25	70\$	70\$	70\$	87\$ Oct. 3
MISCELLANEOUS					
Comp. Melloramentos..	170	114\$	114\$	114\$	111\$ " 1
MORTGAGE BONDS					
Banco União.....	49	70\$	69\$	69\$	70\$ " 2
Banco de Credito Real..	635	11\$75	11\$5	11\$5	12\$5 Sept. 20

The business done on the São Paulo Stock Exchange during the week ended October 10th 1907 amounted to Rs. 246:355\$000, distributed as follows:

Government Securities.....	52:612\$000
Insurance.....	—
Railway Shares.....	158:534\$000
Banks.....	5:011\$000
Miscellaneous.....	19:380\$000
Mortgage Bonds.....	10:818\$000
Total, week ended Oct. 10th 1907.....	246:355\$000
" " " " Oct. 3rd 1907.....	450:018\$000
" " " " Oct. 13th 1906.....	—

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE

Montreal Prices

	Sept. 20	Sept. 19
Mexican Light and Power Co.....	43 1/2	43 1/2
Do 5 1/2 %.....	79 1/2	78 1/2
São Paulo Tramway Light and Power Co. Limited.....	113 1/2	113 1/2
Do 5 %.....	92	92
Rio de Janeiro Tramway Light and Power Co. Ltd.....	42	41 3/4
Do 5 1/2 %.....	72 1/4	72 1/4

MERRYWEATHERS'

PORTABLE STEAM PUMP,

"THE VALIANT"



For Washing Fruit Trees,
Irrigating Crops, Filling Tanks,
Watering Cattle, Fire Protection
and General Pumping.

Simple in Construction. Weight 6 1/2 cwt.

Write for Pamphlet 829 VX.

MERRYWEATHER & SONS,
63, Long Acre, London, W.C.

Balance Sheets

SÃO PAULO

Banco Commerciale Italo Brasiliano

Paid up Capital..... 5.000:000\$000
Reserve Fund..... 1.000:000\$000

BALANCE SHEET ON SEPTEMBER 30TH, 1907

Assets

Cash.....	3.336:800\$990
Bills discounted.....	9.546:420\$760
• receivable.....	8.452:650\$990
Accounts current, guaranteed and others.....	4.228:375\$580
Correspondents in Brazil.....	4.441:155\$840
Correspondents abroad.....	8.344:310\$720
Deposits and collaterals.....	9.346:270\$860
Miscellaneous.....	2.653:570\$490
	50.344:634\$130

Liabilities

Capital.....	5.000:000\$000
Reserve Fund.....	1.000:000\$000
Bills against deposits with interest...	1.773:270\$060
Accounts current.....	8.477:990\$530
Accounts current gold Lit. 1,581,796,85	994:949\$540
Correspondents abroad.....	12.017:259\$370
Securities deposited.....	9.346:270\$860
Miscellaneous.....	11.734:899\$770
	50.344:634\$130

E. & O. E. — S. Paulo, October 9th, 1906.
Ed. Wright, Managing Director. — C. Carpi,
Accountant.

PORTO ALEGRE

Brasilianische Bank für Deutschland

BALANCE SHEET OF THE BRANCH AT PORTO ALEGRE
SEPTEMBER 30TH, 1907

Assets

Accounts current guaranteed.....	1.408:462\$094
Bills receivable.....	1.696:215\$600
Bills discounted.....	1.076:339\$029
Bills pledged.....	707:116\$850
Securities pledged.....	1.323:047\$000
Securities deposited.....	363:391\$000
Correspondents at home and abroad	2.973:632\$807
Sundry accounts.....	9:425\$151
Cash: In current money.....	1.164:016\$498
	10.661:646\$229

Liabilities

Accounts current.....	696:880\$025
At short notice.....	2.719:708\$360
Deposits fixed.....	948:462\$640
Securities pledged and in deposit...	4.029:770\$650
Accounts with Head-Office.....	2.266:824\$564
	10.661:646\$229

E. & O. E. — Rupp. — Matthiesen Directors.

PERNAMBUCO

London and River Plate Bank, Limited

ESTABLISHED IN 1862

Capital..... £ 2,000,000
Capital realised..... • 1,200,000
Reserve fund..... • 1,100,000

BALANCE SHEET OF THIS BRANCH, SEPTEMBER
30TH, 1907

Assets

Bills discounted.....	105:864\$100
Bills receivable.....	3.732:963\$620
Loans, accounts pledged, etc.....	1.582:786\$740
Sundry accounts.....	370:413\$340
Accounts with Head Office, branches and agencies.....	4.904:939\$150
Loans pledged and sundry securities	2.457:480\$280
Cash: In current money in the safe of the Bank.....	2.280:111\$120
	15.434:558\$350

Liabilities

Declared capital of this branch.....	500:000\$000
Deposits fixed.....	1.346:953\$210
Accounts current with and without interest.....	5.655:005\$280
Sundry accounts.....	3.797:104\$990
Securities pledged and in deposit...	2.457:480\$280
Accounts with Head Office, branches and agencies.....	1.678:008\$560
	15.434:558\$350

E. & O. E. — Pernambuco, October 2nd, 1907.
For the London and River Plate Bank, Limited.
(Signed) Henry R. Shorto, Manager. — W. W.
Pendleton Acting Accountant.

C. J. LEECH AND CO'S. — Coffee Statistics 1907-1908. On Sale at "The Brazilian Review", offices rua Visconde de Inhauma No. 42. — Price: 10\$000.

Coffee Market

COFFEE ENTRIES

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 11 1907	Oct. 4 1907	Oct. 12 1906	Oct. 11 1907	Oct. 12 1906
By Central R'y.....	29,861	28,189	73,439	372,595	779,982
• Leopoldina R'y:					
Inland.....	78,297	79,548	94,373	632,671	558,401
Coastwise, discharged..	6,566	9,394	11,382	65,934	60,632
Total.....	114,724	117,131	119,194	1,071,200	1,399,015
Transferred from Rio to Niteroy.....	2,508	3,696	3,166	30,915	52,962
Net Entries at Rio.....	112,216	113,435	116,028	1,040,285	1,346,053
Coastwise, in transit...	—	—	—	—	29,047
Niteroy from Rio & Leopoldina R'y.....	11,265	22,734	10,015	180,755	105,860
Total Rio including Nite- theroy & transit.....	123,481	136,169	126,043	1,171,040	1,480,960
SANTOS:	300,886	293,682	384,144	3,248,972	5,096,681
Total Rio & Santos....	424,367	429,851	510,187	4,420,112	6,577,641

The coast arrivals for the week ended October 11th were from:—

Caravellas.....	2,509
S. João da Barra.....	2,307
Macahé.....	806
Piuma.....	738
Santos.....	205
Ceará.....	1

Total..... 6,566 bags.

The total entries by the different S. Paulo Railways for the Crop to October 11th 1907 were as follows:—

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1907/1908:	2,879,141	373,357	3,252,498	3,248,972	3,526
1906/1907:	4,591,081	540,289	5,131,370	5,096,681	34,689

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1907 Oct. 11	1907 Oct. 4	1906 Oct. 12	1907 Oct. 11	1906 Oct. 12
Rio.....	214,426	106,717	89,828	1,555,931	979,206
Niteroy.....	13,754	17,211	14,807	112,945	90,824
In transit.....	—	—	—	—	29,047
Total Rio including Niteroy & transit.....	228,180	123,928	104,635	1,668,876	1,099,077
Santos.....	206,220	219,713	240,268	3,303,783	3,584,366
Total Rio & Santos.....	434,400	343,641	344,903	4,972,659	4,683,443

Rio de Janeiro, October 12th 1907.

Entries at Rio and Santos for the week ending October 12th were 5,484 less than for the previous week and 85,820 less than for the corresponding week last year.

For the crop, entries reached 4,420,112 bags against 3,995,645, at the end of the previous week and 6,577,641 bags at the corresponding date last year.

Shipments (embarques) were 90,759 bags more than for the previous week, and 89,497 bags more than for the corresponding week last year.

The average price for Rio No. 7 was 3\$653 for the Market against 3\$676 in the previous week; and at New York it was 6.50 cents against 6.41 cents for the previous week and 8.25 cents last year.

Stocks increased 132,980 bags and are 238,873 bags less than last year and 740,527 bags more than in 1905.

Santos entries are 7,204 bags more than in the previous week, and larger than shipments by 94,666 bags. The daily average for the week (6 days) was 50,147 bags as against 48,947 for the previous week and 76,829 last year.

The market, which opened weak on Monday 7th with commissarios asking 5\$200 to 5\$500 and shippers paying 5\$200 to 5\$400, closed on Friday firm at 5\$400 to 5\$500 for commissarios and shippers paying 5\$300 to 5\$400.

Reports have been received from Espirito Santo and the districts bordering with Rio de Janeiro to the effect that the flowering has been very poor and that the continuous rain is damaging the flowers. Indeed, the feeling here just at present is quite pessimistic and a crop of under 3 millions for 1908/09 is regarded in some quarters as not impossible.

People coming from S. Paulo assure us that the coffee season there is on its wane, that there is next to no coffee lying at the stations and that after the 15th October there will be a big falling off in receipts. That, of course, is possible, but we seem to have heard something like it before, and so take it cum grano.

Heavy rain fell all along the Leopoldina on 3rd and 4th and at some localities on the 5th, but the rest of the week, up to 9th October, was fine.

Entries, compared with the previous week, were rather smaller at Rio, but larger at Santos. Comparison with the corresponding week last year is vitiated by its having included a holiday.

The value, £816,000, for *embarques* this week is partly fictitious £235,600 being the value of 125,000 bags shipped from the Ilha do Vianna and only now included in *embarques* reducing the real value for the week to £580,400, as against £639,000 for the previous week and £676,000 last year.

		Commissarios Prices	Market Prices
October	7.....	5\$200 to 5\$500	5\$300 to 5\$400
"	8.....	5\$300 to 5\$400	5\$300
"	9.....	5\$300 to 5\$400	5\$300 to 5\$400
"	10.....	5\$400 to 5\$500	5\$300 to 5\$400
"	11.....	5\$400 to 5\$500	5\$300 to 5\$400
"	12.....	Holiday	

In May of this year the firm of Theodore Wille transferred 125,000 bags of coffee from this City to an island in the Bay, Ilha do Vianna, for storage. This coffee had been bought for *Convenio* account.

The island is not a warehouse regularly used for storage of coffee like those at S. Anna, Nietheroy &c., by which regular returns are furnished of entries and deliveries, and the coffee was put on board for export (*embarque*) without any notification of same being made. In consequence, though the 125,000 bags had figured in the manifests, they had not been deducted from the Stocks at Rio.

Had our own statistician acted as he ought, these 125,000 would have been deducted from Rio stocks, even without notification of *embarques* from the Ilha do Vianna and have been included in "stocks at Nietheroy and afloat". Unfortunately, this was overlooked and consequently we have now to deduct this amount and today reduce Rio stocks in proportion.

Comparing the figures for *embarques* and clearances, the difference would seem to agree fairly with the amount of coffee afloat on the Bay.

RIO			
1906 January to December		1907 1st January to 4th October	
Embarques.....	3,535,487	Embarques.....	2,887,121
Clearances.....	3,489,296	Clearances.....	2,792,389
Afloat in Bay.....	46,161	Afloat in Bay.....	94,732
SANTOS			
Embarques.....	10,156,127	Embarques.....	9,167,547
Clearances.....	10,172,874	Clearances.....	9,074,027
None afloat, cleared from year before..	16,747	Afloat.....	93,520

Up to 11th October entries for the last eight years were as follows:—

1907.....	4,420,012
1906.....	6,567,799
1905.....	4,745,899
1904.....	5,077,248
1903.....	6,770,356
1902.....	5,146,589
1901.....	6,509,408
1900.....	4,297,994

The percentage of this crop's entries to those for 1906/07 was 67.2% against 67% and 66.5% for the two previous weeks. In relation to the 1905/06 crop the percentage rose again this week to 97.3% from 92.0% and 90.0% for the two previous weeks and is now 122,018 bags over 1900/01 for the same period.

São Paulo, October 11th 1907.

The Santos market remains in about the same position as heretofore, a fair business being done every day in fine qualities, for which there is a good export demand from Europe, France excepted, as well as from inland markets in the States. Coffees without any special merit cannot be disposed of and are stored in the hope of better selling opportunities in the future.

Transactions for future delivery are small compared with those for previous weeks and consist mostly of liquidations. Prices, therefore, fluctuate within very narrow limits only. October 4\$300 to 4\$400, December 4\$375 to 4\$475. The speculative feeling seems to have subsided here as much as in the consuming quarters and attention is entirely devoted to actual business in spot coffee.

It is not surprising under these conditions that neither the larger entries recorded at the beginning of the week, nor news about flowering and the next crop can influence trade; moreover it seems likely that this languid state of affairs will continue.

Receipts have been heavy, but fell off in Jundiaby towards the end of the week, notwithstanding the threatened increase of rates on the São Paulo Railway. São Paulo town, however, has remitted heavily; nearly 60,000 bags being sent down to Santos during the week.

Shipments have been fairly large, larger than could be expected from the generally languid state of the market, yet the stock increased again by about 50,000 bags.

More news about the flowering now comes forward. It is reported as good to very good in Ribeirãozinho, Espírito Santo do Pinhal and Ribeirão Preto; in Jahú and Araraquara, poor to regular. It is, of course, too early to say anything definite, as the flowering period is not by any means over yet.

The weather is still unsettled and rain has fallen at intervals all over the country.

MANIFESTS OF COFFEE

During the Week ended October 11th, 1907

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Oct. 5	<i>Borussia</i>	Hamburg opt..	Theodor Wille & Co	1,250	
"	do	do do	C. Dabelow	2,625	
"	do	do do	Hard, Rand & Co...	250	
"	do	do do	Eugen Urban.....	13,286	
"	do	do do	Gustav Trinks & C.	1,511	
"	do	do do	Carlo Pareto & Co..	2,000	
"	do	do do	Gustav Trinks & Co.	1,252	
"	do	do do	Sundry	300	
"	do	Karlskrona....	Theodor Wille & Co.	125	
"	do	Gothenburg...	do	125	
"	do	Copenhagen....	C. Dabelow.....	375	
"	do	Oskarshamn....	Gustav Trinks & Co.	125	
"	do	Kalmar.....	do	125	
"	do	Westervik.....	do	250	
"	do	Gefle.....	do	375	
"	do	do	Carlo Pareto & Co..	125	
"	do	Drontheim....	Gustav Trinks & Co.	375	
"	do	Wiberg.....	do	100	
"	do	Norrköping....	Carlo Pareto & Co..	122	24,699
" 5	<i>Marajó</i>	Pará.....	J. Dias & Irmão....	50	
"	do	do	Zenha, Ramos & Co.	375	
"	do	do	Pinto & Co.....	1,130	
"	do	do	Ornstein & Co.....	450	
"	do	do	Eugen Urban.....	190	
"	do	Pernambuco..	Siqueira & Co.....	75	
"	do	do	Ornstein & Co.....	200	
"	do	do	Eugen Urban.....	30	
"	do	do	Pinto & Co.....	30	
"	do	Ceará.....	Ornstein & Co.....	100	
"	do	do	Eugen Urban.....	50	
"	do	Maranhão....	do	110	
"	do	do	Pinto & Co.....	295	3,085
" 5	<i>S. Salvador</i>	Maranhão....	J. Dias & Irmão....	20	
"	do	do	Pinto & Co.....	75	
"	do	Pará.....	J. Dias & Irmão....	130	
"	do	Manáos.....	do	20	
"	do	do	Pinto & Co.....	330	
"	do	do	Siqueira & Co.....	510	
"	do	Natal.....	do	200	
"	do	Tutoya.....	Zenha Ramos & C.	70	
"	do	Santarem.....	do	60	
"	do	Cabedello....	do	50	1,465
" 5	<i>Sergipe</i>	New York....	Manoel P. Teixeira	500	
"	do	do	Arbuckle & Co.....	5,590	6,030
" 5	<i>Wurzburg</i>	Antwerp opt..	Carlo Pareto & Co..	250	
"	do	do do	Pinto & Co.....	2,000	
"	do	do do	Ornstein & Co.....	2,250	
"	do	do do	Hard, Rand & Co...	250	
"	do	do do	Eugen Urban.....	1,592	
"	do	do do	Carlo Pareto & Co..	1,000	
"	do	do do	Sundry	20	
"	do	Leixões.....	do	40	
"	do	Amsterdam....	Carlo Pareto & Co..	125	7,527
" 5	<i>Soldier-Prince</i> ..	New York....	Hard, Rand & Co...	6,509	
"	do	do	Ornstein & Co.....	1,800	
"	do	do	Gustav Trinks & Co.	1,366	
"	do	do	Pinto & Co.....	1,000	10,675
" 5	<i>Les Alpes</i>	Marseilles opt.	Theodor Wille & C.	250	
"	do	do do	Ornstein & Co.....	1,125	
"	do	do do	Karl Valais Junior & C	750	
"	do	do do	Hard, Rand & Co...	1,000	
"	do	do do	Carlo Pareto & Co..	297	
"	do	do do	Pierre Prudez & Co.	500	
"	do	do do	Eugen Urban.....	750	
"	do	do do	Gustav Trinks & Co.	525	
"	do	Oran.....	Pinto & Co.....	125	
"	do	do	C. Dabelow.....	125	
"	do	do	Ornstein & Co.....	250	
"	do	Bone.....	Pinto & Co.....	250	
"	do	Malta.....	Eugen Urban.....	125	
"	do	Philippeville..	C. Dabelow.....	375	
"	do	Constantinople	Eugen Urban.....	375	
"	do	do	Gustav Trinks Co..	251	
"	do	do	Ornstein & Co.....	125	
"	do	Smyrna.....	Gustav Trinks & Co.	250	
"	do	Mostaganem..	Ornstein & Co.....	125	
"	do	Galatz.....	C. Dabelow.....	125	
"	do	Dedeagatch...	Eugen Urban.....	125	7,823
"	do	Ineboli.....	do		
" 7	<i>Sicilia</i>	Salonica.....	Ornstein & Co.....	500	
"	do	Genoa opt....	Pinto & Co.....	500	
"	do	Constantinople	do	500	
"	do	do	Theodor Wille & Co.	250	
"	do	Odesa.....	do	500	
"	do	Cesmetch.....	John Moore & Co..	500	2,750
" 7	<i>Terence</i>	New York....	Carlo Pareto & Co.	2,000	
"	do	do	Ornstein & Co...	1,500	
"	do	do	Norton Megaw & Co.	1,000	
"	do	do	Gustav Trinks & Co	650	5,150
" 8	<i>Jupiter</i>	Corumbá.....	Sundry.....	—	24
" 8	<i>S. Paulo</i>	Hamburg opt.	Theodor Wille & Co	1,000	
"	do	do do	C. Dabelow.....	8,408	
"	do	do do	Pinto & Co.....	1,000	
"	do	do do	Gustav Trinks & Co	1,000	
"	do	do do	C. Dabelow.....	24	
"	do	Copenhagen...	do	126	11,558
" 8	<i>Itaperuna</i>	Rio Grande....	Siqueira & Co.....	50	
"	do	do	Zenha, Ramos & Co	30	
"	do	Pelotas.....	Siqueira & Co.....	306	
"	do	Porto Alegre..	Castro Silva & Co..	1,100	
"	do	do	Siqueira & Co.....	100	
"	do	do	Zenha, Ramos & Co	50	1,636
" 8	<i>Aymoré</i>	Estancia.....	Sundry.....	—	20
" 9	<i>Aeon</i>	Cape-Town....	Eugen Urban.....	100	
"	do	Mossel Bay...	Norton Megaw & Co	1,300	
"	do	East London..	do	25	1,425
" 10	<i>Pirangy</i>	Aracaty.....	Zenha, Ramos & Co.	180	
"	do	Mossoró.....	Siqueira & Co.....	100	
"	do	Macau.....	Zenha, Ramos & Co.	200	
"	do	Natal.....	do	100	580
" 10	<i>Esmeralda</i>	Bordeaux.....	Carlo Pareto & Co..	—	720
Total.....					85,167

SANTOS

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Oct. 5	Newton	New Orleans..	Baldwin & Co.....	3,900	
	do	do	N. Gepp & Co. Ltd.	3,250	
	do	do	Mich. Wright & Co.	2,500	
	do	do	Hard, Rand & Co....	2,255	
	do	do	Holworthy Ellis & C.	2,000	
	do	do	S. F. et C. Franco	2,000	
	do	do	Brésilienne.....	1,800	
	do	do	G. da Fonseca & Co	1,800	19,505
	do	do	Nossack & Co.....	1,800	
5	Terence	New York.....	Mich. Wright & Co.	14,250	
	do	do	Hard, Rand & Co....	10,214	
	do	do	G. de Fonseca & Co.	6,250	
	do	do	Barboza & Co.....	3,500	
	do	do	Holworthy Ellis & Co	2,250	
	do	do	Baldwin & Co.....	201	36,665
5	S. Paulo	Hamburg.....	S. F. et C. Franco	10,250	
	do	do	Brésilienne.....	7,500	
	do	do	Mich. Wright & Co.	5,900	
	do	do	E. Johnston & Co Ltd	5,000	
	do	do	Nossack & Co.....	2,500	
	do	do	Holworthy Ellis & Co	2,000	
	do	do	Krische & Co.....	2,000	
	do	do	Theodor Wille & Co.	840	
	do	do	Schmidt & Trost...	824	
	do	do	Zerrenner Bulow & C	250	
	do	do	Hard, Rand & Co...	250	
	do	do	Sundry	38	36,117
5	Border Knight	New York.....	Arbuckle & Co.....	23,000	
	do	do	W. F. McLaughlin Co	1,509	
	do	do	Krische & Co.....	1,000	25,509
5	Parahyba	Pará.....	Salles Toledo & Co.	4,900	
	do	do	do	440	
	do	Maranhão.....	do	180	5,520
6	Sicilia	Genoa.....	Fili Martinelli & Co.	853	
	do	do	Nossack & Co.....	2,000	
	do	do opt	Barbosa & Co.....	250	
	do	do do	Sundry	4	1,357
7	Les Andes	Buenos Aires..	Nossack & Co.....	—	330
8	Avon	London	George W. Ennor..	—	5,040
8	Amazon	Buenos Aires..	Salles Toledo & Co.	1,702	
	do	do	Alves Lima & Co...	383	
	do	do	Krische & Co.....	360	
	do	do	Levy Alvaro & Co..	133	2,568
9	Canarias	Havre.....	G. da Fonseca & Co	5,000	
	do	do	Baldwin & Co.....	4,250	
	do	do	Mich. Wright & Co.	3,500	
	do	do	Prado Chaves & Co.	2,500	
	do	do	N. Gepp & Co. Ltd.	2,500	
	do	do	S. F. et C. Franco	1,500	
	do	do	Brésilienne.....	1,000	
	do	do	Hard, Rand & Co...	500	
	do	do	Levy Alvaro & Co..	600	21,350
	do	do	Sundry	600	
10	Desterro	New Orleans..	E. Johnston & Co Ltd	18,900	
	do	do	Theodor Wille & Co.	5,000	
	do	do	Krische & Co.....	2,000	25,900
10	Ypiranga	Rio de Janeiro	R. Guimarães.....	—	208
			Total.....		180,069

The coffee sailed during the week ended October 11th, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	21,855	55,077	6,810	—	—	1,425	85,167	1,583,536
Santos...	107,579	63,864	5,728	2,896	—	—	180,069	3,264,586
Total 1907/1908	129,434	118,941	12,538	2,896	—	1,425	265,236	4,848,122
1906/1907	208,076	288,370	6,936	4,207	—	—	507,589	4,466,555

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS
Week ended

	Oct. 11	Oct. 4	Oct. 11	Oct. 4	Crop to Oct. 11
	Bags	Bags	£	£	Bags
Rio.....	78,367	136,881	130,011	223,997	1,498,544
Santos	174,341	229,542	344,450	450,577	3,238,239
To 1907/1908.....	252,698	366,423	474,461	674,574	4,736,783
do 1906/1907.....	500,623	461,531	982,362	926,901	4,377,393

World's Visible Supply of Coffee
ON THE 1ST OF EACH MONTH

	1907—1908	1906—1907	1905—1906	1904—1905	1903—1904
July.....	16,399,954	9,636,563	11,265,510	12,361,454	11,900,000
August.....	16,075,812	9,948,053	11,465,641	12,580,148	12,370,000
September	16,004,000	10,756,663	12,102,496	13,492,498	13,148,000
October.....	16,713,000	12,154,000	12,624,693	14,266,592	13,770,000
November.....		13,165,786	13,006,841	14,350,926	13,918,000
December.....		13,808,896	13,090,349	14,086,730	13,838,000
January.....		14,377,932	12,647,595	13,916,399	13,758,000
February.....		15,133,293	11,931,631	13,621,720	13,312,000
March.....		15,201,422	11,324,581	13,271,745	13,181,000
April.....		15,397,742	10,747,916	12,967,170	12,918,000
May.....		16,009,449	10,356,157	12,297,000	12,759,000
June.....		16,552,000	10,171,979	11,682,586	12,670,000
Total.....					

