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v.4-5

1921

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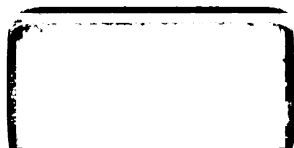
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# BRAZILIAN AMERICAN

400 REIS

ANNO 3. VOL. 4. NO. 93

REVISTA SEMANAL EM PORTUGUEZ E INGLEZ

AUGUST 6, 1921



A portion of the Avenue of Royal Palms, Botanical Gardens, Rio de Janeiro.

WILHELMSEN LINE

Agents In Brazil

ROTTERDAM  
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IN AID OF THE BUILDING FUND AND FURNISHING  
OF THE NEW ANGLICAN CHURCH, NICTHEROY,

To be held on the Ground of The Rio Cricket and Athletic Assoc.  
by kind permission of the Committee.

**AUGUST 15TH 1921**

*H.B.M.'s Ambassador Sir John Tilley, K.C.M.G., C.B., accompanied  
by Lady Tilley, has kindly promised to open the Fair at 2 pm.*

**ALL THE FUN AND AMUSEMENTS OF AN OLD ENGLISH FAIR**

**DURING THE AFTERNOON THE ATTRACTIONS WILL INCLUDE:**

Selections by a Military Band  
Stalls and Side Shows  
Childrens' Gymkahna  
Theatricals  
Tea and refreshments

DINNER will be served on the ground

A Variety Concert will be provided by Mr. Mullard and friends

DANCING will commence at 9 pm.

**AN EXCELLENT ORCHESTRA HAS BEEN ENGAGED**

Come and help to make the "Fair" a success  
You will enjoy yourself

**A FULL PROGRAMME OF THE "FAIR" WILL BE ON SALE**

Should you not be able to attend personally send in a donation to the Fund to the  
Hon. Treasurer Mr. Julian Witcombe, c/o British Bank of South America Ltd.

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São Paulo — Rio — Santos

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**One of Swift's South American Plants  
COMPANHIA SWIFT DO BRAZIL, S. A., RIO GRANDE**