OUR OWN STOCK

RIO : Stock on October 4.....	539,537
Entries during week ended October 11	112,216
	651,753
Loaded (Embarques) for the week.....	214,426
	437,327
Stock in Rio on October 11.....	437,327
Stock at Nietheroy and Afloat on October 4....	67,422
Entries at Nietheroy plus total embarques including transit.....	239,445
	306,867
Deduct: embarques at Nietheroy and sailings during the week.....	98,921
	207,946
Stock at Nietheroy and afloat on Oct. 11....	207,946
Stock in 1st and 2nd hands and those at Nietheroy and afloat on Oct. 11.....	645,273
SANTOS : Stock on October 4.....	1,793,581
Entries for week ended October 11.....	300,886
	2,094,467
Loaded during same week.....	206,220
	1,888,247
Stocks in Rio and Santos on October 11th, 1907.....	2,533,520
do do on October 4th, 1907.....	2,400,540
do do on October 12th, 1906.....	2,772,393

FOREIGN STOCKS

	Oct. 5/1907	Sept. 28/1907	Oct. 6/1906
United States Ports.....	3,547,000	3,609,000	2,916,000
Havre.....	3,325,000	3,375,000	1,754,000
Both.....	6,872,000	6,984,000	4,670,000
Deliveries United States	108,000	107,000	139,000
Visible Supply at United States ports.....	4,071,000	3,982,000	3,660,000

COFFEE PRICE CURRENT

For the week ended October 11th, 1907

DESCRIPTION	October 5	Oct. 7	Oct. 8	Oct. 9	Oct. 10	Oct. 11	Aver Ages
RIO—							
Market N.6. 10 kilos	3.949	3.813	3.744	3.813	3.813	3.813	3.858
do N.7. do	4.017	3.881	3.813	3.881	3.881	3.881	3.653
do N.8. do	3.744	3.608	3.540	3.608	3.608	3.608	3.517
do N.9. do	3.812	3.676	3.608	3.676	3.676	3.676	3.381
SANTOS—							
Superior per 10 kilos.	4.100	4.100	4.100	4.100	4.100	4.100	4.100
Good Average.....	3.800	3.800	3.800	3.800	3.800	3.800	3.800
N. YORK per lb.							
Spot N. 7..... cent.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6.50
do N. 8.....	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6.25
Options—							
do Dec....	6.20	6.05	6.05	6.05	6.00	6.05	6.07
do March....	6.35	6.20	6.20	6.20	6.16	6.20	6.22
do May....	6.45	6.30	6.30	6.30	6.25	6.30	6.32
HAVRE, per 50 kilos							
Options..... francs.							
do Dec....	43.75	42.75	42.25	42.75	42.25	42.50	42.71
do March....	43.75	42.25	42.00	42.50	42.00	42.25	42.46
do May....	43.50	42.25	42.00	42.25	42.00	42.25	42.37
HAMBURG per 1/2 c.							
Options..... pfennige							
do Dec....	33.25	33.00	32.75	33.00	33.00	33.00	33.00
do March....	33.75	33.25	33.00	33.25	33.25	33.25	33.29
do May....	34.00	33.50	33.25	33.50	33.50	33.50	33.54
LONDON per cwt.							
Options..... shillings							
do Dec....	31/9	31/8	31/-	31/8	31/-	31/8	31/8
do March....	32/3	31/9	31/9	31/9	31/9	31/9	31/10
do May....	32/9	32/8	32/-	32/8	32/-	32/8	32/8

SALES OF COFFEE for the week ending

	Oct. 11/1907	Oct. 4/1907	Oct. 12/1906
Rio.....	94,000	75,000	64,000
Santos.....	151,815	175,285	218,160
Total.....	245,815	250,285	282,160

Deliveries in Europe

Deliveries in the United States

	1907—1908	1906—1907	1905—1906	1904—1905	1907—1908	1906—1907	1905—1906	1904—1905
July.....	917,543	779,135	671,293	713,350	611,437	426,517	370,925	458,021
August.....	962,306	861,470	796,061	793,565	546,884	602,079	532,545	537,031
September		858,461	895,569	911,708		463,763	505,248	588,653
October.....		1,034,279	898,209	856,475		712,832	641,395	653,288
November.....		923,348	1,016,776	845,562		712,936	578,769	654,619
December.....		771,614	782,257	787,991		561,295	626,044	631,144
January.....		860,968	820,089	748,931		747,288	688,336	563,123
February.....		711,148	785,077	604,884		558,641	589,980	493,072
March.....		931,474	938,547	833,911		610,058	689,681	580,545
April.....		927,913	787,928	748,931		567,997	503,831	555,092
May.....		953,499	841,048	882,056		555,440	548,205	532,586
June.....		888,721	740,599	677,158		523,871	538,924	480,499
Total.....	1,879,849	10,502,030	9,934,332	9,475,680	1,158,321	7,042,720	6,806,883	6,687,673

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 Oct. 11th...	78,000 bags
Closing quotations for October	4\$475
» » » November.....	4\$400
» » » December.....	4\$450
» » » January.....	4\$375

COFFEE SAILED DURING THE MONTH OF SEPTEMBER 1907

Per Destinations

NAMES	RIO bags.	SANTOS bags.	TOTAL bags.
Constantinople.....	6,625	—	6,625
Naples.....	67	50	117
Smyna.....	1,712	875	2,587
New Orleans.....	120,690	56,464	217,154
Montevideo.....	2,325	30	2,355
Buenos Aires.....	5,142	9,890	15,032
New York.....	94,412	108,317	202,729
Mossel Bay.....	1,250	—	1,250
East London.....	400	—	400
Cape-Town.....	2,300	—	2,300
Port Natal.....	800	—	800
Paris.....	9	—	9
Bordeaux.....	3,950	700	4,650
Corral.....	300	—	300
Punta Arenas.....	160	—	160
Valparaiso.....	2,336	100	2,436
Arica.....	50	—	50
Talcahuano.....	100	—	100
Hamburg opt.....	91,502	—	91,502
Hamburg.....	11,143	191,525	202,668
Halmstad.....	250	—	250
Gothenburg.....	1,250	—	1,250
Copenhagen.....	5,003	—	5,003
Wilborg.....	1,935	—	1,935
Frelleborg.....	117	—	117
Havre.....	94,367	23,701	118,068
Antwerp.....	1,524	35,741	37,265
Kotha.....	500	—	500
Stockholm.....	1,125	—	1,125
Antwerp opt.....	25,283	—	25,283
Leixões.....	589	6	595
Marseilles opt.....	35,425	—	35,425
Algiers.....	2,000	—	2,000
Oran.....	4,375	—	4,375
Malla.....	875	—	875
Salonica.....	2,250	—	2,250
Dedeagatch.....	750	—	750
Cemetch.....	375	125	500
Ineboly.....	250	—	250
Metelin.....	250	—	250
Mostaganem.....	625	—	625
Gefe.....	1,250	—	1,250
Odessa.....	1,468	—	1,468
Las Palmas.....	300	—	300
Kustendje.....	278	—	278
Genoa.....	3,988	11,860	15,848
Trebizond.....	625	—	625
Algoa Bay.....	400	—	400
Durban.....	100	—	100
Phillipville.....	375	—	375
Rone.....	125	—	125
Canca.....	125	—	125
Trieste.....	20,755	71,154	91,909
Venice.....	2,500	2,500	5,000
Marseilles.....	40,000	7,625	47,625
Christiana.....	1,375	—	1,375
Port Elizabeth.....	950	—	950
London.....	8	14,840	14,848
London opt.....	250	—	250
Galatz.....	250	—	250
Varna.....	500	—	500
Ahus.....	100	—	100
Drontheim.....	250	—	250
Rotterdam.....	250	84,942	85,192
Lisbon.....	1	—	1
Norkoping.....	250	—	250
Bergen.....	250	—	250
Sundsvall.....	250	—	250
Fredrikshamn.....	100	—	100
Palermo.....	250	—	250
Channel 70.....	—	10,900	10,900
Bremen.....	—	5,250	5,250
Plume.....	—	3,125	3,125
Rosario.....	—	1,825	1,825
Barcelona.....	—	1,750	1,750
Malaga.....	—	950	950
Cadiz.....	—	625	625
Valencia.....	—	475	475
Corunna.....	—	250	250
Southampton.....	—	155	155
Liborno.....	—	151	151
Seville.....	—	125	125
Liverpool.....	—	10	10
Glasgow.....	—	1	1
Putney.....	—	1	1
Cherburg.....	—	1	1
Coastwise:			
Rio Grande do Sul.....	1,110	—	1,110
Pelotas.....	1,201	50	1,251
Porto Alegre.....	1,778	—	1,778
Pará.....	2,555	—	2,555
S. Francisco.....	60	—	60
Manaos.....	2,403	—	2,403
Maranhão.....	427	—	427
Cabedello.....	300	—	300
Ceará.....	1,912	—	1,912
Santarém.....	50	—	50
Pernambuco.....	2,502	—	2,502
Camocim.....	1,050	—	1,050
Natal.....	213	—	213
Tutoya.....	280	—	280
Maceió.....	40	—	40
Mossoró.....	1,000	—	1,000
Itacoatiara.....	10	—	10
Bahia.....	2	—	2
Rio de Janeiro.....	—	979	979
Total—Oversea and coastwise 1907...	616,359	686,598	1,302,957
1906.....	471,395	1,097,673	1,569,069

Per Shippers

NAMES	RIO bags	SANTOS bags	TOTAL bags
Zenha, Ramos & Co.....	4,541	—	4,541
Castro Silva & Co.....	2,908	—	2,908
Siqueira & Co.....	4,380	—	4,380
Pinto & Co.....	33,697	—	33,697
Gustav Trinks & Co.....	43,502	—	43,502
Ornstein & Co.....	74,516	—	74,516
Carlo Pareto & Co.....	39,179	—	39,179
Eugen Urban.....	48,837	—	48,837
Hard, Rand & Co.....	40,756	31,644	72,400
Norton, Megaw & Co., Ltd.....	11,706	—	11,706
Theodor Wille & Co.....	227,391	124,867	352,258
Clark-on & Cross.....	851	—	851
P. S. Nicolson & Co.....	1,550	—	1,550
C. Dabelow.....	31,507	—	31,507
A. Buckle & Co.....	9,026	24,250	33,276
Roberto do Couto & Co.....	16,100	—	16,100
Karl Valais Junior & Co.....	13,120	—	13,120
M. P. Teixeira.....	2,000	—	2,000
Mc. Langhlin & Co.....	6,490	2,103	8,593
Jorge Dias & Irmão.....	510	—	510
John Moore & Co.....	1,000	—	1,000
Naumann, Gepp & Co., Ltd.....	—	104,700	104,700
Michaelsen Wight & Co., Ltd.....	—	76,300	76,300
E. Johnston & Co., Ltd.....	—	38,175	38,175
Prado, Chaves & Co.....	—	31,948	31,948
Baldwin & Co.....	—	29,511	29,511
Godofredo da Fonseca & Co.....	—	28,334	28,334
Barbosa & Co.....	—	25,425	25,425
Krische & Co.....	—	24,157	24,157
Levy Alvaro & Co.....	—	21,068	21,068
Nossack & Co.....	—	22,850	22,850
S. F. et C. Franco Brésillenne.....	—	20,248	20,248
Prado Lima & Co.....	—	20,412	20,412
Holworthy, Ellis & Co.....	—	17,005	17,005
G. W. Ennor.....	—	14,991	14,991
Zerrenner, Bülow & Co.....	—	8,879	8,879
Schmidt & Trost.....	—	4,040	4,040
Felix Martinelli & Co.....	—	3,923	3,923
Salles Toledo & Co.....	—	1,180	1,180
F. Mattarazzo & Co.....	—	1,162	1,162
Alves Lima & Co.....	—	611	611
Malta Cerquinho & Co.....	—	400	400
Plugli Carbone & Co.....	—	330	330
Cunha Bueno & Co.....	—	130	130
Sundry.....	2,792	4,382	7,174
Total 1907.....	616,359	686,598	1,302,957

Per Shipping Companies

NAMES	RIO bags.	SANTOS bags.	TOTAL bags.
C. Navegação "Costeira".....	6,245	—	6,245
Lloyd Italian.....	1,892	1,763	3,655
Lamport & Holt Line.....	155,903	128,445	284,348
Messageries Maritimes.....	7,695	1,669	9,364
Hamburg Amerika Line.....	123,095	123,141	246,236
Royal Mail Steam Packet Company.....	7,865	30,235	38,100
Pacific Steam Navigation Company.....	2,946	140	3,086
Hamburg-Südamerikanische D. G.....	57,930	149,686	207,616
Lloyd Brasileiro.....	12,960	—	12,960
Nord Lloyd.....	15,009	60,348	75,417
Société Générale de Transports Maritimes	64,128	8,852	72,980
N. G. Italiana.....	3,522	1,750	5,272
C. de Navegação "Italia".....	2,699	6,777	9,476
Adria.....	15,082	23,650	38,732
Prince Line.....	20,808	35,718	56,526
C. Commercio e Navegação.....	3,540	—	3,540
Lloyd Austrian.....	5,923	52,629	58,552
Ligue Brésilien.....	25	852	877
Chargeurs Réunis.....	89,617	12,994	102,611
La Veloce.....	3,675	2,967	6,642
C. N. Transatlantica.....	—	5,255	5,255
Sundry.....	15,740	39,727	55,467
Total 1907.....	616,359	686,598	1,302,957

COFFEE PROPAGANDA

EXHIBITION IN LONDON

One of the things in which the average British housewife is admittedly not adept is coffee-making. Were the fragrant beverage placed on the breakfast table as deliciously made as it is in France and other Continental countries tea would soon find in it a serious rival for popularity.

One of the principal objects of the fifteenth annual exhibition of the grocery, provision, oil, Italian warehouse, and allied trades, to be opened at the Royal Agricultural Hall to-morrow, will be to win for coffee its rightful place as a breakfast drink, from which it has been excluded by custom and lack of knowledge.

The official figures of the imports of raw coffee into this country for last year show a falling off of £553,216 compared with 1905, and of £1,304,333 in comparison with 1904. According to the exhibition's management, however, the aromatic Mocha this year is slowly regaining favour.

One of the managers stated yesterday that the disfavour in which coffee has been held has been due to several artificial causes. One of these was that the housewife bought too much ground coffee at one time, perhaps enough to last for a month or more. Moreover, the probabilities were that the coffee was kept in the original bag in which it was purchased. The result was the coffee soon began to deteriorate until at the end of, say, two weeks the substance had lost nearly all its original aroma.

There will be a display of coffee-making machinery at the exhibition, showing especially how coffee should be roasted. The "Grocer", a leading organ of the trade, will also offer a fifty-guinea challenge cup for the successful contestant in a coffee-roasting and blending competition.

Daily Mail.

PURGEN — The ideal aperient

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS**LAMPORT & HOLT LINE****Passenger service for New York**

Average passage Rio to New-York 17 days

VOLTAIRE..... 19th Oct.
 CALDERON..... 26th »
 TENNYSON..... 6th Nov.

The new steamer

VOLTAIRE

sails on 19th October for

Bahia, and New York

Taking 1st, 2nd & 3rd class passengers for above ports

and for

BARBADOS

"Tennyson," "Byron" and "Voltaire" have
 also superior 1st class accommodation

For freight apply to the Broker

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58, RUA PRIMEIRO DE MARÇO

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Steamship Agents and Proprietors of

COAL DEPOTS AT

MADEIRA. SANTOS.
 LAS PALMAS. SAO PAULO.
 ST. VINCENT, C. V. MONTEVIDEO.
 PERNAMBUCO. LA PLATA.
 BAHIA. BUENOS AIRES.
 RIO DE JANEIRO. ROSARIO.
 BAHIA BLANCA.

Also Branch Establishments at CARDIFF and BARRY

Workshops at Las Palmas, St. Vincent (C.V.),
 Pernambuco, Bahia and Rio de Janeiro.

Contractors to British and Foreign Governments
 and all the chief Transatlantic Steamship
 Companies.

Coal.—Stocks of only the very best description
 of South Wales Steam Coal kept. Also Stocks
 of Nut Coal, Foundry Coke, Patent Fuel and
 Anthracite Pea Nuts for Gas Engines.

Tug boats always ready for service.**Cargo lighters.**—ditto.**Stevedoring** undertaken.**Ballast** supplied to ships.**Repairs to Ships and Machinery**

Having large workshops fitted with efficient
 modern plant, repairs of all descriptions under-
 taken.

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Pacific Steam Navigation Company
Shaw Savill & Albion Co., Ltd.
The New Zealand Shipping Co., Ltd.

Inquiries as regards prices etc. should be ad-
 dressed to

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Head Office:—Salisbury House, Finsbury
 Circus, London E. C.

Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

BAHIA

Expected from Santos on the 19th Oct. 1907
 will leave on the 20th October 1907 for

Bahia, Lisbon, Leixões and Hamburg

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

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

Free conveyance on board supplied for pas-
 sengers and luggage.

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 to the agents

Theodor Wille & Co.

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BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Limited

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

DEPARTURES FOR TRIESTE

BUDA..... 2nd Nov.
 ISTRIA..... 8th »

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18, RUA DE S. PEDRO.

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AGENTS**Rombauer & Co.**

RUA GENERAL CAMARA, 24.

Rio de Janeiro.

RUA II DE JUNHO, 1A.

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Santos.

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SOCIÉTÉ GÉNÉRALE**Transports Maritimes à vapeur de Marseilles****DEPARTURES OF STEAMERS****FOR EUROPE**

LES ANDES..... 22nd Oct.
 AQUITAINE..... 4th Nov.
 ORLEANAIS..... 22nd »

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class..... f. gold 723
 do do 2nd f. 550
 do do 3rd f. 199
 Through fares to Paris return 1st class f. 1 149
 do do 2nd ... f. 882
 do do 3rd.... f. 364
 Marseilles Genoa, Naples, 3rd class... 1149000
 Barcelona 3rd class..... 1239000

Agents — Antunes dos Santos & C.

Rio de Janeiro—Avenida Central, 14.

S. Paulo.—29 Rua S. Bento

Santos.—1 Praça da Republica

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NORDDEUTSCHER LLOYD, BREMEN.**Capital.. 125,000,000 Marks****NEXT DEPARTURES**

Date	Steamer	Destination
1907 Oct. 22	<i>Fialle</i>	Madeira, Lisbon, Leixões, Ant- werp and Bremen.
Nov. 15	<i>Erangen</i> ...	Bahia, Madeira, Leixões, Rot- terdam, Antwerp and Bre- men.

Passengers & Cargo accepted

Passenger rates Cabin Steerage
 Rio — Rotterdam, Antwerp,
 Bremen..... Marks 500 £. 10/-
 — Lisbon & Leixões..... £ 19/- Rs. 160\$

For further information apply to

HERM, STOLTZ & C., Agents

Avenida Central, 66-74

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Rio de Janeiro

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

(South American Service)

The fine Mail Steamer

RHAETIA

expected from Santos on the 17th Oct. 1907, sails
 on the 18th at 12 noon.

**Bahia, Madeira, Lisbon, Leixões,
Boulogne and Hamburg**

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

All steamers carry a surgeon and a stewardess
 Free conveyance on board supplied for passen-
 gers and luggage.

The Company issue 1st class tickets to Paris and
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For freight apply to the broker.

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And for passages and other information to

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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. 15	<i>Clyde</i>	Santos, Montevideo and Bue- nos Aires.
16	<i>Thames</i>	Bahia, Pernambuco, S. Vin- cent, Lisbon, Leixões, Vigo, Cherbourg and Southamp- ton.
Nov. 1	<i>Aragon</i>	Santos, Montevideo and Bue- nos Aires.
3	<i>Amazon</i>	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
29	<i>Nile</i>	Santos, Montevideo and Bue- nos Aires.

Special attention is drawn to the following:

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

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No. 73, 1º de Março, 1st floor.

E. L. HARRISON, Representative.

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HOURS OF RAINFALL
(By favour of the Leopoldina Railway)

OCTOBER	3rd.		4th.		5th.		6th.		7th.		8th.		9th.		TOTAL	
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
S. Francisco Xavier.....	2	5	..	24	..	..	..	..	..	..	..	..	..	..	2	29
Flar.....	..	20	..	14	..	..	..	..	..	..	..	..	..	..	..	34
Maia.....	24	..	24	..	..	..	..	..	..	..	..	..	..	..	48	..
Raiz da Serra.....	..	24	..	24	..	..	..	..	..	..	..	..	..	..	..	48
Petropolis.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Areal.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
S. José do Rio Preto.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Entre Rios.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Serraria.....	5	5	..	..	..	..	..	..	..	..	..	..	..	..	5	5
Bicas.....	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Furtado de Campos.....	5	2	..	12	..	..	..	..	..	..	..	..	..	..	5	14
Guarany.....	1	3	2	5	..	..	..	..	..	..	..	..	..	..	3	8
Ligação.....	2	5	3	4	..	..	..	..	..	..	..	..	..	..	5	9
S. Geraldo.....	3	2	..	24	..	..	..	..	..	..	..	..	..	..	3	26
Teixeiras.....	2	4	..	20	..	..	..	..	..	..	..	..	..	..	2	24
P. Nova.....	1	4	..	24	..	..	..	..	..	..	..	..	..	..	1	28
Saude.....	2	5	24	..	..	..	..	..	..	..	..	..	..	..	26	5
Nittheroy.....	4	3	..	..	6	..	..	..	..	..	..	..	3	4	17	..
P. das Caixas.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cachoeiras.....	8	16	5	19	10	..	..	..	..	..	..	..	8	10	21	54
Th. de Oliveira.....	4	20	..	24	24	..	..	..	..	..	..	..	..	..	24	92
Friburgo.....	24	..	24	..	..	..	..	..	..	..	..	..	14	24	24	38
Sumidouro.....	24	..	24	..	..	..	..	..	..	..	..	..	..	24	24	24
Porto Novo.....	4	16	1	11	..	..	..	..	..	..	..	..	..	5	27	..
V. Grande.....	4	18	..	9	..	..	..	..	..	..	..	..	..	4	27	..
Recreio.....	..	24	14	..	..	..	..	..	..	..	..	..	..	..	..	38
Leopoldina.....	..	24	8	..	..	..	..	..	..	..	..	..	..	..	..	32
Cataguazes.....	..	24	20	..	..	..	..	..	..	..	..	..	..	..	..	44
Mirahy.....	..	20	24	..	..	..	..	..	..	..	..	..	..	..	..	44
Palma.....	..	24	10	..	..	..	..	..	..	..	..	..	..	..	..	34
Patrocínio.....	1	12	18	..	..	..	..	..	..	..	..	..	..	1	30	..
S. Paulo.....	..	..	20	..	..	..	..	..	..	..	..	..	..	..	..	20
Porciuncula.....	2	10	24	..	..	..	..	..	..	..	..	..	..	2	34	..
Santa Luzia.....	..	16	24	..	..	..	..	..	..	..	..	..	..	..	..	40
Capivary.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Indayassá.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Macahé.....	2	1	1	..	..	..	..	..	..	..	..	..	..	..	1	8
Glycerio.....	..	10	7	..	..	..	..	..	..	..	..	..	..	..	10	7
C. Araruama.....	..	2	..	..	3	..	..	..	..	..	..	..	..	..	..	5
Triunpho.....	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	3
M. Moraes.....	..	4	..	3	2	..	..	..	..	..	..	..	..	..	..	9
Cordeiro.....	6	18	..	24	..	..	..	..	..	..	..	..	2	4	8	41
Macuco.....	24	..	24	..	..	..	..	..	..	..	..	..	..	24	24	24
Larangeiras.....	..	19	24	..	..	..	..	..	..	..	..	..	2	4	2	47
Campos.....	..	24	24	..	6	..	..	..	..	..	..	..	..	4	..	58
S. Braga.....	2	12	..	..	..	..	..	..	..	..	..	..	24	2	36	..
Atafona.....	..	17	4	..	..	..	..	..	..	..	..	..	..	..	..	21
S. Fidelis.....	..	14	6	..	..	..	..	..	..	..	..	..	..	..	..	20
Tres Irmãos.....	14	10	9	15	6	..	..	..	..	..	..	..	..	..	23	31
Paraokena.....	2	7	24	..	..	..	..	..	..	..	..	..	..	2	31	..
Murundú.....	2	23	24	24	..	..	..	..	..	..	..	..	..	2	70	..
Muguy.....	..	24	24	24	..	..	..	..	..	..	..	..	..	..	..	72
M. Freire.....	10	10	12	12	12	..	..	..	..	..	..	..	..	22	34	..
P. alzo.....	2	14	12	..	..	..	..	..	..	..	..	..	..	2	36	..
Itaperuna.....	2	12	19	12	..	..	..	..	..	..	..	..	..	2	43	..

Sugar Market

The following are the closing quotations at Rio on October 12th for Campos, Sergipe, Pernambuco and Bahia.

	Campos	Sergipe	Pernambuco	Bahia
White Crystal.....	490-500	..	..	..
Yellow crystal.....
Mascavinhos.....	400-440	..	..	..
Mascavo good.....	..	290	290	..
» regular.....	..	270-280	270-280	..
» medium.....
Segundo jacto.....
White uzina.....	430-460	..
White 3ª sorte.....	420	..
Somenos.....

Entries at Rio from 1st inst to date..... 10,849 bags
Clearances ditto..... 25,509 »
Stock..... 266,600 »

— Market steady.

Pernambuco, 2nd October, 1907.

Entries for September were only 16,546 bags against 36,980 bags same month last year. There is no enquiry from the Home markets, and the shipments South during the fortnight have been insignificant. Entries so far consist almost entirely of the Yellow crystals sold for River Plate and a small steamer is already loading same. Of Brutos only small lots have come in and good quality has obtained 1\$500 ex bag which seems a very full price and one that everyone will not pay.

Quotations are unchanged as under.

Usinas.....	6\$500 to 6\$800 per 15 kilos on shore
Crystal white.....	none » »
» yellow.....	2\$250 » »
Whites 3a. boa.....	6\$500 » »
» 3a. regular..	5\$700 » »
Somenos.....	6\$000 » »
Clayed.....	none » »
Bruto secco.....	3\$500 to 4\$000 » »
» melado.....	1\$400 to 1\$600 » »

Shipments during the fortnight have been Rio 2,670 bales. Santos 867 bags.

Cotton

Pernambuco, October 2nd, 1907.

Exporters offer only 13\$, but even this seems a long price in view of the position in Liverpool and fully 1\$ to 1\$200 above that market, in meantime the article here is getting scarce and Holders are quite firm and pay little attention to the drop in Export markets for the present, and

anyone wanting to buy has to pay 13\$500 at which one of our Factories on 30th ulto bought 500 bags and yesterday another 150 bags with condition of delivery today, which shows how fine they are all cutting it just now. Entries for September were 10,040 bags compared with 8,575 bags last year. Shipments have been Rio 2,146 bags. Santos 1,700 bags and 400 pressed bales. Liverpool 802 bags and 988 bales. Leixões 500 bags and 300 bales. St. Petersburg 100 bales. The Matta Cotton zone is still being devastated by Caterpillars and until some heavy rain falls they will not be killed off, or the young plants get a chance of putting out new shoots.

Shipping**ARRIVALS AT THE PORT OF SANTOS**

During the week ended October 11th, 1907

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Oct. 5	Guasca.....	Brazilian...	S. S.	643	Antonina
6	Sicilia.....	Italian.....	do	3,234	Buenos Aires
6	Saxon Prince.....	British.....	do	2,235	do
6	Les Andes.....	French.....	do	2,527	Marseilles
7	Tijucas.....	German.....	do	3,066	Hamburg
7	Horace.....	British.....	do	2,133	Buenos Aires
7	Itabira.....	Brazilian...	do	563	do
7	Unitas.....	do	do	650	Parahyba
7	C. R. C.....	British.....	Schooner	241	Paspeline
8	Avon.....	do	S. S.	6,882	Buenos Aires
8	Amazon.....	do	do	6,300	Southampton
8	Ypiranga.....	Brazilian...	do	650	Pelotas
9	Jupiter.....	do	do	567	Rio de Janeiro
10	Sirio.....	do	do	554	Montevideo
10	Rio Amazonas.....	Italian.....	do	1,849	Buenos Aires
10	União.....	Brazilian...	do	388	Iguape
10	Gertrudes.....	do	Schooner	55	Itajahy
10	Clemente IV.....	do	do	29	Tijucas
10	Voltaire.....	British.....	S. S.	5,499	Buenos Aires
11	B. El Grande.....	Spanish.....	do	2,103	do
11	Florianopolis.....	Brazilian...	do	676	Rio de Janeiro

SAILINGS FROM THE PORT OF SANTOS

During the week ended October 11th, 1907

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Oct. 4	Guanabara.....	Brazilian...	S. S.	529	Rio de Janeiro
4	Parahyba.....	do	do	730	Pará
5	S. Paulo.....	German.....	do	3,065	Hamburg
5	Terence.....	British.....	do	2,590	New York
5	Newton.....	do	do	2,539	New Orleans
5	Ré Umberto.....	Italian.....	do	1,811	Buenos Aires
5	Guasca.....	Brazilian...	do	643	Rio de Janeiro
5	Victoria.....	do	do	365	Florianopolis
5	Border Knight.....	British.....	do	2,393	New York
6	Sicilia.....	Italian.....	do	3,234	Genoa
6	Fortuna.....	Argentine..	do	201	Buenos Aires
7	Les Andes.....	French.....	do	2,527	do
8	Itabira.....	Brazilian...	do	563	Pernambuco
8	Avon.....	British.....	do	6,882	Southampton
8	Amazon.....	do	do	6,300	Buenos Aires
8	Unitas.....	Brazilian...	do	650	Pelotas
9	Ypiranga.....	do	do	650	Parahyba
9	Jupiter.....	do	do	567	Buenos Aires
9	Canarias.....	French.....	do	1,971	Havre
9	Lewisham.....	British.....	do	1,784	R. Santa Fé
10	Rio Amazonas.....	Italian.....	do	1,849	Genoa
10	Sirio.....	Brazilian...	do	554	Rio de Janeiro
10	Desterro.....	German.....	do	2,543	New Orleans

ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ended October 11th, 1907

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Oct. 5	Florianopolis	Brazilian...	S. S.	908	Montevideo
5	Jupiter.....	do	do	1,800	Buenos Aires
5	Haile	German....	do	2,561	Bremen
5	Iris.....	Brazilian...	do	899	Porto Alegre
5	Hero.....	Norwegian..	do	1,080	New York
5	Sabiá.....	British.....	do	1,767	Rosario
6	Espirito Santo	Brazilian...	do	1,999	Manaos
6	Royston Grange..	British.....	do	3,141	Liverpool
6	Itaperuna.....	Brazilian...	do	713	Porto Alegre
6	Guanabara.....	do	do	329	Itajahy
6	S. Paulo.....	German....	do	3,065	Santos
6	Guasca.....	Brazilian...	do	643	do
6	Parahyba.....	do	do	730	do
6	Fidelense.....	do	do	259	S. João da Barra
7	Border Knight...	British.....	do	2,393	Santos
7	Spartan Prince...	do	do	2,059	New York
7	Terence	do	do	2,690	Santos
7	Newton.....	do	do	1,588	do
7	Colombia.....	French.....	do	1,767	Hayre
7	Sicilia	Italian.....	do	3,231	Buenos Aires
7	Bahia.....	German....	do	3,106	Hamburg
7	Amazon.....	British.....	do	6,301	Southampton
7	Itaquí.....	Brazilian...	do	512	Camocim
7	Hillfern.....	British.....	do	2,776	Barry Dock
8	Dous Amigos.....	Brazilian...	Schooner	36	Cabo Frio
8	Gama.....	do	do	50	do
8	A. Saldanha.....	do	do	53	do
8	Activo II.....	do	do	33	do
9	Avon.....	British.....	S. S.	6,883	Buenos Aires
9	Olson Mahomy...	American..	do	1,497	Baltimore
9	Pirangy.....	Brazilian...	do	950	Santos
9	Providencia.....	do	Schooner	66	S. João da Barra
9	Planeta.....	do	do	37	Cabo Frio
9	Itabira.....	do	S. S.	467	Porto Alegre
10	Susquehana.....	British.....	do	2,395	Hull
10	Esmeralda.....	French	do	2,202	Buenos Aires
10	Itatuba.....	Brazilian...	do	717	Porto Alegre
10	Cervantes.....	do	Schooner	324	Itapemirim

SAILINGS FROM THE PORT OF RIO DE JANEIRO
During the week ended October 11th, 1907.

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Oct. 5	S. Salvador	Brazilian	S. S.	1,999	Manaos
5	Borussia	German	do	4,266	Hamburg
5	Wurzburg	do	do	3,246	Bremen
5	Les Alpes	French	do	2,509	Marseilles
5	Soldier Prince	British	do	2,020	New York
5	Mayrink	Brazilian	do	376	Caravellas
5	Marajó	do	do	780	Pará
5	Les Andes	French	do	2,528	River Plate
5	Satellite	Brazilian	do	892	Porto Alegre
6	Inkum	British	do	3,074	Pará
6	Gaço Pará	Brazilian	do	1,000	Buenos Aires
6	Tijucas	German	do	3,066	Santos
6	S. Francisco	Brazilian	Schooner	34	Cabo Frio
7	Royston Grange	British	S. S.	3,141	Buenos Aires
7	Sicilia	Italian	do	3,231	Genoa
7	Terence	British	do	2,690	New York
7	Julio Macedo	Brazilian	Schooner	83	Cabo Frio
8	Jupiter	do	S. S.	1,800	Montevideo
8	Amazon	British	do	6,301	Buenos Aires
8	Glenmay	do	do	1,571	do
8	Tyn	do	do	1,854	Antwerp
8	S. Paulo	German	do	3,065	Hamburg
8	Fulham	British	do	2,766	Santa Lucia
8	Parahyba	Brazilian	do	780	Pará
8	Aymoré	do	do	389	Aracajú
8	Itaperuna	do	do	713	Porto Alegre
8	Marotim	do	do	925	do
8	Gloria	do	do	253	Iguape
9	Dalmata	Austrian	do	1,135	Paranaguá
9	Savanhild	Swedish	Barque	1,334	Pensacola
9	Decima	Norwegian	do	728	Barbados
9	Aurora	Brazilian	Schooner	33	Cabo Frio
9	Avon	British	S. S.	6,893	Southampton
10	Florianopolis	Brazilian	do	918	Porto Alegre
10	Guasca	do	do	643	Antonina
10	Esmeralda	French	do	2,262	Bordeaux
10	Pirangy	Brazilian	do	950	Aracaty
10	Guanabara	do	do	329	Itajahy
10	Halle	German	do	2,561	S. Francisco
10	Fidelse	Brazilian	do	259	S. João da Barra
10	Tecutonia	Norwegian	Barque	595	Barbados

FOREIGN VESSELS AFLOAT
IN RIO DE JANEIRO HARBOUR
on October 11th, 1907

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Aug. 25	Zamora..... Tons 2,042	May 19	Narcissus..... Tons 1,202
Sept. 24	Craigearn..... „ 1,948	June 26	Veca..... „ 1,324
„ 26	Louise..... „ 2,143	Aug. 2	Bolgen..... „ 306
„ 26	Sellasia..... „ 2,263	„ 13	Sam José..... „ 729
„ 27	Nyanza..... „ 2,642	„ 14	Hans..... „ 181
„ 28	Cober..... „ 1,941	„ 19	Austrasia..... „ 2,586
Oct. 2	Dunottar..... „ 2,274	„ 20	Henny..... „ 877
„ 4	Calderon..... „ 2,650	„ 22	Ferreira..... „ 921
„ 4	Hero..... „ 1,080	Sept. 4	Kenilworth..... „ 2,117
„ 5	Sabiá..... „ 1,767	„ 10	União..... „ 891
„ 6	Border Knight..... „ 2,393	„ 23	Birnam Wood..... „ 1,263
„ 7	Spartan Prince..... „ 2,069	„ 24	Alba..... „ 1,380
„ 7	Newton..... „ 1,588	Oct. 1	Sachsen..... „ 1,273
„ 7	Colombia..... „ 1,767	„ 1	Voorlector..... „ 292
„ 7	Bahia..... „ 3,106	„ 4	Queen..... „ 775
„ 7	Hillfern..... „ 2,776		
„ 9	Olson Mahomey..... „ 1,497		
„ 10	Susquehanna..... „ 2,395		
	Total—Tons 38,331		Total—Tons 16,147

IN SANTOS HARBOUR
on October 11th, 1907

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Aug. 25	Caravellas..... Tons 1,971	Sept. 11	Chiarina..... Tons 547
Oct. 3	Dettingen..... „ 2,739	„ 28	Melete..... „ 1,670
„ 4	Titian..... „ 2,639	„ 7	C. R. C..... „ 241
„ 4	Rhaetia..... „ 4,441		
„ 6	Saxon Prince..... „ 2,235		
„ 7	Tijucas..... „ 3,066		
„ 7	Horace..... „ 2,133		
„ 10	Voltaire..... „ 5,499		
„ 11	B. El Grande..... „ 2,103		
	Total—Tons, 26,826		Total—Tons 2,455

BOUND VOLUMES

OF THE

Brazilian Review

FOR 1900 / 1906

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CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDED OCTOBER 12TH, 1907

	Rio	Santos
Amsterdam.....	17/6 & 5 %	20/- & 5 %
Aden via Trieste.....	50/- & 5 %	—
Antwerp 1,000 kilos.....	17/6 & 5 %	17/6 & 5 %
Alexandria**.....	54 fres. in full.	54 fres. in full.
Alicante.....	50 fres. in full.	50 fres. in full.
Algiers via Marseilles.....	53 fres. in full.	46 1/2 fres. & 10 %
Almerie.....	50 fres. in full.	—
Aguiles.....	73.50 fres. in full.	76 1/2 fres. in full
Algoa Bay { via Southampton.....	42/6 & 2 1/2 %	—
» New York.....	42/6 & 5 %	—
» Hamburg.....	42/6 & 2 1/2 %	—
» Antwerp or Bre- men.....	42/6 & 2 1/2 %	—
» Buenos Aires..	42/6 in full.	—
Bassorah.....	76 fres. in full.	84 fres. & 10 %
Barcellona.....	35 fres. in full.	38 1/2 fres. in full
Beira { via Hamburg *.....	58/6 in full.	—
» Southampton.....	—	—
» Antwerp or Bre- men.....	78/6 in full	—
Bilbao.....	56.50 fres. in full.	56.50 fres. in full
Bremen.....	17/6 & 5 %	17/6 & 5 %
Bordeaux, 900 kilos.....	40 fres. & 10 %	35 fres. & 10 %
Bombay via Trieste.....	50/- & 5 %	50/- 5 %
Braila**.....	57.75 fres. in full.	57.75 fres. in full.
Brindisi**.....	52 fres. in full.	52 fres. in full.
Buenos Ayres per bag. 60 kilos..	1\$200	1\$500
Beyrouth**.....	56.50 fres. in full.	56.50 fres. in full.
Cadiz (Spanish line).....	35 fres. & 10 %	—
Calcutta via Trieste.....	55/- & 5 %	55/- & 5 %
Carthage.....	50 fres. in full.	50 fres. in full.
Colombo.....	50/- & 5 %	50/- & 5 %
Corfu**.....	55.25 fres. in full.	55.25 fres. in full.
Currahee.....	50 1/2 fres. in full.	—
Corunna.....	53.50 fres. in full.	53.50 fres. in full
Cavalla**.....	55.25 fres. in full.	55.25 fres. in full.
Christiania.....	28/5 in full	28/5 in full.
Copenhagen direct.....	26/- in full.	20/- & 5 %
via New York.....	42/6 & 5 %	—
» Hamburg.....	37/6 & 2 1/2 %	—
» Buenos Aires*..	37/6 in full	—
» Southampton..	37/6 & 2 1/2 %	—
» Antwerp or Bre- men.....	37/6 & 2 1/2 %	—
Constantinople**.....	52.75 fres. in full.	52.75 fres. in full.
Durban..... via Trieste.....	55/- & 5 %	55/- & 5 %
Delagoa Bay { via Hamburg *.....	70/- in full.	—
via New York.....	50 & 5 %	—
» Hamburg.....	50/- & 2 1/2 %	—
» Southampton.....	50/- & 2 1/2 %	—
» Antwerp or Bre- men.....	50/- & 2 1/2 %	—
» Buenos Aires ..	47/6 in full.	—
Fiume.....	40/- & 5 %	35s. & 5 %
Galatz**.....	57.75 fres. in full.	57.75 fres. in full.
Genoa 1,000 kilos.....	40 fres. & 10 %	40 fres. & 10 %
Gibraltar via Genoa.....	55.25 fres. in full.	50 fres. in full
Gijon.....	56.50 fres. in full	56.50 fres. in full
Hamburg.....	17/6 & 5 %	17/6 & 5 %
Havre, 900 kilos.....	30 fres. & 10 %	25. fres. in full.
Hongkong via Trieste.....	60/- 5 %	60/- & 5 %
Kobe via Trieste.....	65/- & 5 %	65/- & 5 %
Liverpool.....	35/- & 5 %	—
London 1,000 kilos.....	30/- & 5 %	25/- & 5 %
Do (options).....	30/- & 5 %	—
Malaga.....	35 fres. & 10 %	38.50 fres.
Malta, via Genoa & Marseilles..	53 fres. in full.	58 fres. & 10 %
Marseilles 1,000 kilos.....	40 fres. & 10 %	40 fres. & 10 %
Messina **.....	50 fres. in full.	50 fres. in full.
Metelino **.....	57.75 fres. in full.	57.75 fres. in full.
Montevideo per bag. 60 kilos....	1\$200	—
via New York ..	70/- & 5 %	—
» Hamburg.....	50/- & 2 1/2 %	—
» Southampton..	50/- & 2 1/2 %	—
» Antwerp or Bre- men.....	50/- & 2 1/2 %	—
Mostaganem-Marseilles or Genoa	50 fres. in full.	58 fres. & 10 %
Naples.....	45 fres. in full.	48 1/2 fres. & 10 %
New York, Liners per bag.....	10c. & 5 %	10c. & 5 %
N. Orleans Liners ».....	10c. & 5 %	10c. & 5 %
Odessa **.....	55.25 fres. in full.	55.25 fres. in full.
Oran.....	53 fres. in full.	56 fres. & 10 %
Penang via Trieste.....	60/- & 5 %	60/- & 5 %
Palermo.....	50 fres. in full.	—
Patras **.....	55.25 fres. in full.	55.25 fres. in full.
Pireus **.....	52.75 fres. in full.	52.75 fres. in full.
Port Said **.....	54 fres. in full.	54 fres. in full.
Rotterdam.....	17/6 & 5 %	17/6 & 5 %
Rangoon via Trieste.....	55/- & 5 %	55/- & 5 %
San Sebastian.....	60 1/2 fres. in full	—
Santander.....	60.50 fres. in full	60 fres. in full
Samsoun **.....	55.25 fres. in full.	55.25 fres. in full
Seville.....	50 fres. in full	50 fres. in full.
Shanghai via Trieste.....	65/- & 5 %	65/- & 5 %
Smyrna**.....	52.75 fres. in full.	52.75 fres. in full.
Southampton 1,000 kilos.....	30/- & 5 %	—
Suez via Trieste.....	50/ fres. in full.	60 fres. & 10 %
Do via Genoa or Marseilles..	64 fres. in full.	—
Talonia**.....	52.75 fres. in full.	52.75 fres. in full.
Sulina **.....	56.50 fres. in full.	56.50 fres. in full.
Taragone.....	50 fres. in full	50 fres. in full.
Trebizond **.....	55.25 fres. in full.	55.25 fres. in full.
Trieste.....	40/- & 5 %	35s. & 5 %
Tunis **.....	53 fres. in full.	53 fres. in full.
Valencia.....	50 fres. in full.	50 fres. in full.
Valparaiso (options).....	47/6 5 %	—
Varna **.....	55.25 fres. in full.	55.25 fres. in full.