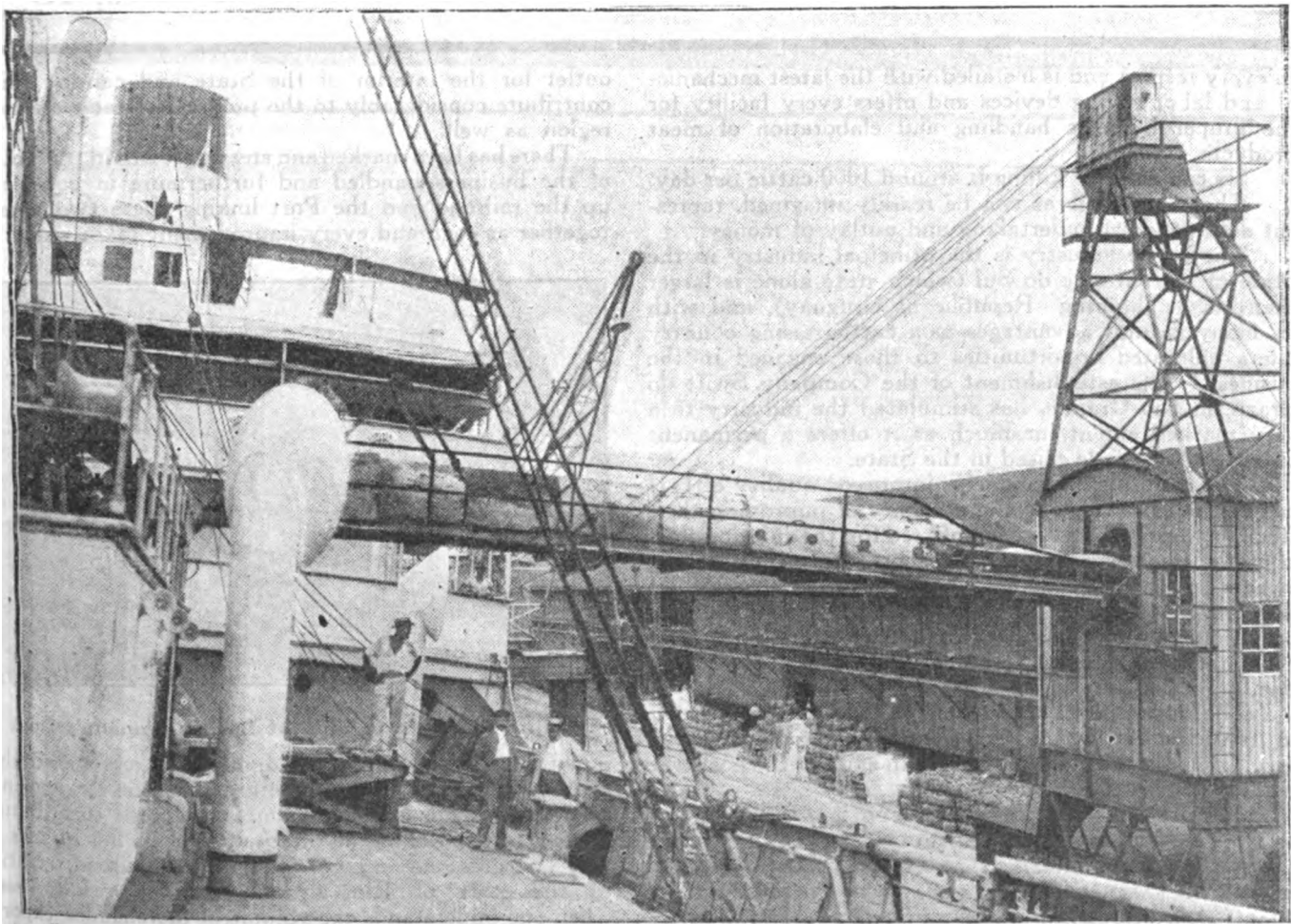
Standing on the deck of a steamer entering the Port of Rio Grande, Rio Grande do Sul, Brazil, one's attention is immediately caught by the outlines of the imposing structures of Companhia Swift do Brazil being entirely built of reinforced concrete, the walls of these structures catch the sunlight, and force themselves on to one's attention.

This area is extensive, covering as they do an extent of 27 hectares of land. The buildings belonging to the

Company are around 50 in number and include a Killing building, 3 floors high, the Freezer building, 5 floors high, Oil House, 3 floors, Bone House, 3 floors, Tank House, 3 floors, and many other buildings of two and three floors. Also the Chimney Stack which likewise is built of reinforced concrete and stands out like a gigantic monument to the pile below it rearing its height to 170 feet above the level of the ground.

The whole of the construction of this plant is modern

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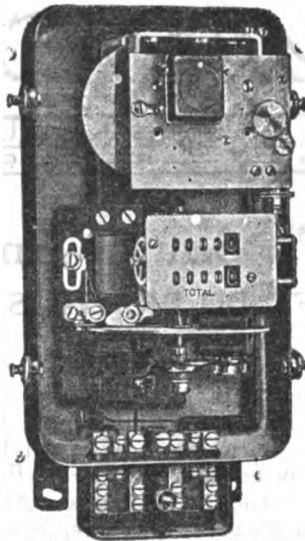
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RIO DE JANEIRO

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TELEOR. "HIG"

SÃO PAULO

Rua Florencio de Abreu, 48

in every respect and is installed with the latest mechanical and labor saving devices and offers every facility for the proper hygienic handling and elaboration of meat products.

Its capacity for killing is around 1000 cattle per day.

These buildings as can be readily imagined, represent a stupendous undertaking and outlay of money.

The cattle industry is the principal industry in the State of Rio Grande do Sul (which state alone is larger than its neighboring Republic of Uruguay), and with its many natural advantages as a cattle-raising country offers unlimited opportunities to those engaged in the business. The establishment of the Company Swift do Brazil, in Rio Grande, has stimulated the industry to a very marked extent inasmuch as it offers a permanent outlet for the cattle raised in the State.