Venice via Trieste.....	45/- & 5 %.	40 fres. & 5 %.
Vigo.....	56.50 frs. in full.	38.50 fres.
Yokohama via Trieste.....	65/- & 5 %.	65/- & 5 %.

- * To Delagoa Bay & Beira the freights must be paid here or in Hamburg.
- * Royal Mail Steamers in combination with Houlder Bros..
- ** Conference rates via Marseilles, and Genoa.

WEST COAST PORTS

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

THE FREIGHT MARKET

British. Fairplay, of September 19th says :—

The freight market continues very disappointing and most unsatisfactory for this period of the year, when owners ought to be doing some good with their tonnage, instead of which they have still as much anxiety as ever to keep their boats going, and what in the majority of cases merely constitutes working to pay running expenses. The cost of bunkers, both in Wales and the North, has reached a ruinous and prohibitive figure, being about 50 per cent. higher than in what can be called normal times. But this is not all, for everything is dearer, so that while working expenses are continually on an ascending scale, freights are no better, but rather upon the decline.

Argentina. Main interest has been centered in forward chartering during the week which has been fairly brisk at 15/6 to 16/6 San Lorenzo, according to size. The general opinion of the market is that owners have no cause to complain at the rates being paid, although it is considered that return rates may very well rise considerably if all prospects for the new season's crops turn out fairly truthful. It is evidently shippers' opinion that exports in early 1908 will be very large, (and they are undoubtedly in the best position to judge) leading to the establishment of a rate which will attract steamers in ballast.

The following are the current rates from B.A.

To Bahia and Pernambuco 18/, to Pelotas 28/, to Porto Alegre 28/, to Desterro 14/, to Antonina 12/, to S. Francisco 14/ to Paranaguá 12/, to Rio Grande 16/, to Santos 10/, to Rio 12/.

With the usual 1/. to 2/ extra from up-river ports. The Times of Argentina, September 30th 1907.

Local Market.—The following are the forward engagements for the week :—

Per S. S. Tijuca.....	for Hamburg.....	15,625 bags of coffee
" " " Rio Amazonas.....	" Genoa.....	7,000 " " bran
" " " Savoia.....	" ".....	1,825 " " coffee
" " " Lombardia.....	" ".....	2,250 " " "
" " " Sardegna.....	" ".....	250 " " "
" " " Italia.....	" Antwerp.....	1,000 " " "
" " " Erlangen.....	" ".....	6,500 " " "
" " " "	" ".....	500 " " "

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported			Aggregate to date	
	1907	1906	Week or Month.	1907	1906	1907	1906
Braz. Gt. South... <i>b</i>	110	110	July August	26,320\$ 25,021\$	29,744\$ 28,760\$	239,122\$ 264,143\$	222,881\$ 251,641\$
Leopoldina	1,478	1,460	Oct. 5th	26,839	28,975	928,745	888,763

^a Earnings reported in pounds, ^b in milreis.

— Dr. Aarão Reis, Director of the Central of Brazil Railway, has decided to get the Pathé Frères cinematographists to take various views on the Central Railway, such as trains entering tunnels, crossing viaducts, carrying merchandise, etc., etc., as well as pictures taken in stations on the arrival of trains. These photographs will later be sent to Europe and will be used as a form of propaganda.

— The surveys of the Leopoldina Railway for the linking up of the Miracema and Cantagallo lines have now been completed. A bridge will have to be built over the Parahyba between Tres Irmãos and Portella. The plans will be submitted to Government and, if approved, the work on the bridge will begin immediately.

— Dr. Miguel Calmon, Minister of Public Works, has given permission for the opening to traffic of the Pitangui branch of the West of Minas Railway.

— Dr. Calmon has given instructions for the survey of a line to start from the Porto Alegre to Uruguayana Railway, in the section between Cacequi and Umbú, going via S. Vicente, Jaguary, Santiago do Boqueirão to S. Borja.

— Entries of coffee at Rio for the week ended 11th October by the Leopoldina were 87,054 bags; from the Central 29,861 and Coastwise 6,566, making a total of 123,481.

For the crop the figures now are, Leopoldina, 992,400, Central 644,539 and Coastwise 107,952: total 7,744,891.

The traffic returns of the Leopoldina show a decrease of £2,136 for the week ended 5th October, compared with last year, thus reducing the net increase since 1st January to £88,945.

Market Reports

Pernambuco, 2nd October, 1907.

Coffee. Only sale reported is 500 Bags for this month's delivery at 6\$500 to Trapiche, but the price cannot any longer be got.

Beans. About 2,000 bags have come in during the fortnight and some considerable sales were made for export to Bahia at 17\$500 and 18\$ per bag but the price has again dropped to 15\$ and there have also been some small shipments to Rio.

Milho. A very dull market, entries about 3,000 bags, prices weak at 115 to 120 reis per kilo.

Farinha. Receipts about 9,500 bags of which 6,000 from Southern Ports. The demand has quite fallen away and market is lifeless and buyers will not make any offers but have refused the article at 6\$000.

Freights. Unchanged and so far very little cargo offering for Liners. Only charters have been two small steamers for Rosario at 20/- to take between them some 3,400 tons of Yellos crystal sugars.

Exchange 15 1/8 to 15 5/32 Bank with small business in private paper at 15 7/32.



The Brazilian Review

SUPPLEMENT

VOL. X

RIO DE JANEIRO, TUESDAY, OCTOBER 15TH, 1907

No. 42

Extracts from the Message OF THE GOVERNOR OF THE STATE OF PARA' H. E. Dr. Augusto Montenegro TO THE LEGISLATIVE ASSEMBLY — 1907

GENTLEMEN,

For the seventh time it is my pleasant duty to lay before you a resumé of the events which have occurred during my term of office and to inform you that absolute peace and tranquillity reign throughout the State, whilst any factors which might hinder its development are conspicuous by their absence and conditions essential to its wellbeing are absolutely normal. The State is advancing rapidly, its population is increasing, its wealth is ever developing and consolidating. We have for ever emerged from the shadow, or rather atmosphere, of indifference and ill-will which for so many years surrounded us. Our capital is one of the greatest cities on the Equator and numbers amongst its population many foreigners, many improvements have already been made and others of even greater importance will be carried out in the near future; its public departments work with regularity, its charitable and educational institutions stand out as examples on account of their excellent organisation and the gratifying results which they give. Under such favourable auspices then you meet once more ready I feel confident to serve the State with that enlightened intelligence and valuable experience which gives you so clear an insight into the conditions, needs, hopes and aspirations of our Fatherland.

Since you last met, Dr. Affonso Augusto Moreira Penna has, most auspiciously for the country, assumed office as President of the Republic. Brazil hopes for great things from him and since he is a man of experience, intelligence and wisdom and his whole mind is set on the advancement of our country, his term of office promises a series of useful measures and of undertakings of the greatest importance.

ELECTIONS

During the current year two Senators were elected to take the places of Lieutenant Manoel Ignacio da Cunha and the Baron de Marajó. These elections took place without any disorder, the successful candidates being Srs. Antonio José de Pinho and José Garcia da Silva. I beg to associate myself with you in an expression of regret at the loss which we have sustained by the deaths of the two first named servants of their State.

ECONOMIC POSITION

Our economic position remains normal.

Rubber, our principal product, has commanded reasonable prices and whilst the price of *cacau* has risen considerably the crop also has been larger than usual. The production of *Ithas* rubber fell off slightly, a shrinkage which was not compensated for by the increase in *Itaituba* and *caucho*.

As you will see from the following tables prices have been maintained with only such slight fluctuations as are always caused by speculation in this kind of market. On the other hand the establishment of the *Caixa de Conversão* assures us a fixed exchange and affords a stable basis for business. The fixing of the rate of exchange is an inestimable advantage in trade such as ours since it diminishes risks in businesses at long dates which from their very nature are subject to great oscillations.

Belem maintained its supremacy in the Rubber market during the year 1906, for entries amounted to 18,192,227 kilos out of a total crop in the Amazon valley of 37,666,777 kilos, Manaus claiming 16,554,354 kilos and Iquitos 2,810,887 kilos.

The important port works now in hand permit us to look for a great development in our shipping movement in the near future and promise us great future prosperity.

We ought not, therefore, to let ourselves be too much disturbed by the planting of rubber which is going on in Asia, taking into consideration the special conditions of the Amazon valley and the regularity with which the crop is gathered each

year, the vast districts covered with rubber trees as yet untouched and the growing needs of modern industry but we ought merely to look upon what is being done elsewhere as experimental while it is advisable for us to study their experiments so that we may apply the lessons learnt by others to our own needs.

In pursuance of the programme which I laid down for myself I caused a monograph on rubber to be printed this year in which the well known professor Jacques Huber, Director of our Museum, shows in clear language what he thinks expedient to bring to the knowledge of our landed proprietors so that they may profit by the development of the precious gift with which Nature has endowed us.

I feel sure that if the advice of the illustrious botanist is followed with patience and judgment we shall profit enormously by the rational treatment of the rubber tree and by making a science of the extraction of rubber. I hope that this monograph will give as successful results as that which I issued on *Cacau*. I hope shortly to publish two monographs on tobacco and cattle breeding.

The enormous amount of labour which is absorbed by the rubber industry and its world wide reputation completely cast into the shade all our other products. Rubber, it is true, is our principal, but not our sole, product, there are many others in a prosperous condition which add to our wealth.

I do not propose, nor indeed is it within my power, to give you exact statistics of these other products, but the following figures will shed considerable light on their relative importance.

Entries into the Capital from the rest of the State were as follows :—

Cachaça.....	3,735,132 litres
Farinha.....	726,835 Alquieres
Tobacco.....	1,031,834 Kilos
Pirarucu.....	703,175 Kilos

Taking into consideration how great intermunicipal trade is in the interior of the State, mainly carried on by thousands of small vessels, without counting those bringing merchandise to the Capital, we should not be exaggerating if we doubled the above figures in order to arrive at the total production of the State. The cattle trade is also worthy of special mention. During 1905, 20,000 head of cattle produced in the State came into the Capital itself for consumption, but considering the fact that the farms on the lower Amazon send no cattle to the Capital and counting local consumption in breeding centres and the cattle which they supply to other districts, we shall not be exaggerating the annual production of the cattle in the State if we put it at 40,000 head.

Perceiving the need for giving an impulse to our various branches of production, I determined to establish the Experimental Farm for Practical Agriculture at Igarapé-Assu. This farm was established by Decree No. 1502 of 10 April, 1907 for the following purposes :—

1. To undertake various experiments for the practical study of tropical agriculture and to apply all modern methods both as regards chemistry and machinery.

2. To improve and develop branches of agriculture at present in vogue and to introduce new ones, such as may be reasonably be expected to be suited to local conditions.

3. To introduce the use of chemical manures, ploughs etc. and machinery for improving crops when harvested and at the same time to simplify and cheapen agricultural labour.

4. To disseminate amongst colonists and proprietors throughout the State a knowledge of modern agriculture and keep them posted as to the results of all experiments made on the farm which may be of public interest.

5. To point out by means of living examples and practical experience the great advantages of an intelligent agricultural

system based on the most recent discoveries of natural science.

6. To establish a school for 20 poor scholars who will receive primary instruction, board and lodging, and be taught the elements of practical agriculture.

7. To establish, in connection with the Farm, a colony of 100 lots, each one of 25 Hectares in area more or less, which shall be given free of charge to National Colonists, in accordance with Law, No. 824, 14th. Oct. 1902.

8. To lay out nursery gardens for the growing and reproduction of plants and trees which bear fruit or are of industrial value, as well as sundry vegetables which already are, or may prove to be, of economic value.

9. To establish a Stock Farm and a Meteorological Observatory.

10. To make experiments with, and to study the question of forage natural to the country or which is of foreign origin and has been acclimatized.

The organization of the Farm, under the direction of a competent professional, has made great progress and in a short time we shall possess a perfectly mounted modern establishment which should give the most practical results.

Following out the same idea, I made a contract with the illustrious bacteriologist, Dr. Adolpho Lutz, to study in Marajo epizootic diseases which affect cattle and horses. We look for the best results from the work of this eminent man of science.

With the further purpose of giving an impulse to these young industries of ours I should like, as I have said before, to establish in Marajo a farm where new cattle breeding processes may be introduced, and for the importation and breeding of prize stock and the crossing of the same with native cattle. Studies would also be made of forage, water and treatment of diseases to which cattle are subject, whilst many products of cattle, to day completely neglected, would be profited by.

For this purpose I am negotiating for the engagement in North America of an individual competent to study this problem and solve it according to the needs of our breeders. For the practical realization of this idea I propose to profit by the help of the Sindicato Agricola Industrial Paraense so that they may interest farmers themselves in the organization of an establishment from which they themselves will chiefly benefit.

If you view this proposition of mine with a friendly eye, and if your enlightened patriotism finds in it utility for the State I beg that you will give Government the necessary authorizations.

COMPARATIVE VALUE OF RUBBER PRODUCED BY PARA' DURING THE SEASONS JULY 1899 TO JUNE 1907

SEASONS	ISLANDS	ITAITUBA	CAUCHO	TOTAL	VALUE
1906-1907....	9,562 tons	986 tons	899 tons	11,497 tons	£ 3,391,849
1905-1906....	10,105 "	947 "	830 "	11,882 "	£ 3,623,440
1904-1905....	9,888 "	893 "	859 "	11,740 "	£ 3,462,391
1903-1904....	9,861 "	836 "	665 "	11,362 "	£ 2,807,641
1902-1903....	9,988 "	831 "	507 "	11,336 "	£ 3,059,000
1901-1902....	9,355 "	845 "	133 "	10,333 "	£ 2,799,720
1900-1901....	8,413 "	718 "	116 "	9,247 "	£ 2,647,183
1899-1900....	9,124 "	603 "	30 "	9,757 "	£ 2,862,400

TABLE SHOWING INCREASE OR DECREASE OF CROPS 1894-1907

Crops	Islands	Sertão	Cauchó	Total	Increase	Decrease
1894-1895....	7,417	10,704	1,349	19,470	—	1.3%
1895-1896....	7,912	11,265	1,798	20,975	7.7%	—
1896-1897....	8,151	11,971	2,198	22,320	6.4%	—
1897-1898....	8,177	12,177	1,906	22,260	—	0.03%
1898-1899....	8,964	13,593	2,858	25,355	13.9%	—
1899-1900....	9,122	14,606	2,907	26,635	5.3%	—
1900-1901....	8,414	15,479	3,757	27,650	3.57%	—
1901-1902....	9,355	17,095	3,520	29,971	8.39%	—
1902-1903....	9,884	16,036	3,970	29,890	—	0.25%
1903-1904....	9,724	16,318	4,548	30,590	2.34%	—
1904-1905....	9,626	17,949	5,515	33,090	8.17%	—
1905-1906....	9,766	19,290	5,624	34,680	4.58%	—
1906-1907....	9,870	22,159	6,306	37,835	9.09%	—
Total....	115,882	193,643	46,256	360,781	—	—

TABLE SHOWING EXPORTS OF RUBBER OF THE EXCLUSIVE PRODUCTION OF THE STATE OF PARA AND OF THAT IN TRANSIT FROM THE ACRE AND BOLIVIA RESPECTIVELY.

	Fine	Medium	Sernamby	Cauchó	Total
Para.....	8,842,655	1,348,969	6,068,498	1,932,075	18,192,227
—Juruá (").	3,521,301	704,260	469,506	803,913	5,558,980
—Bem.....	5,321,384	644,709	5,595,992	1,063,162	12,633,247
—Itaituba.....	4,473,999	545,017	5,549,146	898,761	11,466,923
—Exclus'v'e production of Para.....	4,473,999	545,017	5,549,146	898,761	11,466,923

(*) Alto Purus and Alto Acre included.

RUBBER CROP. 1906/1907

MONTHS	ISLANDS		XINGU		ANAPU		JARY		ANAPU		ITAITUBA		LOWER AMAZON		BENI		JURUA		PURUS		TOCANTINS		MANAOS		ITACOATIARA		IQUITOS		TOTAL RUBBER	TOTAL CAUCHO	GRAND TOTAL
	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	Rubber	Cauchó	GRAND TOTAL
July.....	504,507	—	12,320	—	36,844	—	11,242	—	36,844	—	83,912	—	8,145	—	30,127	—	—	—	149,799	24,935	—	—	443,180	232,232	249	—	10,986	52,731	1,298,978	831,022	1,650,000
August....	583,693	—	40,000	—	32,597	—	19,465	—	32,597	—	55,997	—	14,423	—	63,680	—	—	—	28,126	12,695	—	—	685,936	98,983	9,736	—	—	—	1,565,000	135,000	1,700,000
Sept.....	707,799	—	36,059	—	37,542	—	19,885	—	37,542	—	114,594	—	7,105	—	60,128	—	403	—	55,220	—	—	—	877,702	92,658	6,736	—	—	—	1,926,000	114,000	2,040,000
October...	1,046,218	—	116,510	—	62,380	—	36,750	—	62,380	—	58,720	—	27,306	—	133,802	—	—	—	170,401	24,144	—	—	833,182	37,505	2,466	—	476,035	160,521	2,987,000	253,000	3,240,000
November	997,567	—	30,902	—	26,166	—	31,799	—	26,166	—	77,156	—	29,159	—	177,101	—	—	—	189,362	2,640	—	—	1,171,823	64,554	6,867	—	313,125	112,941	3,067,000	223,000	3,290,000
December	1,104,936	—	31,656	—	52,065	—	50,717	—	52,065	—	83,275	—	27,009	—	6,781	—	—	—	15,248	1,721	—	—	1,122,630	37,225	12,619	—	42,825	25,555	2,556,994	93,006	2,650,000
January...	838,476	—	47,880	—	15,400	—	17,220	—	15,400	—	109,479	—	46,739	—	85,713	—	7,579	—	258,247	138,281	—	—	1,507,937	137,735	13,962	—	152,103	63,930	3,332,000	448,000	3,780,000
February...	625,266	—	37,130	—	24,210	—	15,560	—	24,210	—	153,661	—	9,882	—	54,532	—	41,176	—	606,269	152,023	—	—	1,701,022	507,387	11,028	—	436,946	147,628	4,026,000	999,000	5,025,000
March....	486,949	—	71,710	—	28,949	—	34,648	—	28,949	—	101,046	—	19,138	—	29,163	—	7,008	—	1,112,420	130,617	—	—	2,458,938	791,199	4,179	—	111,411	98,782	4,690,000	1,310,000	6,000,000
April.....	402,972	—	46,840	—	5,280	—	10,700	—	5,280	—	49,014	—	7,029	—	210,212	—	38,221	—	629,069	172,836	—	—	1,924,007	545,976	3,238	—	73,792	133,765	3,556,000	1,104,000	4,660,000
May.....	424,517	—	7,000	—	19,980	—	3,980	—	19,980	—	25,288	—	8,719	—	153,384	—	30,261	—	191,041	60,088	—	—	793,347	482,028	6,800	—	19,190	129,774	1,767,000	883,000	2,650,000
June.....	458,486	—	3,596	—	30,298	—	3,156	—	30,298	—	43,774	—	7,438	—	73,801	—	—	—	22,248	3,503	—	—	304,723	241,618	3,535	—	120,445	103,118	1,071,000	379,000	1,450,000
	8,211,408	—	481,004	—	37,741	—	256,103	—	37,741	—	965,916	—	10,361	—	1,077,923	—	125,980	—	3,428,430	737,963	—	—	13,227,117	8,329,140	101,658	—	1,793,878	1,034,745	81,542,972	6,292,028	87,835,000

STERLING VALUE OF RUBBER PRODUCED IN PARA 1906-1907

	Islands and Cametá	Itaituba	Caucho	Total	Value £ Sterling
1st July 1906 to 30th June 1907	9,582 tons.	986 tons.	899 tons.	11,467 tons.	£ 3,391,849

EXPORTS OF RUBBER AND CAUCHO FROM THE PORTS OF IQUITOS, MANAOS, ITACOITIARA AND PARA TO NEW YORK, LIVERPOOL, HAMBURG, HAVRE AND ANTWERP—1906/1907 CROP.

In Kilos

	Fine	Medium	Sernamby	Caucho	Total
From Iquitos.....	25,178	—	3,867	375	29,415
» Manáos.....	4,635,829	1,111,297	1,445,205	1,026,188	8,218,469
» Serpa.....	892	—	1,047	—	1,939
» Pará.....	4,123,494	912,747	4,888,916	601,118	10,026,275
To New York.....	8,785,388	2,024,044	5,839,035	1,627,631	18,276,098
From Iquitos.....	380,636	348,807	282,975	394,055	1,406,473
» Manáos.....	2,621,723	506,783	633,274	1,839,174	5,600,954
» Serpa.....	35,291	5,437	21,749	4,946	67,423
» Pará.....	3,860,286	353,277	1,413,115	1,193,970	6,820,648
To Liverpool.....	6,897,936	1,244,304	2,351,113	3,432,145	13,895,498
From Iquitos.....	61,142	7,761	29,733	72,439	171,075
» Manáos.....	608,695	65,275	268,504	313,282	1,355,756
» Pará.....	348,965	16,156	136,224	98,061	599,406
To Hamburg.....	1,078,802	89,192	434,461	483,782	2,086,237
From Iquitos.....	330,285	129,668	194,166	540,805	1,204,924
» Manáos.....	1,054,926	96,933	119,676	147,640	1,419,175
» Serpa.....	23,066	457	15,658	766	39,947
» Pará.....	484,847	66,789	128,391	38,018	718,045
To Havre.....	1,893,124	293,817	457,891	736,229	3,381,091
Pará to Antwerp.....	25,038	—	1,852	908	27,853
Total.....	18,680,383	3,621,987	9,084,352	6,280,695	37,666,777
Stock in second hands (in lbs.) June 30th, 1897					168,000
Total.....					37,834,777

SUMMARY

	Kilos	Kilos
From Iquitos to.....	New York..... 29,415 Liverpool..... 1,406,473 Hamburg..... 171,075 Havre..... 1,203,924	2,810,887
From Manáos to.....	New York..... 8,218,469 Liverpool..... 5,600,000 Hamburg..... 1,315,756 Havre..... 1,419,175	16,554,354
From Serpa to.....	New York..... 1,939 Liverpool..... 67,423 Havre..... 39,947	109,309
From Pará to.....	New York..... 10,026,275 Liverpool..... 6,820,648 Hamburg..... 599,406 Havre..... 718,045 Antwerp..... 27,853	18,192,227
Total.....		37,666,777
Stock on June 30th, 1907.....		168,000
Grand Total.....		37,834,777

PRINCIPAL EXPORTS FROM THE PORT OF PARA 1906 AND 1ST HALF 1907

	QUANTITY	OFFICIAL VALUE	
		Gold	Paper
1st half 1906			
Rubber.....	Kilos 5,299,124	13,756:534\$971	23,159:149\$784
Nuts.....	Hectolitres 36,515	376:678\$847	634:139\$474
Cocoa.....	Kilos 407,377	126:677\$835	213:262\$349
Mangabeira Rubber.....	Kilos 719	1:067\$715	1:797\$500
		14,260:959\$368	24,008:349\$107
2nd half 1906			
Rubber.....	Kilos 6,387,506	14,990:665\$688	29,335:941\$196
Nuts.....	Hectolitres 2,483,5	28:219\$901	47:683\$955
Cocoa.....	Kilos 1,011,860	387:259\$343	654:154\$297
Mangabeira.....	Kilos 395	584\$600	987\$500
		15,406:729\$532	30,038:766\$948
Total 1906.....		29,667:688\$900	54,047:116\$055
1st half 1907			
Rubber.....	Kilos 5,097,614	12,777:331\$536	23,022:218\$984
Nuts.....	Hectolitres 39,037 1/4	397:852\$207	723:567\$650
Cocoa.....	Kilos 656,824	361:715\$849	651:740\$270
Mangabeira.....	Kilos —	\$	\$
		13,536:890\$592	24,397:326\$904
Total season 1906-1907.....		28,943:629\$124	54,436:093\$852

AVERAGE MONTHLY RUBBER QUOTATIONS IN LONDON AND NEW YORK

MONTHS	NEW YORK		LONDON
	SERTÃO	ISLANDS	
July.....	1.22 c to 1.24 c	1.18 c to 1.20 c	5/1. 1/2
August.....	1.22 c to 1.24 c	1.18 c to 1.20 c	5/1. 3/4
September.....	1.22 c to 1.24 c	1.18 c to 1.20 c	5/1. 3/4
October.....	1.22 c to 1.24 c	1.19 c to 1.21 c	5/2.
November.....	1.22 c to 1.24 c	1.18 c to 1.20 c	5/1. 3/4
December.....	1.23 c to 1.24 c	1.19 c to 1.20 c	5/2. 1/4
January.....	1.21 c to 1.24 c	1.17 c to 1.20 c	5/2. 1/4
February.....	1.19 c to 1.23 c	1.17 c to 1.19 c	5/1. 1/2
March.....	1.16 c to 1.21 c	1.14 c to 1.19 c	5/0. 1/2
April.....	1.15 c to 1.18 c	1.14 c to 1.16 c	4/10. 3/4
May.....	1.13 c to 1.14 c	1.12 c to 1.14 c	4/9.
June.....	1.10 c to 1.11 c	1.07 c to 1.08 c	4/7. 1/4

FINANCIAL SITUATION

EXTERNAL LOAN 1907. According to the authorization of Law No. 990, of 3rd. Nov. 1906, I took the necessary steps for the contracting of an external loan of a nominal value of £ 650,000, for the conclusion of the work on the Bragança Railway, including the relaying of certain sections of the line already in traffic, the building of stations and other improvements.

By means of a contract dated the 6th March last, which you will find below, with the firm of Seligman Brothers and Co. who brought out the first loan of 1901, I was able to arrive at a definite conclusion. In virtue of this contract the loan was floated in London under the following conditions:—

Interest 5 %, Type 87, Amortization, 1 % in 37 years. Thus the annual service of the loan is, £ 39,390, or in our currency 346,000\$ gold, corresponding to 3 3/4 % of our revenue taking last year as a basis. This amount together with that of the service of the 1901 loan shows that the total service of our debt amounts to 11 %, of our revenue. It must be considered however, that the State in addition to a railway 256 kilometres long, (when concluded), with a large and completely new rolling stock, with a permanent way in the best of condition, with a magnificent wharf for the disembarkation of coal, new stations, workmen's towns and workshops, possesses in a well equipped water supply, a property not only easily realizable but which will shortly be very profitable, and is equal to the total value of its debt.

The issuing of the loan was most successful. Up to the end of August we have received on this account the following amounts, the rest to be paid before the end of the year.

8th March 1907.....	£ 34,600	526:920\$800
30th March ".....	" 20,000	314:754\$100
8th April ".....	" 30,000	474:074\$080
7th May ".....	" 23,000	360:810\$310
4th June ".....	" 67,000	1,052:269\$940
6th July ".....	" 135,000	2,120:245\$400
7th August ".....	" 64,009	1,003:102\$040
	£ 373,000	5,852:176\$670

To meet the expenditure for the extension of the railway and other improvements, I opened two special credits of 1,000,000\$ gold each, in which all expenditure on account of the loan has been entered.

Detailed expenditure in paper is as follows:—

Liquidation of accounts with the Banco Norte do Brasil.....	1,238:577\$770
Pereira, Barbosa and Co.....	450:000\$000
Bridge, warehouses and linking line (1 kilometre) on the Pinheiro.....	150:000\$000
Workmen's Town.....	196:655\$775
Repairing of the line on the Apeli and Ananindeua, locomotive shed, carriage road from Marituba, etc.....	52:259\$311
Disappropriations.....	11:106\$000
Utinga branch.....	16:919\$467
Santa Izabel Station.....	27:827\$500
Pinheiro Station.....	31:009\$124
Junction Station.....	15:830\$823
Sleepers.....	105:342\$100
Customs dues.....	27:972\$230
Rolling stock.....	317:313\$400
Total.....	2,630:804\$500

We have then in the Treasury a balance of 3,221:371\$870.

With this balance and with the remaining product of the loan we have to meet an expenditure for the extension, reconstruction of the stations at São Braz, Belém, Igarapé-assu and Castanhal and the construction of a new line from São Braz to Belém.

As soon as the contract had been signed we began to make the fortnightly instalments through Messrs. Schrader Gruner & Co. as you will see from the following table.

When these instalments have reached the total of £ 39,390 they will cease until the beginning of next year.

TABLE SHOWING INSTALMENTS PAID BY THE TREASURY TO MESSRS. SELIGMAN BROS OF LONDON PER MESSRS. SCHRADER, GRUNER & CO. IN 1906.

DATE	RATES	£	S.	D.	EQUIVALENT	
					RS. GOLD	RS. PAPER
15 March.....	15 3/16	2,974	4	4	26:320\$000	47:000\$000
30 ".....	15 7/32	3,801	13	9	33:600\$000	60:000\$000
15 April.....	15 3/16	2,404	13	9	21:128\$000	38:000\$000
1 May.....	15 3/16	2,675	16	8	23:974\$000	42:000\$000
16 ".....	15 3/16	1,998	8	9	16:410\$000	30:000\$000
1 June.....	15 5/32	2,278	8	9	19:908\$000	36:000\$000
15 ".....	15 1/8	1,953	13	0	17:143\$000	31:000\$000
1 July.....	15 3/32	1,949	12	2	17:112\$000	31:000\$000
16 ".....	15 5/32	2,020	16	8	17:664\$000	32:000\$000
1 August.....	15 3/16	2,721	1	10	23:736\$000	43:000\$000
16 ".....	15 7/32	1,902	6	10	16:560\$000	30:000\$000
		26,661	2	1	232:555\$000	420:000\$000

THE EXTERNAL LOAN 1901. On the 16th August last the Treasury completed the fortnightly instalments corresponding to the interest and amortization of this loan for the current year. Last year they were completed on the 31 July, a fortnight earlier.

For interest and amortisation of this loan in 1902, 1.610:314\$300 was spent or 13 % of revenue collected; in 1903, 1.521:000\$, or less than 11 % of the revenue; 1904, 1.570:000\$ or less than 9 1/2 %; in 1905, 1.271:120\$, or less than 8 %; in 1906, 1.168:257\$070 or a little more than 7 1/2 % and during the current year, 1.252:882\$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	50:260\$000	82:00\$000
31 ".....	17 1/4	8,994 7 6	76:760\$000	125:000\$000
15 February....	17	8,287 10 0	71:888\$000	117:000\$000
28 ".....	16 1/2	6,087 10 0	46:990\$000	74:000\$000
15 March.....	16 1/8	6,651 11 3	62:865\$000	99:000\$000
2 April.....	15 11/16	8,758 17 1	79:462\$000	134:000\$000
14 ".....	15	5,187 16 0	49:219\$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	4,031 5 0	38:760\$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	54:000\$000	90:000\$000
16 ".....	16 11/16	3,824 4 4	38:000\$000	55:000\$000
1 August.....	16 3/4	4,205 2 11	37:008\$040	60:257\$070
		79,426 5 6	702:910\$340	1,168:257\$070

TABLE SHOWING INSTALMENTS PAID BY THE TREASURY TO MESSRS SELIGMAN BROS. OF LONDON PER THE LONDON AND BRAZILIAN BANK LIMITED IN 1907.

DATE	RATES	£ S. D.	EQUIVALENT	
			Rs. gold	Rs. paper
15 January....	15 13 32	5,713 3 0	49,840\$000	89,000\$000
1 February....	15 7/16	8,361 19 7	72,800\$000	130,000\$000
15 ".....	15 9/16	7,783 1 5	67,760\$000	121,000\$000
1 March.....	15 3/8	5,765 12 6	50,400\$000	90,000\$000
16 ".....	15 1/8	5,924 19 2	52,640\$000	94,000\$000
1 April.....	15 3/32	5,467 17 6	67,920\$000	920,000\$000
16 ".....	15 1/16	4,769 15 10	42,256\$000	76,000\$000
1 May.....	15 1/8	5,330 14 7	45,401\$000	83,000\$000
16 ".....	15 1/8	3,781 3 0	32,820\$000	60,000\$000
1 June.....	15 1/8	4,537 10 0	39,816\$000	72,000\$000
15 ".....	15 1/16	3,891 2 11	34,286\$000	62,000\$000
1 July.....	15 1/16	3,891 2 11	34,224\$000	62,000\$000
16 ".....	15 1/8	4,033 6 8	35,328\$000	64,000\$000
1 August.....	15 1/8	5,419 15 10	47,472\$000	86,000\$000
16 ".....	15 3/16	2,776 18 10	24,223\$000	43,882\$000
		79,426 5 6	697:186\$000	1,232:882\$000

INTERNAL BONDS. The total amount to be redeemed is now 65:585\$ whilst no further interest is due.

SUPPLEMENTARY AND SPECIAL CREDITS. Below you will find the Decrees by which I opened special and supplementary credits outside the Budget of 1906.

REVENUE AND EXPENDITURE IN 1906. Revenue collected in 1906 amounted to 9.125:586\$268 gold, equivalent to 15.394:863\$127 paper, to this must be added, 58:590\$929 gold, which brings expenditure in gold up to 9.184:177\$197, with which sum the Treasury had to meet the ordinary expenditure of the State.

Comparing these figures with those of the previous year, we find that the amounts collected in gold practically correspond.

REVENUE FOR JANUARY TO JUNE 1906

	GOLD	PAPER
Export duties.....	3,140:137\$928	5,275:431\$719
Trade and professional licences.....	177:692\$737	298:523\$798
Discharging dues.....	48:016\$915	80:668\$417
Stamps.....	56:754\$070	95:346\$837
Property transfer dues.....	150:875\$970	253:471\$629
Bragança Railway.....	189:770\$533	318:814\$495
Water rates.....	111:574\$708	187:445\$501
Printing offices.....	6:103\$322	10:253\$580
Warehouse rates.....	11:672\$118	19:609\$158
Paz Theatre.....	153\$024	257\$080
Other State properties.....	5:712\$332	9:596\$717
Land dues and sales.....	2:317\$733	3:893\$791
Overdue taxes.....	11:546\$870	24:942\$405
Indemnifications.....	3:966\$974	6:664\$516
Eventual Revenue.....	44:355\$382	74:517\$041
Tax on Bourse operations.....	82:036\$686	137:922\$432
Surtax on Exports 2 1/2 %.....	88:151\$232	148:094\$069
Benjamin Constant R'y.....	2:701\$929	4:542\$768
	4,136:902\$358	6,949:995\$953

NOTE. In Eventual Revenue are included the balances at the different Revenue Offices to value of 19:975\$007 gold or 33:558\$003 paper, and Judicial Costs receivable to value of 16:523\$263 gold or 27:757\$376 paper.

REVENUE FOR JULY TO DECEMBER 1903

	GOLD	PAPER
Exports dues.....	3,793:338\$080	6,431:325\$436
Trade and professional licences.....	109:903\$994	186:616\$826
Discharging dues.....	32:743\$594	55:574\$561
Stamps.....	62:951\$423	106:696\$328
Property transfer dues.....	163:348\$713	276:625\$411
Bragança Railway.....	270:950\$850	458:423\$478
Water rates.....	137:893\$37	232:220\$531
Printing offices.....	7:850\$132	13:284\$996
Warehouse rates.....	9:797\$587	16:610\$234
Paz Theatre.....	1:817\$950	2:224\$453
Other State properties.....	11:784\$229	19:919\$981
Land dues and sales.....	3:314\$723	5:608\$163
Overdue taxes.....	20:397\$345	31:515\$091
Indemnifications.....	4:894\$627	8:285\$004
Eventual Revenue.....	161:263\$064	279:109\$277
Tax on Bourse operations.....	88:516\$397	149:962\$419
Surtax on Exports 2 1/2 %.....	103:115\$420	172:835\$772
Benjamin Constant R'y.....	2:983\$293	5:060\$184
	4,958:683\$910	8,444:867\$174

NOTE. In Eventual Revenue are included the balances at the different Revenue Offices to the value of 76:52\$009 gold or 129:71\$513 paper; Judicial Costs receivable to the value of 17:611\$503 gold or 29:700\$313 paper, and 29:933\$971 gold or 53:453\$520 paper received from the Federal Treasury on account of this State's share in the profits of the National lottery for 1903.

TOTAL REVENUE FOR 1906

	GOLD	PAPER
Export dues.....	6,933:466\$008	11,696:757\$155
Trade and professional licences.....	237:593\$731	485:170\$624
Discharging dues.....	80:700\$509	136:242\$978
Stamps.....	119:705\$492	201:943\$165
Property transfer dues.....	314:224\$683	530:097\$040
Bragança Railway.....	460:721\$383	777:236\$973
Water rates.....	248:764\$690	419:665\$032
Printing offices.....	13:953\$454	23:538\$576
Warehouse rates.....	21:469\$705	36:219\$392
Paz Theatre.....	1:470\$974	2:481\$533
Other State properties.....	17:496\$561	29:516\$698
Land dues and sales.....	5:692\$156	9:501\$963
Overdue taxes.....	35:244\$515	59:457\$466
Indemnifications.....	8:861\$601	14:949\$520
Eventual Revenue.....	209:618\$446	338:626\$318
Tax on Bourse operations.....	170:643\$033	287:874\$981
Surtax on Exports 2 1/2 %.....	150:266\$652	320:971\$841
Benjamin Constant R'y.....	5:692\$325	9:602\$952
	9,125:586\$268	15,394:863\$127

REVENUE FOR JANUARY TO JULY 1907

	GOLD	PAPER
Export dues.....	2,928:333\$754	5,271:000\$757
Trade and professional licences.....	197:707\$366	355:874\$158
Discharging dues.....	44:837\$300	80:708\$040
Stamps.....	57:20\$924	102:961\$668
Property transfer dues.....	223:167\$126	410:700\$826
Bragança Railway.....	197:840\$578	353:486\$692
Water rates.....	124:790\$031	221:578\$400
Printing offices.....	9:496\$132	17:093\$037
Warehouse rates.....	12:525\$849	22:516\$528
Paz Theatre.....	\$	\$
Other State properties.....	2:185\$128	3:993\$230
Land dues and sales.....	8:128\$031	14:630\$545
Overdue taxes.....	6:655\$035	11:974\$168
Indemnifications.....	2:595\$452	4:677\$213
Eventual Revenue.....	30:673\$088	55:211\$558
Tax on Bourse operations.....	84:891\$935	152:785\$688
Surtax on Exports 2 1/2 %.....	85:575\$677	154:036\$218
Benjamin Constant R'y.....	2:701\$188	4:862\$138
	4,024:297\$699	7,244:065\$839

NOTE. In Eventual Revenue are included the balances at different Revenue Offices to value of 12:215\$111 gold or 21:994\$399 paper and the Judicial Costs receivable to value of 11:874\$556 gold or 21:370\$604 paper.

Ordinary Expenditure amounted to 9.091:631\$707 gold so that there was a balance carried forward to 1907 of 92:545\$490.

In the balance sheet here given you will notice included in Revenue 451:337\$944 gold, being the first instalment of the new loan to be applied to the work on the Bragança Railway, and in Expenditure, 452:362\$010 gold being payments made from special credits. The difference between these amounts, 18:975\$934, added to the balance of 92:545\$490 gives a total balance of 112:521\$424.

In Ordinary Expenditure is included, 632:061\$661 gold, accounted for by difference of exchange in the salaries of public officials in accordance with decree No. 1.371 of 29th. April, 1905, and 104:239\$134, also gold, by difference of exchange in payments made in virtue of sundry contracts and laws.

THE FOLLOWING SHOWS HOW REVENUE AND EXPENDITURE WERE BALANCED

REVENUE	VALUE	EXPENDITURE	VALUE
Brought forward from 1905.....	58:590\$929	Ordinary expenditure.....	8,354:330\$912
Ordinary Revenue.....	9,125:586\$268	Difference of exchange on official salaries.....	632:061\$661
Amount received from Messrs. Seligman Brothers of London through Messrs. Schrader, Gruner & Co., for a/c of new external loan.....	471:397\$944	Do. on sundry payments to contractors.....	101,239\$134
		Credit opened by Decree No. 1491 of 6th March 1907 for extension of the Bragança R'y reconstruction of stations and permanent way.....	452:362\$010
		Surplus.....	112:521\$424
	9,655:515\$141		9,655:515\$141

REVENUE OFFICES (*Mesas de Rendus*). At the three different offices the revenue collected during 1906 was as follows :—

Montenegro	5:973\$954
Araguaya.....	53:402\$650
Obidos.....	34:098\$693
	93:476\$597

By Decree of 25th of June last I suppressed, as being unnecessary, the Revenue Office at Montenegro substituting it by an ordinary collecting station.

THE ESTIMATES FOR 1908 allow for Revenue 8,617:000\$ gold. Considering the fact that Revenue in 1905 amounted to 9,167:488\$320, in 1906 to 9,125:586\$268 and in the first six months of the current year reached 4,024:297\$699 I do not consider this estimate to be excessive. The calculation is based on the results of 1904, 1905 and 1906.

I desire to lay stress on the fact that since I entered on my Governorship no alteration has been made in taxation. The administration, during the seven years that I have had the honour to be at the head of it, has lived and lives on the collection of taxes exactly the same as those which were in force when I assumed office. It should further be observed that certain disembarkation dues have been remitted. There has been a great shrinkage in returns from the stamp tax on account of my following the example of the Federal Government (which many of the States have not done) in distinguishing the Federal from the State stamp to the great detriment of the latter. High exchange has caused a shrinkage in Revenue from the tax on Industries and Professions since when it came into force in 1897 the rate for conversion of paper into gold was fixed at 9d and naturally the rise of exchange to 15d. has resulted in a great reduction of these taxes compared with that date.

It has then yet to be proved that the Government of Pará lives by exploiting producers by inventing new taxes and adding to old ones.

Expenditure is estimated at 7,498:630\$700 gold or 488:905\$ gold more than for 1907 which, however, will be required for the service of the new loan and for the upkeep of various new institutions.

CUSTOMS DUES. As I have already told you Government, with a view to economising, the public funds, decided to institute a service for the purchase abroad of merchandise usually ordered from there. The results of this have been magnificent, there being a saving of from 30% to 40% on prices here. To give you some idea of the importance of these transactions I can tell you that during the year 1906 the State paid into the Belem Custom House 293:591\$735 in dues, of which 141,312\$213 for the despatch of merchandise free of duty and 152:279\$522 for merchandise despatched in the usual way according to the tariff.

You will probably say that it is an extravagance to pay 141:312\$213 for merchandise on which the State enjoys exemption from duty and so, indeed, it is. The exemption from duty which the State enjoys only means that it pays a despatch (*expediente*) of 5% on the value of the invoice at 12d exchange, besides landing charges, warehouse, statistical and port work dues.

WATER SUPPLY

For the period July 1st 1906 to June 30th 1907 I have the following report to make.

CATCHMENT. The only work of this kind that has been done was the alteration of the sides of the great trench for carrying the water from the springs of Utinga whilst during the whole period work has been suspended on the catchment of the Catu river. What still remains to be done is the lowering of the line of canalisation by 0.40 and the building of a sluice in masonry at the spring from which the water comes, both of which will be done this summer.

MACHINERY AND BOILERS. The large Worthington triple expansion pump employed on the City water supply has worked admirably. The two smaller ones have been completely overhauled and are now in excellent condition. The lower pressure pumps were repaired sufficiently to permit of their working but they require renewal, for which I shall give instructions later on. With regard to the twin Babcock and Wilcox boilers of 200 H.P. each, which were thrown out of place by an accident on the Bragança Railway, one of them has already been completely restored and began to work again on the 1st January of the current year, whilst the work of remounting the other is well advanced and it should be ready about the middle of September.

The other three small Babcock and Wilcox boilers which have been working day and night for more than six years have been thoroughly repaired. The tubing which was much worn has been renewed as has also all the masonry round the boilers.

A great deal of fire clay is employed in the mounting of boilers and hitherto it has always been imported from abroad and has possessed the defect of not being sufficiently binding. In the repairing of these three boilers and in the mounting of the last large boiler a clay has been used which was found at Utinga which for binding purposes has given much better results than the imported article. Before it was definitely employed various experiments were made which all gave the best results, whilst today the same good results are to be observed in the boilers which have been remounted and are working all day.

Coal is still used as fuel and has proved its great superiority over wood as I predicted in my last message.

RESERVOIRS. The building of the reservoir at the corner the *travessa* Primeiro de Março has been promptly carried out,

a fact which is chiefly due to the employment of compressed air apparatus in the different sections such as rivetting, cutting of cold iron, calking and painting.

The reservoir is practically ready, all that is lacking being the painting and laying of several sections of the conduits which have been ordered in Europe but have not yet arrived. I also ordered a railing with massive gates which should be ready by January 1908 when I propose to inaugurate the reservoir.

THE PRATA TRAMWAY

Work on this line is well advanced. The line is of 0.60m gauge, will be 20,777 metres long and is intended to connect the Bragança Railway at Igarapé Assu with the Prata Institute.

By August last year operations had only reached the 10th kilometre including clearing and tracing of the route to be followed. Today the whole line is traced out whilst cuttings have been made as far as kilometre 20 and the bed laid up to kilometre 17, three culverts of 0.90m have been concluded, one single and two double, all of iron tubing laid on concrete with supports of masonry and cement.

So far 12 kilometres of line have been taken over provisionally.

The original plans have had to be slightly modified, all gradients of more than 2% having been done away with as interfering with easy traffic, whilst other improvements have been made. In consequence of these modifications the line can be worked by small locomotives instead of by mule traction as was originally intended. In this there will be a saving for the State.

It is proposed to install a telephone and the necessary material is now in the hands of the engineer who is building the line and who will shortly commence laying the bed for the 12 kilometres of line which have been taken over by the State.

To sum up, the following is the work done during the past year.

- 1) Clearing and staking of the line between kilometres 10 and 20.
- 2) Location of the section referred to above.
- 3) Laying of the bed for permanent way from kilometre 7 to kilometre 17.
- 4) Levelling of the permanent way from kilometre 4 to 15.
- 5) Construction of three culverts, one of 0.90m in diameter of iron tubing at post 8+15m (Rio Igarapézinho) a second of 0.90m double with iron tubing at post 423+14m (Rio Pajura) and the third also of 0.90m diameter, double with iron tubing, at post 669+15 metres (Rio Cury).
- 6) Taking over the line as far as 12th kilometre.
- 7) Erection of telegraph posts along the first 12 kilometres and,
- 8) Excavations along the final section of the line to the Prata Institute.

BENJAMIN CONSTANT RAILWAY

This Railway continues to be of the greatest service to the ex-colony. In order to increase its utility and at the same time run it on more economical lines I propose, so soon as the Bragança Railway reaches its terminus, to extend the Benjamin Constant to join it and, with this in view, the station of Bragança will be built to serve as the starting point of the Benjamin Constant. To do this a bridge will have to be built over the Rio Caeté.

As I pointed out in my last message I consider it it be advisable to extend the Benjamin Constant Railway to the river Gurupy, a distance of 27 kilometres.

THE RAILWAY FROM ALCOBAÇA TO PRAIA DA RAINHA

The North Eastern of Brazil Railway has expressed its deep gratitude to the Government of the State for the support, protection and favours extended to it, thereby proving the importance of its work which is so closely bound up with the economic progress of the State.

The work done perhaps is not so satisfactory as we had hoped as far as rapid construction is concerned, but when the difficulties encountered by the Company are taken into consideration it is greater than appears at first sight.

On 31st December of last year surveying had been done to kilometre 57, location to kilometre 38, clearing, staking and weeding to kilometre 29.6.

The embankments were completed only as far as kilometre 5 and further on in the following proportions :—

From kilometre.....	5	to	9	4/5
"	"	"	9,500	" 10,100 4/5
"	"	"	10,500	" 10,800 2/3
"	"	"	10,800	" 11,800 1/2
"	"	"	11,800	" 18 2/9
"	"	"	21	" 22 3/4

Work done included the building of 23 culverts to kilometre 10 X 100m. and four temporary wooden bridges. These bridges are :— over the River Santos 20 metres long; over the Sant'Anna 29 metres long; over the Gães 10 metres long and finally over the Caripi 108 metres long.

At the present moment the line is finished as far as kilometre 5, laid only between 5 and 6 and lying on ballast between 6 and 10 + 460 m.

The following sidings have been built :—

To the wharf 300 metres.

To the machine shops 60 metres.

To the store sheds 150 m.

There are also in stock 10,839 sleepers 1,515.5 tons of rails and 11 double points, five of which have been laid.

Buildings constructed at the starting point of the line were as follows : — two shops, one for locomotives and the other for goods, whilst a warehouse is half finished and wood for the carriage shed is ready.

The rolling stock consists of two engines of 25 tons, one of which is not mounted, and seven waggons.

All kinds of material is in deposit in the shops. With regard to the telephone line, posts have been erected for 29.5 kilometres and wires put up for 18.5. In stock there is sufficient material to carry this telephone 100 kilometres.

The Company realising that the slow rate of progress would not permit of its concluding the work by the fixed date and despairing of obtaining any better results from the contractor, in spite of the favours he enjoyed in the matter of transport, sanitary arrangements and even monetary help, decided to remove what it considered to be an obstacle to its progress and proposed the rescinding of the contract made with the said contractor.

After some negotiation the rescinding of the contract was signed on the 13th February last.

The company, realising that the amount of labour, which Colonel Vicente Dantas had at his disposal, was insufficient, determined to solve the problem of engaging a large number of hard working labourers who would give satisfactory results. As there was difficulty of obtaining what was wanted in many countries the Director, Dr. Lucien Villain, proposed the contracting of Chinese labour. The Chinese are naturally industrious, do not require high wages and are frugal eaters, their food in fact consisting mainly of rice and dried fish, which keep a long time and travel easily.

It was calculated that 1,800 men of all grades could finish 10 kilometres a month and with the intention of introducing these workmen all the necessary data were obtained by Dr. Villain who then went to Europe with the consent of the President and shareholders of the Railway. He made a contract with an agent for the engaging of the men, chose the tents etc for encampments, with a view to good sanitary conditions, purchased the necessary tools and ordered provisions in the Chinese market. A vessel was then chartered for the transport of the 1,800 immigrants.

Having done all this the technical director returned to Para in April and anxiously awaited the arrival of a cable announcing the departure of the immigrants. When a cable finally arrived, however, it brought very different news, for the French Consuls in China had refused to visé the necessary documents, in view of which fact the Chinese authorities had prevented the embarking of the immigrants, who had been mustered at Foo-Chow on the 30th March to go on board the vessel which had been waiting since the 28th of the same month. The agent went to the French Consul to have the papers viséed since there is no Brazilian representative at Foo-Chow.

The Company is not discouraged by this contretemps, which all the same caused considerable loss and delay, and still hopes to obtain Chinese labour next year.

In consequence of this mishap the Company turned its immediate attention to the contracting of National labour in the Southern States, and in spite of great difficulties it now has about 1,000 men at work, the first of whom arrived at the end of May.

Work received considerable impulse and its present state is as follows :

Surveying and location were not interrupted and during the whole winter two gangs were at work. The rainy weather was profited by to ascertain the force of the rivers, a most important factor when bridges have to be erected.

The surveying party has now reached Pucuruhyzinho at kilometre 65, where very difficult and hilly country has been encountered.

Location has reached kilometre 56.

Clearing and cutting were commenced at kilometres 29 and 48 by two gangs of 40 men, each working towards each other. This work is finished from kilometre 29 to 31 and 38 to 51. From kilometre 31 to 38 the work is being done by small contractors who take only one kilometre each and on all of them the work is about half done. Clearing and cutting is going on from kilometre 51.

Various gangs are working on kilometres 4,500, 6, 8, and 10 finishing the embankments and repairing temporary bridges which have been damaged by the rain. Other gangs, between kilometres, 10 and 17, are cutting timber for the construction of the bridge over the River Mucura at kilometre 16.800.

At Alcobaça work is well advanced, the following having been done :—

Catchment of waters of the River Santos for the water supply ; construction of a reservoir with a capacity of 200 cubic metres ; canalisation for different points ; a new line along the quays with a maximum gradient of 2.5 % ; levelling of various lines ; a turntable for locomotives ; a platform in the station ; four houses for workmen, a hospital and various warehouses.

Every Monday pack mules leave Alcobaça with provisions for the various gangs engaged on surveying and location.

Since January the Company has acquired the following :—

3,600 metres of Decauville lines with the necessary waggons and points ;
6 stone trucks ;
6 timber trucks ;
66 tilting trucks, of which 58 more are expected
1 locomotive of 20 tons.
5 steel framed warehouses, 21 metres long and 9 wide,

4 iron houses for workmen ;
134 canvas tents.

The sanitary department is in the hands of the well known Doctor Sr. Eugenio Poney, assisted by Dr. Mario Aguirre. The hospital of which I have spoken above has room for 48 patients and possesses a chemist's shop and a consulting room. At the present moment the number of patients under treatment is about 28.

There is an ambulance station at kilometre 10 looked after by a chemist and visited three times a week by the doctor, who also visits all the camps as far as kilometre 28. Besides this, the department possesses many useful and necessary articles such as filters, mosquito nets, tents and a *draisine-automobile* not only used for the prompt rendering of first aid but for the doctor's inspections along the whole line at present built.

The actual sanitary condition of the district is very satisfactory especially when it is compared with the conditions at the beginning of last year. During the last 12 months, since the organisation of the service, 11 deaths have been recorded, none however from material fever, 1 from jaundice, 1 from delirium tremens, 1 from enteritis (a child of 6 months), 1 from malaria, 1 from pleurisy with homonage, 1 from biliary calculus, 1 from pulmonary tuberculosis, 2 from beri-beri and 2 from cardiac lesions. Dr. Poney also states that practically all the workmen who went to Alcobaça brought malaria with them in a chronic form. For various reasons the disease developed in these men and appeared in the form of intermittent, ordinary, tertiary or fourth, and only in some half dozen cases has it been present in extreme forms amongst people who have never suffered from it, or had completely recovered from previous attacks.

Quinine has been distributed as a curative and as a prophylactic.

In order to better supervise the work entrusted to the different professionals (who have almost all been engaged during the last six months) the technical director has moved his quarters to Alcobaça.

Another important branch of work undertaken by the Company is the improvement and exploration of the rivers.

The Patos Canal has been sounded again and new buoys imported from Europe have taken the place of the old ones. The Engineers appointed by the Company to explore the rivers Tocantins and Araguaya, for the purpose of ascertaining where it will be necessary to substitute railways for navigation, have carried out their work admirably and presented detailed reports and plans.

In brief, their report is as follows :—

In periods of drought the River Araguaya is only navigable by small steamers from São João de Araguaya to the Cachoeira Grande, a distance of about 160 kilometres ; above these falls to those of Itaipava, 93 kilometres, from these to the beginning of the Andorinhas Ford, 69 kilometres, from above the Joncon Ford to the Tres Portas 53 kilometres, from the Tres Portas to Santa Maria Nova 47 kilometres, and above that point at any time of the year.

At times of drought the following sections are not navigable :—at Cachoeira Grande 10 kilometres ; at Cachoeira Itaipava 8 kilometres ; at the Andorinhas Ford to the Joncon Ford 40 kilometres and at the Tres Portas Ford 1,500 metres.

Many fords, which in time of drought are an obstacle to navigation, in winter entirely disappear. When the waters rise the river has an average width of 1,600 metres.

The River Tocantins runs from its source to Imperatriz in a direction from South to North and to São João de Araguaya from East to West. Its width in winter is more than one kilometre, but this shrinks to 400 metres in summer. On account of the sandbanks, the river is in places only 0.80m deep. This river is only really navigable by any ship at any season as far as Cametá, whilst from this City to Alcobaça navigation is difficult in the summer on account of the sandbanks and the Patos Ford.

From Alcobaça to São João de Araguaya navigation is practically impossible. The section between São João and the Serra Quebrada can be navigated for a distance of some 180 kilometres in summer by vessels drawing 0.80m and in the rainy season by any sized vessel. For 12 kilometres from the Serra Quebrada navigation is very difficult even for small vessels. The rapids here are 2 kilometres long.

There is a navigable reach of 40 kilometres from Santo Antonio to Guruty at the first ford crossing the Curua rapids. After those of Curua come the rapids of Tres Barras, Tanatizinho and Sant'Anna.

Nothing daunted the explorers gathered many other data for the study of this important region, and their work has contributed much to the hoped for realisation of the scheme by which the Company would extend the line, which is now being built, to the City of Goyaz in the neighbouring State of that name. I do not wish to exaggerate the value of this line but it will suffice to tell you that if the Company obtains the concession, which it has applied for to the National Congress, it is quite within the bounds of possibility that in a few short years our hopes of developing inter-State trade may be realised and merchandise be transported quickly over the central line so that inter-State relations may become ever more brotherly, pari-passu with development and colonisation.

The financial group which backs the Company is very sanguine as to the future and has promised its whole hearted support to the projects of the Company.

The North Eastern Railway Company of Brazil has presented a petition to the National Congress asking for a concession to build an uninterrupted line from the Praia da Rainha to

Goyaz via São João de Araguaia, Independência, Santa Maria, Conceição, Porto Nacional, Natividade, Palma, São João do Tocantins, Trahiras and Jaraguá. In addition to this, permission has been asked for the extension of the Alcobaca Railway to Cametá with a branch from Cametá to Xingú.

The Company propose to make Cametá the starting point of the line, since ships of any size can get up to that place, as was proved by the arrival there of the s.s. *Ural* carrying a cargo of 2,500 tons and drawing 20 feet.

The transport service between Belem and Alcobaca and vice-versa has been improved. With the vessels belonging to the Company and with others that have been chartered two return trips are made weekly.

THE BRAGANÇA RAILWAY

It is somewhat difficult to fix the exact date of the birth of the great aspiration of this State, then indeed a Province, to build a railway to link up Belem and Bragança, but the first steps taken towards its realisation date from 1870.

In October of that year we find Law No. 659, dated 31st of the month, authorising the making of a contract with a Company for the building of the line. Afterwards we have Law No. 779 of 9th September 1873 which fixes the price at 5:000\$000 per kilometre, whilst also providing for branches to Cintra, Vigia, S. Miguel and Oirem. But it was Law No. 809 of April 6th 1874 which granted a concession for 40 years, for the construction of a narrow gauge line between the two cities, to Engineer Cicero de Pontes on his own account and as holding a power of attorney for Antonio Gonçalves de Justa Araújo. This contract was signed on September 15th 1874.

These contractors, however, probably from reasons over which they had no control, were unable to take the necessary steps for the carrying out of their contract and it was therefore rescinded and public tenders called for by Law No. 861 of 20th April 1876. There were no answers to the call for tenders.

In 1878, however, during the Presidency of Dr. José Joaquim do Carmo, the concessionaires of the Bragantina Railway in the State of São Paulo, Desembargador Izidro Borges Monteiro and Francisco de Siqueira Queiroz, presented a proposal for the construction of the line which, however, was only seriously studied during the Presidency of Dr. José Coelho da Gama e Abreu who, being a man of foresight, determined to profit by the occasion. On May 21st 1879, therefore, a new contract was signed with these gentlemen, granting a concession for 40 years, interest being guaranteed by the Central Government.

There was, however, no question of Government guarantee, and in the year 1883 the concessionaires, through the Company (which they had by that time organised) advised Government that they dispensed with the guarantee.

The result of this declaration was the signing of an additional contract with B. Caymery as representative of the Company. I give the following extracts from the contract as they are of interest, since the Railway now belongs to the State.

"All the fixed and rolling stock of the Railway will revert to the Province without any indemnity at the end of 60 years, if the Company has not refunded the interest which has been advanced.

"The price per kilometre, (30:000\$) on which guarantee of interest is based, referred to in Clause 16 of the contract dated May 21st 1879, is reduced to 28:000\$000.

"The line to Apehú must be commenced immediately and shall be extended in the direction of Bragança so soon as the Provincial Assembly has voted the necessary sum in guarantee of the interest, in accordance with the terms of Art. 1 Sole § of Law No. 1.157 of 10 April 1883."

Work began on June 24th 1884 and the first section of the line was opened to traffic from S. Braz to Benevides. The second section was opened to traffic from Benevides to S. Izabel, a distance of 13 kilometres, on March 10th 1885, whilst the third of 16 kilometres, from S. Izabel to Itaquí was opened on November 17th of the same year.

This contract, by order of the then President, Dr. José de Araújo Roso Danin, was transferred to B. Caymery on July 19th 1884.

On August 28th 1884 a supplementary contract was made, authorising the extension of the line from S. Braz to Jardim Publico on the S. José line. The reason for this authorisation was that the starting point of the railway at S. Braz was a long way off and difficult of access in those days for both passengers and goods.

In order that the meaning of certain clauses of the contract might be determined, an agreement was made on June 6th 1885 at the Palace in the presence of Conselheiro João Silverio de Souza, then President of the Province, by Engineer William Tompson, manager and representative of the Bragança Railway, as a result of which the clause referring to the obligatory introduction of colonists was eliminated, whilst the way in which interest was to be reckoned was elucidated.

The Provincial Legislative Assembly by Art. 47 of Law No. 1.232 of 5 December 1885, authorised the rescission of the contract at the price therein stipulated. The then President of the State, Conselheiro Tristão de Alencar Araripe, attempted to effect the buying out of the contractors for 1,800 contos at 7% but this the Company refused to accept as being too small.

In accordance with Law No. 1.292 of 13 December 1886, Desembargador Joaquim da Costa Barradas, then President of the Province, decided that the price of expropriation should be fixed by experts for which he issued bonds redeemable in 12 years at 6%. As a result of the expert opinion the railway was expropriated on December 31st 1886 for the sum of 1,500 contos in 6% bonds.

At this date the extension of the line from S. Braz, constructed in accordance with the supplementary contract of August 28th 1884 made with Commendador Antonio Homem de Loureiro Siqueira, reached the *praga* Baptista Campos. The Government of the Province, anxious to eliminate the ever increasing deficits on the working of the Railway, determined to hasten on the construction of the extension to the Jardim Publico.

For this purpose a contract was made with the said Commendador in the Presidency of General Francisco José Cardoso Junior on August 18th 1887 for the extension of the line from Baptista Campos to the public gardens. The first clause of this contract ran as follows:—

"The Contractor undertakes to extend the Bragança Railway to the centre of the City to the spot known as the Jardim Publico, along the S. José Road, and for this purpose shall make use of the section already constructed between the S. Braz Station and the *praga* de Baptista Campos in accordance with the plan already drawn up and at the price estimated and approved on April 23rd last (the obligation to furnish a weighing machine for merchandise and a water tank for engines being waived) namely two hundred and sixty three contos of réis."

At this point it would be well to state that the distance from Baptista Campos (Tr. de S. Matheus) to the present Belem Station is 2 kilometres.

It is also expedient to study Clause 8 of the contract which runs as follows:—

"Government undertakes to proceed to the judicial expropriation of the necessary premises when the contractor cannot arrange the same by other means, whilst all expenses thus incurred shall be made on account of the said contractor."

The plans employed for this extension were those approved in Art. 1 of Law No. 1.292 of December 13th 1882 and the extension was inaugurated on June 23rd 1888, the total length to S. Braz being 6 kilometres.

When the contract was rescinded the line was constructed as far as Itaquí, whilst the section from there to Apehú was constructed by the State, as was also that from Apehú to Castanhal, which was opened to traffic on May 2nd 1893.

A Government grant was made towards the works, amounting to 80:000\$ which appeared in the Budget of the Empire. During his Presidency Dr. José Antonio Ferreira Braga in 1889 took a great interest in the development of this Railway and on August 30th of that year decided that as from September 1st all work on the line would be under the direction of the Department of Public Works.

Beginning in 1893 we find votes in the State Budgets set aside for the construction of a branch to Salinas whilst previously Law No. 31 of August 6th 1892, authorised operations of credit for the extension of the line to the City of Bragança. This branch was commenced on July 1st 1893 and by July 11th 1894 16,341 metres of the line were ready, of which 600 metres between the temporary station at Castanhal and post 0 of the said branch, 15,040 metres from this post to the Marapanim Station and 701 metres in the triangle of the Castanhal Station.

When the work of cleaning, cutting and removing earth was begun between kilometres 30 and 44, Major Affonso d'Albuquerque Maranhão, till then in charge of the operations, laid a proposal before the Government of the State that the work of constructing the extension and branch should be contracted out to him. This proposal was accepted and the director of the Railway, on behalf of Government, signed the contract with the said Major Maranhão in his office on the 21st of the same month and year.

Hardly had the contract been signed when the contractor asked for its revision, which was allowed by Government on March 20th 1896, so that the contract dates from that same day. The original contract though giving prices in detail omitted the cost per kilometre. The revised contract established the price per kilometre at 50:000\$000 whilst a further stipulation was made that this price should only hold good so long as exchange was below 15d.

For more than two years the work done under this contract was insignificant, since not one single kilometre was either opened to traffic or constructed. A study of the amount of work done from the commencement up to August 27th 1897 will give some idea of the dilatoriness shown. Up to December 31st of the same year there is no evidence that any work at all was done.

The revised contract stipulated no date for the conclusion of the work, whilst Clause 22 of the same contract declared that work would advance in proportion to the amount of money voted by Congress or decreed by the President. The contractor then complained that no date had been fixed for the completion of the work and as a result Government made an order, numbered 264 January 30th 1897, which was finally signed in the offices of the Railway on March 13th 1897 (the first amendment to the contract) to the effect that all work should be completed within seven years from that date.

A second amendment to the contract, proposed on April 28th and signed on August 7th 1897, at the request of the Banco Norte do Brasil, altered certain clauses and substituted others.

It is then utterly false to say that Government contracted for the building of the line for less than 50 contos per kilometre.

Later on when the Banco Norte asked that the contract with Maranhão should be transferred to it I profitted, by the occasion to oblige it to give up the idea of constructing the so-called Salinas branch starting from Capanema. I always was

of the opinion that to construct a line 80 kilometres long for the sole purpose of profiting by sea baths in a country where there are so many crying needs was more than a mistake on the part of the administration. By eliminating this from the contract I saved 4,000 contos, which would have been the cost of the "bathing line".

When the Banco Norte went into liquidation it made an agreement with a group of capitalists to whom it asked to be allowed to transfer its contract. At this point I took advantage of the clause in the original contract which allowed revision when exchange touched 15d. and obliged the new firm of Pereira, Barbosa and Co to sign a new contract which you will find annexed to this Message.

According to the terms of the new contract the whole Railway ought to be opened to traffic by the end of 1908. When I came into office, 121 kilometres were opened to traffic and as the line, with the Pinheiro branch, will when finished be 256 kilometres long, 135 kilometres will have been constructed during my administration. New surveys have been made on the section from Peixe-boi to Bragança, so as to cut off some 6 kilometres, since I considered this advisable as resulting in an appreciable economy in both fixed and rolling stock. I have also decided that the station at Bragança shall be a better one than the original contract provided for.

It is with a feeling of pride that I inform you that within a few days this work, which since 1881 (26 years) has been a constant source of anxiety to Governments and people alike, will be brought to a definite and brilliant conclusion.

ADMINISTRATION. In accordance with the reorganisation of August 16th 1906 the posts of traffic and locomotive superintendents were abolished and merged in the office of sub-director (assisted in the respective departments by inspectors) who will receive the salary approved in the schedule appended to Decree No. 1,447 of August 7th of the said year. The post of Inspector of Stores has been created whilst the salaries of the former technical assistants, now line inspectors, have been raised.

The salaries of other officials in the Department of Public Works have been equalised whilst in the traffic department the salary of the agent in the Central Station has been raised to 2:000\$ gold.

REVENUE AND EXPENDITURE. Revenue from January 1st to December 31st 1906 amounted to 650:785\$197 an increase of 191:044\$452 as compared with 1905. From January 1st to June 30th of the current year Revenue has amounted to 356:486\$692 the tendency to increase being the more marked as the line approaches its terminal point and as the population along it increases.

Expenditure, including salaries of staff, amounted to 862:533\$823 as against 789:338\$870 in 1905. The increase is accounted for by extra remuneration to the staff on the Pinheiro branch and to the Board.

Stores, lubricants, fuel, tools, kerosene, etc. for the past year cost 361:184\$860.

Free passes to the various officials of the Union, State and Municipalities, as well as the employees of the company carrying out the extension, would, if paid, have brought in 111:062\$240 in 1906 whilst during the first six months of the current year they represented 80:134\$865.

The Federal tax on passenger tickets of a higher value than 1\$000 brought in 21:426\$599, a reduction from 20% to 12% being made by the Federal authorities from February onwards. During the first six months of the current year this tax has brought in 10:820\$130.

State dues on the disembarkation of Tobacco and Rubber carried by the Railway produced 783:273\$ in 1906 and during the first six months of the current year, 333:087\$000.

The Revenue of the Pinheiro branch from January 8th to December 31st 1906 amounted to 108:753\$950 whilst Expenditure was 92:045\$031 a balance being thus shown of..... 49:629\$921.

The following table will give you some idea of how Revenue has increased.

TABLE SHOWING MONTHLY REVENUE 1903 TO 1907

MONTHS	1903	1904	1905	1906	1907
January.....	28:094\$320	33:600\$255	34:632\$670	56:245\$650	56:376\$345
February....	22:328\$666	32:385\$695	33:792\$970	50:760\$562	51:127\$190
March.....	25:348\$885	39:142\$474	40:660\$695	55:916\$450	58:266\$849
April.....	24:494\$675	35:417\$160	33:543\$680	50:263\$120	62:476\$748
May.....	26:398\$799	37:667\$839	35:934\$129	52:865\$204	65:742\$790
June.....	29:569\$962	35:029\$230	30:673\$225	52:811\$166	62:496\$770
July.....	31:017\$175	37:012\$970	37:595\$505	56:759\$390	68:387\$428
August.....	33:216\$609	37:928\$418	40:201\$834	54:758\$800	—
September...	31:465\$803	36:335\$560	39:586\$759	51:461\$790	—
October.....	34:650\$428	33:342\$670	49:462\$480	55:923\$365	—
November....	32:439\$087	34:958\$060	43:182\$146	53:170\$090	—
December....	34:119\$972	34:746\$770	47:907\$982	59:831\$910	—
Total.....	353:144\$381	440:657\$101	467:153\$971	650:727\$497	424:674\$120

TRAFFIC. Main line. On the Bragança line 141 kilometres were open in 1906, as far as Livramento, the same as in 1904 and 1905.

During the year 1906, 3,152 trains were run, covering a distance of 244,235 kilometres, an increase of 572 trains and 19,246 kilometres as compared with 1905. The cost of running the trains was 203:695\$, or an average of 64\$624 per train. The coefficient of cost per train kilometre was 834 réis. During the first six months of the current year the number of kilometres covered is 142,302.

The main line movement was as follows :—

Passengers.....	168,739
Baggage.....	547 tons
Marchandise.....	1,486 »
Material for construction and wood for fuel.....	14,598 »

PINHEIRO BRANCH. On this branch which, with the extension to Belém, is 27 kilometres long 2,082 trains were run, covering 65,327 kilometres. The cost of running the trains was 40:835\$ or 625 réis per train kilometre or 208 réis less than on the main line. This economy is entirely due to the good condition of the branch and to the fact that heavier engines are employed which can pull trains of eight carriages whilst burning the same fuel as a main line engine pulling only five. During the first six months of the current year the kilometres covered amounted to 37,146.

The movement of the Pinheiro Branch in 1906 was as follows :—

Passengers.....	181,535
Merchandise.....	934 tons
Baggage.....	595 »
Material for construction and wood for fuel.....	1,230 »

The total traffic on the main line and branch was 5,234 trains covering 309,562 kilometres, the cost being 244:530\$174 or an average of 46\$7.9 per train and per train kilometre 789 réis as against 1\$017 in 1905, a reduction of 30%, principally due to burning coal instead of wood. During the first six months of the current year the number of kilometres covered is 179,448. This is an increase, as compared with the same period in 1905, of 63,364 kilometres, due to the opening to traffic of 22 more kilometres to Peixe-boi on March 1st, 1907.

LOCOMOTION. Workshops. Repairs to engines and carriages cost 96:649\$256 whilst the expenses of the staff amounted to 138:791\$628.

Traffic was carried on by 15 locomotives, 4 of which are under repair.

The following are in good condition :—

Passenger cars.....	13
Official ».....	2
Inspection ».....	1
Baggage ».....	2
Goods trucks.....	7
Cattle ».....	2
Platform waggons.....	11
Trucks for carrying firewood.....	9
Trolleys.....	28

The following were in use on the Pinheiro branch :—

Locomotives.....	2
Cars 1st class.....	6
» 2nd ».....	4
Baggage waggons.....	1
Coa waggons.....	6
Small waggons.....	6
Trolleys.....	6

The two engines, *Augusto Montenegro* and *Marituba*, were mounted in the São Braz shops, as also three first class and 2 second class cars.

Consumption of coal amounted to 4,291 tons of which 2,662 on the main line, 664 on the Pinheiro branch, 673 in the shops and 291 on the launch *Maracanã*, the total cost of the same being 100:788\$686.

Various State Departments were supplied with 100 tons of coal at a charge of 2:403\$800 whilst the stock in the Pinheiro coal shed amounted on December 31st, 1906 to 1,381 tons worth 35:568\$988. The average price paid for coal in 1906 and the first six months of 1907 was 24\$ per ton.

The movement of coal during the first six months of the current year was as follows :—

Balance from 1906.....	1,381 tons
Received January 1st to June 30th.....	6,557 »
Total.....	7,938 tons
Sent to Utanga.....	1,434 »
Used on main line.....	1,560 »
» » Pinheiro branch.....	381 »
» » launch <i>Maracanã</i>	216 »
Marituba shops.....	288 »
Motor at São Paulo.....	49 »
Paz Theatre and launch <i>Prata</i>	70 »
Balance at Pinheiro.....	2,351 »
» » São Braz.....	1,589 »
Total Stock on June 30th.....	3,940 »

The value of material imported from January 1st to June 30th 1906, including duplicate parts for 4 locomotives, was 290:278\$082. The value of material imported for the shops was 44:125\$570 and for the traffic department 6:156\$375.

Lubricants during 1906 cost 33:932\$013 and during the first six months of the current year, 18:189\$340.

TELEGRAPH. Four new apparatus had to be acquired to replace old ones which through constant repair were unfit for use. Further purchases had to be made of wires, insulators, and instruments so that each repairing gang might be properly equipped for making prompt repairs.

PERMANENT WAY. New sleepers are being laid and the line levelled. The number of sleepers purchased was 47,021 at a cost of 83:514\$300. As a result the line has been much improved, though there are still some sections where the sleepers have not been renewed for 10 years, but these are now being gradually relaid.

From January to June of the current year 7,428 sleepers have been laid on the permanent way, of a value of 13:357\$200. A consignment of 1,000 rails with accessories and six sidings

have been acquired for the improvement of the line at a cost of 37:783\$450 the business being done through the Banco Norte do Brazil.

The line has been in the charge of the following staff: — 6 inspectors, 21 agents and 194 workmen, including the Pinheiro branch and the latest section opened to traffic as far as Peixe-Boi.

IMPROVEMENT AND REPAIRS TO THE PERMANENT WAY. By a special vote the following improvements are being made:—

Ananindeua. For a distance of 1,640 metres the bed is ready to receive the rails. The amount of wages paid to the staff in 1906 was 5:640\$000 and in the first six months of the current year 9:648\$000.

Santa Izabel. To make the station of Santa Izabel more convenient and to avoid stopping on the steep incline opposite the Antonio Lemos Municipal Orphanage, it has been necessary to raise the line for a distance of 1,100 metres on an embankment of 400 metres with a volume of 11,131m³. At the foot of the embankment a carriage road is being built on an embankment of 2,648m³.

This work including the laying of the permanent way was contracted for with Pontes & Irmão for a sum of 39:607\$500 and is now nearly completed, all that remains to be done being to change the old rails for new and lay the siding in the station.

Apehú. Owing to the 3% incline on the curve between kilometres 66 and 68, traffic was much hindered by the fact that trains of 120 tons could not pass, half of the train being left at Apehú whilst the other half went on to Americano, after which the engine had to be sent back for the first half. To avoid all this a new survey was made which resulted in the gradient being reduced to 1 1/2% along the same length of line viz 1,800 metres.

The removal of earth and construction of culverts was begun in April and by June 30th a sum of 13:188\$000 had been expended, whilst the bed of the line is now nearly completed. This work, together with laying the bed for the permanent way with sleepers and ballast, is estimated to cost 45:000\$000.

Line between São Braz and Belém. This line needs to be improved both as regards gradients and direction. Starting from the Braz Station it will run along the *rua* Barão de Mamoré, turning by Mundurucús to Vinte e Dois de Junho where it will cross the stream towards the *rua* Conceição by the old garbage furnace; from here it will run to the corner of the *rua* Honório Santos running in a curve round the *rua* Carlos de Carvalho to the corner of the Tamoyos where it will join the present line, an extension of 4,700 metres. The section between this point and the Belém Station needs repairing for a distance of 1,080 metres. This work will be started soon but an auxiliary line has to be laid to Boiussuquara for the purpose of getting the necessary earth for the embankments.

Entroncamento. In order to link up the Pinheiro branch with the main line a curve of 200 metres in extent is being made which will also serve for shunting.

Providencia. At kilometre 15 the line, for no apparent reason, takes three curves, but we now propose to make one curve of considerable radius and for this purpose will make use of the existing embankment and the culvert which carries off the water of the sources of the Catú.

Kilometre 30. There is a mistake in construction here as at kilometre 15 and to rectify it, it will be necessary to expropriate two small houses.

Jambú-assú. A new third class station must be erected at Jambú-assú where the Banco Norte merely built a wooden platform, the present shelters having been built by private parties, whilst the Railway supplied zinc sheets for the roof and 10 barrels of cement for the floor.

Bemfica branch. As usual the working of this branch shows a deficit of 6:525\$036, the total revenue from it being only 2:525\$036. The line is in shocking condition since nearly all the sleepers along its 9 kilometres need renewal, whilst two bridges must be repaired. An old concession granted to H. Olivier and his successors gives this firm the right to transport their material on this line. We have obtained a promise from them that in order to keep the line working they will repair the bridges and do all they can to prevent the interruption of traffic.

The Launch "Maracanã". The launch has run regularly from Belem to Cajutuba near Marapanim. As it was intended for river trade it does not possess a condenser, a fact which tends to ruin the tubes of the boiler. We have, therefore, ordered 100 new tubes and a condenser and we are now awaiting the arrival of the same, as traffic has already been suspended for a month (three trips). Revenue from the launch amounted to 4:585\$500, passengers carried for Government account, 4:149\$000. Expenses, including material, crew, lubricants, fuel and repairs, amounted to 56:765\$609 there being a deficit of 48:040\$109.

WORK ON THE PINHEIRO BRANCH. The Pinheiro Station built according to the plans was opened on May 10th of this year and cost 63:284\$434 towards which the Banco Norte contributed 22:000\$000.

STEEL WHARF, WAREHOUSE AND LINE TO THE PINHEIRO STATION. On November 30th the steel wharf was opened to the traffic of the line and on the same day the Booth liner *Boniface* came alongside to unload coal. Whilst the vessel was berthing, owing to some mistake, she damaged the wharf, the repairs being made at the expense of the Booth line. Two large mooring buoys have been fixed to follow the rise and fall of the wharf with the tide, whilst two cables fastened to posts on shore, together with iron rings fixed on the quays all make for greater security, but still captains ask for the mooring of two

more buoys on the T line of the wharf as a protection from the severe storms which sweep the channel at a short distance from it. A crane was fixed on trucks for the discharge of cargo which comes along side in lighters. This crane which has a lifting capacity of 5 tons broke off from the carriage at the pivot owing to a flaw in one of the plates. A stronger plate has now been ordered and should be here shortly.

The work on the wharf, which measures 100 metres by 3 metres in length along the body and 33 metres by 5 metres on the cross piece of the T whilst the steel portions weigh some 146,597 tons, cost 78:009\$600. The main work has been mounting of the wharf, fixing of beams and flooring and painting with Ripolin paint.

The construction of the quays and of the quay wall which measures 109 metres in length by 3m in height with a parapet 0m85 by 0m60 of masonry faced with stucco cost 74:009\$600.

The warehouse which is 25 metres long by 14 wide is built of iron including sides and roof and weighs 47,926 kilos, the cost of the same having been 16:722\$050. The dividing walls from North to South, each measuring 32 metres 70 in length and 3 metres in height are of rectangular bricks with a gate made of hardwood in the centre and cost 6:130\$704.

The dividing and sustaining wall of the street is 104 metres long and 3 metres high being 0m65 thick at the base and 0m25 at the crown. The dividing part is of masonry faced with cement whilst the sustaining wall is of brick. The cost of the wall was 14:996\$336.

The paths, gardens, drains etc are estimated to cost 3:838\$000.

Carting of earth, laying of the bed for the permanent way and the survey of 1,288m 27 is estimated to cost 36:692\$367.

CONSTRUCTION. One open culvert 5m60 by 0m50 by 0m50 of masonry costing 668\$940; one closed ditto 12m20 by 0m55 by 0m55 of masonry with a massaranduba foundation and cement, costing 5:485\$680; another culvert similar to the latter for the same price; and a covered culvert 16m60 by 0.30 by 0m30 the same as the above, costing 4:626\$040.

I beg to call your attention to the following notes on the advantage of direct discharge:—

The cost of discharging 7,000 tons of coal in the Marine Arsenal, including hire of lighters, tugs and wages of stevedores from the Booth Company from May 7th to November 7th was 28:436\$000 or 4\$000 per ton. All this is saved by direct discharge on the wharf and today there is only one gang employed by the Railway itself to receive the coal and transfer it to the large trucks. This gang was already employed when the discharge was made at the Arsenal.

ENTRONCAMENTO STATION. This Station was ready about the end of June and divides the Pinheiro and Bragança lines with a platform 102 metres long. The Station measures 12m. by 6m. one half of which is taken up by offices etc. the other half being at the disposal of passengers. The cost of the Station was 23:841\$433 towards which the Banco Norte contributed 11:000\$000.

TAPANÁ SIDE STATION. At kilometre 19 on the way from Belem a side-station is being built for passengers and luggage. The cost is estimated at 7:599\$510.

WORK ON THE MAIN LINE. Stations-Marituba. When the workshops were moved to Marituba and the Workmen's Town had been finished it became necessary to build a station for the latter. The station of the third class type, is built of brick and wood with large roofs covering the platform, which lies between the main line and the siding, and was completed at the end of January, being opened to traffic on February 1st. The cost of the station was 23:107\$906. The old Ananindeua Station is now used as a side station and for the shunting of timber trains. A water tank has been erected at Marituba Station for the watering of locomotives, the old tank on the River Ananindeua, being no longer used for this purpose, serves as a reservoir for the carpenters' shops at Marituba.

Santa Izabel. This Station was begun at the end of January last. It is of the first class type, stone and brick, and has a roof supported by pillars. As the place is on an embankment the average depth of the foundations is 3 metres whilst to reduce the weight of masonry the arches between the pillars are made of brick. The work is nearly completed, having been contracted by Pontes and Irmão at a cost of 58:604\$497. The roof was ordered abroad. A hydrant has been erected to take the place of the old pump on the river, which will be supplied from a reservoir mounted in a steel tower at a level of 12 metres above the surface of the river whence the water is raised by a small Worthington pump worked by a kerosene motor of 3 horse power. All this material was ordered in England and has already arrived. In order to give more room for the drays that deliver and fetch merchandise from the Station warehouses and to enlarge the space round the station it is necessary to expropriate a small property at the far end of the Station facing a cross road. When this has been acquired the Station will stand in a fine open space.

Castanhal. The old station built of mud and white wood is in a ruinous state and cannot be further repaired. It was decided to make use of the metal roof of the São Braz warehouse to form a shelter for trains which are housed at night at Castanhal and to build a new station of the first class type. These works are approaching completion.

Igarapé-assú. As the shed of mud and wood which is used as a station is constantly in need of repairs and as the warehouses are quite inadequate, chiefly on account of the increased production of the Praça Colony which now will transport its goods along a tramway to the station, it was decided to build a new station of the 2nd class type of wood and brick with a

platform 18m by 8m with a frontage of 63 metres. Work has already begun on this station the building of the same having been contracted with Sr. Antonio de Belem for 39:993\$969.

São Braz. Since the workshops have been moved to Marituba there is room at São Braz for a carriage shed. As the present wooden warehouses are very dilapidated and require rebuilding it was decided to reconstruct them with steel pillars and a metal roof.

It is proposed to erect three warehouses 18 metres wide and 80m long to be supported on the left by the old building and on the right by a new wall, which will be used for store departments and workshops for small repairs. The plans have been sent to Europe and an estimate asked for. At São Braz one of the hydrants which have already been acquired will be erected and pressure supplied direct from the conduits which supply the City with water.

Belém. The Station of Belém is not only quite inadequate to meet the increased movement of goods and merchandise but is also in constant need of repair and whilst its ramshackle appearance causes a bad impression the accommodation for the staff is of the worst. As the Railway possesses a site some 160 metres by 110m plans were drawn up in Europe for the arrangement of the departments and warehouses, in accordance with the needs of the service. The plans presented were magnificent but as the price was very high to which has to be added the cost of mounting and of digging foundations which will be very large on account of the nature of the soil (tested a short time ago), it is hoped that the plans may be so modified as to suit the funds at our disposal.

WORKMEN'S TOWN AT MARITUBA. This town was inaugurated on June 22nd of the current year and consists of 17 groups of semi-detached houses, two houses for single men, another group with school, school mistress' house and chemist's shop, another with a general store and house of the superintendent of the workshops. The town is now inhabited by families of the men who work in the shops whilst its local government is all in working order. The town cost some 446:376\$139 to build. To the cost of building the town and the Station there must also be added that of earthworks, pipes for carrying water from the reservoirs and distribution of same to the houses, mounting of hydrant, building of carriage road, planting of trees in the squares and along the Railway line and clearing away of undergrowth round the town, which amounted to 29:612\$000.

WORKSHOPS ETC. AT MARITUBA. The Railway shops were definitely installed at Marituba during April 1906. From January 1906 to June 30th 1907 the following works were completed:—

Pump house.....	3:741\$454
Boiler ".....	11:118\$370
Machine shop.....	69:901\$255
Saw mill.....	57:319\$233
Reservoir.....	8:438\$520
Installation of hydrant.....	440\$000
" of tank in sawmill.....	1:881\$180
Digging of special trench.....	1:184\$793
Foundation for lines in machine shop....	500\$000
Catchment for water on the river.....	8:749\$520
Six groups of tents for temporary quarters for workmen.....	4:290\$280
Well to supply tank in shops.....	819\$160
Paving of shops.....	4:410\$000
Mounting of pump.....	1:023\$900
Laying of longarines in the trenches in the shops.....	400\$000
Dismounting and removal of machinery of former paper factory and general cleaning of premises.....	1:500\$000
Laying and preparing of beams in trenches in machine shops.....	500\$000
Construction of roadway round machine shop.....	3:966\$900
Banking up and cleaning of tank in sawmill.....	500\$000

A police station is being built at Marituba the cost of which is estimated at 32:714\$997.

EXTENSION. The Company which is building the extension by Government instruction have revised the original plans, with the result that 6 kilometres have been saved, whilst the line runs through higher ground which is already prepared for cultivation. The projected extension of the line from Post No. 0 at the end of the cultivated strip to the right bank of the River Peixe Boi as far as the City of Bragança, in the old park in the *rua Conselheiro João Alfredo* is 76 kilometres long, whilst the old plans showed an extension of 82 kilometres between the two points. After the commencement of the location the chief engineer proposed a change in the plans between kilometres 27 and 35 which resulted in a saving of 1,080 metres in the 8 kilometres. This resulted in the line being laid where it can much more easily be kept in good condition since the embankments at Malacacheta are reduced by more than half. The actual amount of excavation is not reduced by this alteration in the plans but the Railway gains by making a short cut and having a line which will easily be kept in good condition. On March 1st of the current year the new Station at Peixe-Boi was opened to traffic at kilometre 163 which is now served by a passenger train on Mondays and Fridays and by a goods train on Tuesdays. The Station is of the 3rd Class type similar to that at Marituba whilst it possesses a shunting triangle, a tank and a hand pump. This place in 1906 consisted of only one small house whilst today there are more than 30. A side-station with siding has also been opened at Timboteua (kilometre 153) for the use of the inhabitants of the old township of that name, which is about 10 kilometres from the River Timboteua, a tri-

butary of the Maracanan. The Banco Norte do Brazil having contracted for the extension went into liquidation and was duly authorised to transfer the contract to Messrs. Pereira Barbosa and Co. This firm signed a new contract with Government during the current year, undertaking to complete the line to the City of Bragança within 18 months. Further, for account of the Banco Norte three kilometres of the line constructed beyond kilometre 163 were provisionally taken over and for account of the new firm another 10 kilometres, according to the terms of the new contract, the line thus being taken over as far as kilometre 176. At the present moment the Company is constructing the station at Capanema at kilometre 181, whilst the actual laying of the rails is not much advanced. The bed is ready to within 22 kilometres from Peixe-Boi, cuttings are being made as far as kilometre 30, whilst clearing is in progress at kilometre 40, so that it is possible that at the end of the year the rails will be laid as far as Quatipuru, 46 kilometres beyond Peixe-Boi and by June next as far as Bragança itself, so that the inauguration of the Station at that City should be made on November 15th 1908. The contracting Company is in a position to complete the line to the terminal point before the stipulated date and can lay 5 kilometres of bed *per mensem*. At present the Company has more than 1,000 men at work on the different sections, location, clearing, cleaning, levelling, construction and building of stations. The Chief Engineer of the extension proposes to study a variation of the plans which may save two more kilometres. The rails will shortly arrive at the terminal point.

PUBLIC WORKS

Below you will find a resumé of all the work begun, continued or concluded during the year under review by the Department of Public Works with the exception of such works as come under special headings elsewhere.

THE GENTIL BITTENCOURT INSTITUTE. In order to carry out Law No. 941 of 20th October 1906, which raised the number of scholars in this Institution to 240, Government was obliged to enlarge the building. For this purpose the left wing was completed. This part of the building occupies a space of 671 square metres, 44m 50 long. It contains the following rooms apart from the portion built first, of which I have already given you details:—a) A conservatory 6m,50 long and 8m,00 wide; b) dentist's surgery 3m 20 long and the same breadth; c) workroom for the Sisters 6m,50 long and 6m,50 wide; d) infirmary of the same dimensions for suspicious cases, containing 6 beds; e) chemist's shop of the same dimensions; f) room for hot baths 3m,00 long and 8m,00 wide; g) infirmary for ordinary cases containing 30 beds, 16m,30 long and 10m 30 wide.

All these rooms open on to a corridor which is 44m 60 long and 3m 00 wide. This corridor is a continuation of the one running round the interior of the building making communication easy with the principal block. The whole is supported on pilasters and between each of these there is a good sized window.

All the rooms get air and light from 2 windows each, with the exception of the dentist's surgery and the bathroom which have only one window each and the infirmary for ordinary cases which has 7 windows, all opening on to ground belonging to the Institution.

Besides good sized windows to let in air and light the infirmaries are fitted with open ventilators fixed in the ceiling, whilst the windows and doors are closed with fine wire netting to keep out the mosquitoes. The doors of the infirmaries are double, separated from each other by a small chamber lined with wire netting so that no mosquitoes can get in.

The roofs are all smooth without any decoration and without angles, as are also the walls. Both roofs and walls are painted with white Ripolin paint so that they can be thoroughly washed. The floors are all polished with a special varnish imported from the United States.

The corridor, chemist's shop and bath rooms are tiled in mosaic, the two latter apartments having tiled walls to a height of 2m,20. All the other rooms have floors of *acapul* and yellow hardwood.

In addition to the marble staircase already existing in this wing, which leads to the central *pateo*, another is being built in front of the infirmary for suspicious cases, as a measure of precaution in case the patients have to be moved to other hospitals. The window at the end of the corridor is of stained glass in the Renaissance style which adds to the monastic appearance already given to the building by its cloisterlike arcade.

To cut off this part of the building from the orchard and gardens two walls have been built each 4m 50 high between the extremities of the two wings and the laundry.

The main drain has been extended so as to carry off used water and rain water.

The same measures were adopted as before in the older part of the building to prevent this water affecting the foundations, all the ground floor being protected with a thick layer of cement lying on a concrete bed 15 to 20 centimetres thick. The same concrete bed is carried right out to the pavement one metre wide which runs round the building. In this pavement is fitted a solid gutter.

When the chemist's shop, infirmary and hot baths were duly installed in the quarters prepared for them, their old quarters were adopted for other purposes. The old bathroom and chemist's shop were used for the installation of the printing office, communication being opened between the two rooms and the basement. In the basement a kerosene motor has been fixed to work the printing machinery. On the upper floors are the

printing press, a minerva and the composing room. Close by are the cutting machine and the tank for washing type.

The old infirmary has been turned into a drawing, painting and music room.

Four large lamps with artistic bronze consoles have been hung in front of the building. The drives from the gates to the principal entrance have been paved with asphalt parallelepipedons as has also the space surrounding the monument.

IGARAPÉ-ASSU SCHOOL. This is the name which has been given to the third school established in the district served by the Bragança Railway. The site chosen by the secretary of Public Works for the erection of the school was the Praça Augusto Montenegro, which is in the centre of a property belonging to the State on the left of the Bragança Railway, measuring 40 metres long and 28 m. 30 wide.

On the 8th December 1906 the foundation stone was laid and the building begun. Work was finished on 12th August 1907 and on 15th of the same month the school was opened. This school is exactly similar to those at Santa Isabel, Castanhal and Cametá.

POLICE STATION AT IGARAPÉ-ASSU. Work on this new building was begun on 1st January last. The building is in the form of a "T", the body of which is 9 metres long by 10m70 wide and the cross piece 4m50 wide and 13 metres long.

The building is divided by a corridor 13m50 long and 2 metres wide which runs from the principal staircase and ends in a verandah 13m50 long and 3m20 wide running along the building. On the right of the corridor running along the body of the "T" to the principal façade of the building, is an audience room 4m long and 3m60 wide, adjoining which is a lockup of the same dimensions. On the opposite side are the quarters of the privates which are 8m50 long and 3m60 wide. In these quarters there is room for 12 privates. The cross piece of the "T" is occupied entirely by two lockups for ordinary prisoners, one side for men and the other for women, each measuring 4m50 long by 5 metres wide.

All these rooms get plenty of air and light from large windows which open on to the garden of the station and in addition to the windows ventilators are fixed in the roofs, 1 metre by 0m50 wide. The windows, doors and ventilators on the Mezzanine floor have iron grills 19 millimetres in diameter.

The front of the building is elegant in design and is 10m70 long having two windows with the principle door in the middle. There is a basement 5m20 long measuring from roof to ceiling 5m25. Access to the building is by means of a staircase 2m75 wide, terminating in a landing 1m50 wide. The walls are all of masonry covered with cement 0m30 thick. The beams of the floor and ceiling are *acapu* covered with French wood in the principle parts of the building, and with cement in the porch. The whole of the roof is of *cupiubo*. The building is erected on a site belonging to the State situated on the left hand side of the Bragança Railway. Work was begun on the 1st January 1907 and completed on 10th August last. On 15th the same month the building was inaugurated at the same time as the school.

POLICE STATION AT PINHEIRO. Government had occasion to expropriate the premises known as 15, 16, 17, *rua* 8 de Outubro at the corner of the Travessa Souza Franco, in the town of Pinheiro, to admit of the erection of a steel bridge for a branch of the Bragança Railway. The whole of this area, however, was not made use of, there being left over a space of 1,252 square metres, on which it was decided to build a police station.

Work was begun on 4th May last and it is expected that it will be completed in November next. This station will be exactly similar to that at Igarapé-assu with the exception that the walls will be built of brick.

5TH PUBLIC SCHOOL IN THE CAPITAL. The State having bought number 138 Avenida Generalissimo Deodoro at the corner of the Avenida São Braz, for the purpose of installing the school which at present is housed in a building belonging to the Baron de Guama in the Avenida Neves, the Secretary of Public Works found that certain alterations had to be made to fit it for its purpose. The building is 25m,50 long by 20m,50 wide and stands on dry soil in a fine commanding position. The principal frontage on the Avenida Generalissimo Deodoro measures 46m,20 and in front of it is a wall and iron railing with two summer houses at each end 4m,60 long by 4m,60 wide. The frontage on the Avenida S. Braz has in front of it an ordinary brick wall 60m,80 long and 3metres high in which there is a wooden door. At the back of the building is a wall 51m,20 long and on the left hand side a wall 37metres long, both of which are 3 metres high.

At the end of the plot of ground is a house built in the form of a "C", 19m,0 long and 11m,60 wide, containing rooms.

The original plan of the building itself was also in the shape of a "C", there being two floors, the first divided into 18 rooms and the second, which only measures 12m,20 by 6m,0 divided into three.

Since this division of rooms was not suitable either from a hygienic or scholastic point of view, it was necessary to alter the building and divide it up more conveniently. To do this 13 walls on the ground floor were pulled down whilst the whole of the second floor, which was of very flimsy construction, was removed altogether. The building is now in rectangular form and the second floor runs the whole width of the building. The first floor is divided by a corridor 6 metres wide and by another crossing it, 5 metres wide, the two forming a cross. In consequence of this arrangement the four rooms set aside for females are at the corners of the building, the two in front measuring 10metres by 6m45 each and the two at the back 9m,20 by 6m,60

each. At the beginning of the central corridor which serves as the principal entrance hall to the whole building there is an iron staircase leading to the second floor. At the back are the filtres, lavatories etc. Sanitary arrangements have been erected outside the building. At each end of the corridor, which crosses the building, there are two staircases leading to the garden and two more at each end of the central corridor.

The second floor is 20m,50 wide by 15m,50 long so that it is built on only a portion of the lower floor. At the corners in the front of the building there are two rooms the same size as those on the first floor, separated by a central corridor corresponding to the one below and terminating in the iron staircase. Next to these rooms are two others, each 9m,80 by 5m,0 opening onto the corridor. There is a basement 1m,50 high whilst the first and second floors, from roof to ceiling, are 5metres high each, so that each child will have 6 cubic metres of air. The first floor of the building is in the Doric style and the second in the Ionic. The central building is three cornered, having on its principle front 4 Doric columns and on the sides 2 columns. In the middle of these columns are three doors opening into the building. A marble staircase with 7 steps leads up to the doors where there is a landing 1m,50 wide running along the central part of the building for a distance of 16m. In the centre of the top part of the second floor the arms of the State in relief have been placed.

All the rooms open on to the garden which runs round the building, plenty of air and light finding access through the large and numerous windows. The hygienic conditions of this school are excellent, on account of its fine rooms and healthy position.

To improve the sanitary conditions I ordered, in the United States, two sanitary apparatus made of porcelain and had a passage of the Mouras type built as well as an outlet 135 metres long to the nearest main drain which is in the *praça* Nazareth. The roof is covered with French tiles laid on beams of *acapu*. The ceilings are of *acapu* and yellow hardwood, laid on *acapu* beams. The whole of the inside of the building is painted with Ripolin paint. The steel staircase came from Europe. It begins with two divisions of 15 steps each terminating in a landing 6 metres by 1m86 half way up, the section from there to the top being composed of 14 steps. The steps of the first two sections are 1m60 wide and those of the second 1m80 all made of grooved iron. The escutcheons are of smooth iron with small ornaments. The bannisters of the first landing and those of the second, which are 4 metres by 2 metres, are of wrought iron in the Renaissance style. The first landing opens on to a corridor at right angles to it. The whole of the basement has a layer of cement which is supported on a bed of concrete from 15 to 20 centimetres thick. The cement is continued outside the house in a path 1 metre wide running round the whole house and edged with a solid gutter joined to the main pipe which carries off the rain water. From the principal gateway to the main staircase the ground is paved with parallelepipedons and asphalt.

The back of the house is divided into two, one part being used for the porter's house and the other to keep furniture which so far is not yet bought.

POLICE STABLES. A building of this nature has been wanted for a long time and I therefore authorised its construction, the site chosen being situated in the *rua* da Trindade, between the Avenidas Gentil Bittencourt and Conselheiro Furtado, belonging to the State.

This site has a frontage of 62m50 and a depth of 58 metres, only half of this area, however, being used. The stables are 27m75 long by 10m25 wide, being divided down the middle. On the left hand side are the stalls and the place for washing the animals, on the right hand side rooms for forage, carriages and harness and the room for the coachman on night duty.

At the back, joined to the building is a small lean-to for the cutting of hay and preparing of food, with a bath and W. C. for the employees. Also at the back of the building, but separated from it and against a wall, are lean-tos with room for eight horses, with two loose boxes for animals that are sick. There are 16 stalls measuring 2m60 by 1m50 each and in the middle sufficient space for washing the horses. The stalls are paved with granite parallelepipedons laid on a cement bed of 0.20 thick with a foundation of cement and sand.

For the prevention of glanders and other diseases to which animals which are subject, I have ordered in the United States enamelled mangers for each stall.

The water supply is excellent, each stall having two taps and a good slope for draining off the water. The divisions between the stalls are of wood to a height of 0m60 above which is a rail 0m80 of iron. In front of the stalls there is a space 3 metres by 10 metres covered with sand to a depth of 0m30 where the animals can roll. At the back of the building is a manure pit with cement walls. The whole group of buildings is surrounded by a granite pavement which reaches to the principle gateway and is laid on a similar system to that in the stalls. In front of the premises runs a brick wall 31m 25 long and 3 metres high, in which there is a door way 3 metres wide closed by a drop iron shutter. All the buildings are of rectangular brick with cement foundations the beams being of *acapu*, the whole being covered with stucco. At the side of the coach-houses the courtyard is 3 metres wide, in the centre of which is a drain over which the carriages are washed. The drainage for this establishment was a considerable undertaking, since it was necessary to carry a special pipe, 0m30 in diameter and 250 metres long, from the Avenida São Matheus to the building.

1ST STATE SCHOOL IN THE CAPITAL. This school is installed in a private house which is very old and which during last

winter was so much damaged by the weather that a great many repairs were necessary to the roof, ceiling and walls.

2ND STATE SCHOOL IN THE CAPITAL. This school is in a good state of preservation, some small repairs having been made to the roof and the walls.

4TH STATE SCHOOL IN THE CAPITAL. Taking advantage of the drainage works which were undertaken for the police stables, I gave orders that this school should be put into communication with the same for the carrying away of dirty water and rain water, whilst at the same time cement drains were substituted by earthenware, since the former were too porous.

To execute this work, a cutting had to be made of 100 metres in which tubes were laid 0.30 in diameter. Two lavatories were built for the children, whilst the whole of the interior has been whitewashed. New panes have been put in the windows and two iron barred gates have been erected at the entrance to the building. The tanks, taps and water pipes have been completely repaired.

SANTA ISABEL SCHOOL. In consequence of the heavy rain, a great many repairs had to be made to this building, new gutters were put in, as well as fresh tiles whilst the water pipes were soldered.

VILLA PINHEIRO SCHOOL. This school has also undergone considerable repair owing to the bad condition of the roof. The whole of the South wall has been replastered and the water pipes mended. The ceilings and roof have also been repaired, whilst the ceilings have whitewashed, as also the outside wall.

GOELDI MUSEUM. The State having bought the site on the Avenida Independencia close to the Museum for the enlargement of the same, I gave orders that it should be surrounded with a wall and railings similar to the old one. For this purpose 12 iron railings and one gate were made in the Lauro Sodré Institute. I also gave orders that new drains should be put in to carry off the rain water and the old building on the new site pulled down. The wall is 41m40 long.

THE SÃO JOSÉ PRISON. This year we have been obliged to repair this old building as several prisoners escaped from the first floor. New floors were put down on concrete laid on the new foundation whilst others were laid with wooden blocks. The prisons for condemned criminals have been white washed as have also the lockup, infirmary, school, audience chamber and guardroom. The whole of the outside of the building has been repaired and the front painted.

GYMNASIO PAES DE CARVALHO. The whole interior of the building has been whitewashed whilst the roof and the ceilings have been thoroughly repaired.

SENATE. The roof of the room occupied by the secretary has had to be renewed in a great measure owing to damage done by rain and insects. Owing to the damp on the wall which separates it from the Gymnasio, it has been necessary to replaster the same and repaint the plaster.

VILLA MOSQUEIRO BRIDGE. In October of last year owing to the ruinous condition of the supports the bridge fell, taking the whole structure with it, in such a way as to interrupt the traffic. Some repairs were made but shortly a new bridge will be constructed; in fact work was begun on the 4th April last.

The new bridge will be of steel 153.65 metres long by 3 metres wide and at the "T" 8.65 metres, having a staircase on both sides whilst a fine chalet will be erected with an iron roof. Work is going on satisfactorily, 20 supports having already been fixed, corresponding to a length of 50 metres. The new bridge is being built alongside the old one.

PORTO DO MOZ BRIDGE. The work which has already been done on this bridge was definitely taken over on the 17th April of this year. Its condition was somewhat ruinous and the following substitutions had to be made, 24 supports, of mata-mata, three stays of the same wood; 54 metres of massaranduba piles; 169m.50 of longarines, 164 square metres of flooring, 63 metres of parapet, all of massaranduba. Both side staircases have been completely renewed, as well as the whole of the roof, including the beams in the shelter on the top of the bridge, which is 11 metres long by 4 metre wide.

GOVERNOR'S PALACE. Work is now concluded in the interior of the palace as well on the principal façade, so that only the sides remain to be finished and they are well advanced. As I told you in my last message the granite facings for the front of the palace have already been put in place on the first and second as well as on the ground floor. After the granite had been put up the walls were refaced with cement in

grey, the moulding and ornaments in yellow. Three things spoil the appearance of the palace, the dormer windows, the iron gratings on the windows on the ground floor and the steep path with its rough staircase with uneven steps. I have had the dormer windows taken away, not only because they made the place look like a private house but also because they prevented the roof from being kept in good condition.

The iron gratings made the place look like an old prison and hiding, as they did, the ornaments of the windows, gave the building a heavier appearance than was intended by its architect. I have had these gratings taken down so that the windows are now visible together with their mouldings.

Mosaic tiling in the walls has been substituted by blocks of white marble.

The path has also been levelled along the base of the plinth and divided into two, lengthways. The cement staircase has been taken away, only two granite steps being left in the centre of the building, each 14m60 long. The upper path has been reduced to 4 metres in width and the lower to 1 metre 32. Along one side is a path 10m47 wide, narrowing to 5m15. The whole length of the upper path is 62 metres divided into three, each division corresponding to the three blocks of the building. These divisions are ornamented with simple designs in yellow, red and black mosaic, which were made in the factory of Pont Saint Maxence. This path turns at the same level along the left side and at the corner there is a granite staircase of 5 steps and at the gate of the Corpo Auxiliar there is a slope leading from the barracks. On this side the cement will be replaced by mosaic from the same factory and the same will be done on the other side at the back.

The lower path will be renewed with National mosaic. The ornamentation of the sustaining wall is in the rustic style, the coping being of granite.

The terrace on the top of the roof of the house, where the flag pole is, is made of abobadilha, clamped with iron and garnished with a parapet with masonry and brick. The room below the roof has been renewed owing to the old roof letting in the rain. The walls have been replastered and two windows have been opened in them and the room will be used for lumber.

The two rooms and the corridor, occupied by the Secretary of Public Works on the second floor have been refloored. The room in front, which was divided into a sittingroom and cabinet has been thrown into one. All this part of the building has been rewhitewashed and painted.

The entrance hall, which is of rich appearance on account of its Pompeian style shown everywhere, on the floor, in the paintings of the walls and the roof, has been adorned with a lustre in the same style. This lustre produces a very fine effect, being of oxidised bronze and of ancient workmanship. It is hung from the roof by a thick chain of alternate square and round rings. It is lit with small flame shaped lamps of frosted glass. With regard to furniture the hall has four cabinets which came from Paris, in the same style. They are made of oak without any paint or varnish so that the wood appears in its beautiful natural colour, the only ornamentation being carvings of bronze in high relief ornamented in the same style. Each of them has a top of red marble.

For the private cabinet of the Governor I have bought two more pictures by the painters Aurelio de Figueiredo and Benedicto Calixto, entitled "*A Praia Leblon*" and "*Os falquejadores*", the latter having taken a first prize at the St. Louis Exhibition.

On the two columns of the peristyle have been fastened two consoles of artistic bronze work, each of them hanging from three standards, with five lanterns containing five lamps each, four of which are 16 and one 25 candle power.

CONCLUSION

I have now given you a succinct exposition of the most notable occurrences in public affairs during my administration. Nearing, as I am, the end of my second period of administration, I sincerely hope that my labour has not been in vain and that it has contributed to raise the high reputation of Pará amongst the States of the Republic.

With your help and support I feel sure that I shall bring my term of office to a close with a complete realisation of the programme which I laid down for myself at its commencement.

Gentlemen, I salute you!