The continued demand for improved quality of beef has awakened owners to the necessity of improving their stocks and prices have been offered for the inferior class of cattle which have had a far-reaching effect in making owners realize that to handle their business successfully they must adapt themselves and fall in line with the improvement which has been manifested during the past years in the neighboring Republics of Uruguay and Argentine.

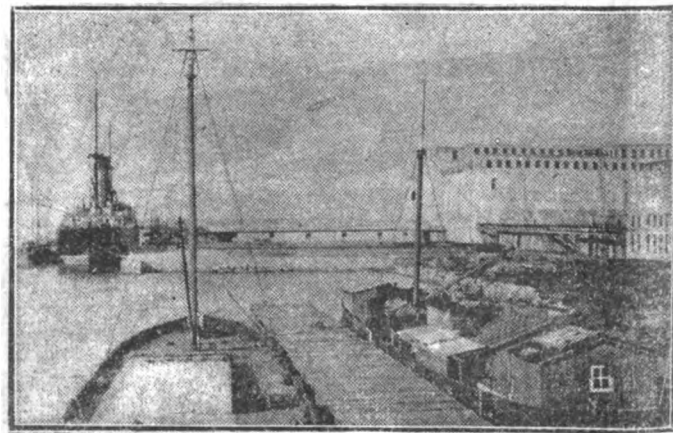
The optimism of the people of the State, the belief in its future and in the marvellous productive possibilities of its soil, continue to be shown in spite of the post-war readjustment conditions.

THE INVESTMENT REPRESENTED BY THE OUTLAY OF MONEY NECESSARY TO CONSTRUCT THE PLANT OF COMPANHIA SWIFT DO BRAZIL, S. A. AT RIO GRANDE, REPRESENTS THE FAITH OF THAT COMPANY IN THE FUTURE OF BRASII AS A WHOLE AND IN THAT OF THE CATTLE INDUSTRY IN PARTICULAR.

As to the Port of Rio Grande itself, its geographical position is exceptionally advantageous. It serves as an

outlet for the interior of the State and cannot fail to contribute considerably to the progress of each adjoining region as well.

There has been marked and steady growth in the volume of the business handled and furthermore in connecting up the railroad and the Port linking these two arteries together as each and every improvement takes place, the



Loading Refrigerator Ship at Swift Company's Dock

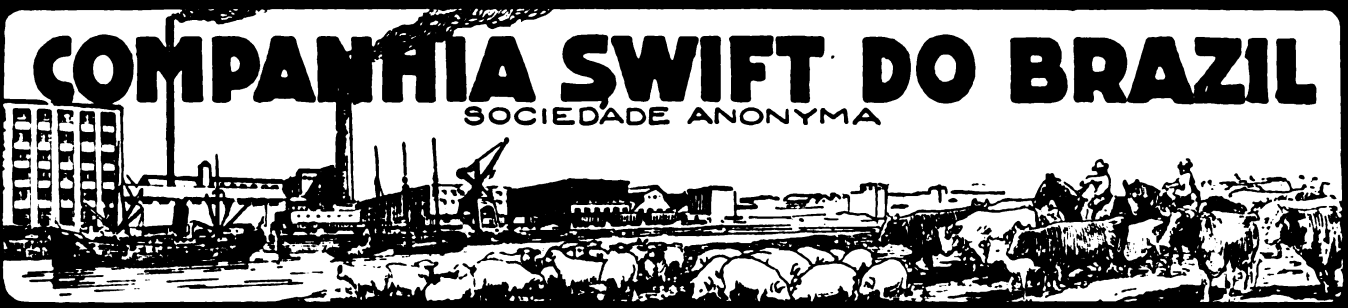
possibilities of greater development march measurably nearer, growing into probabilities and one by one into certainties, and each commercial success contributing greatly to the welfare of the State and its inhabitants.

The great advantage of improved railroad facilities to the port of Rio Grande can be readily seen when one understands the volume of merchandise exported from the State of Rio Grande do Sul via Montevideo. The necessity for this method of exportation would be entirely eliminated by improved railroad facilities to

Diga que viu no "Brazam" Diga a todos

# COMPANHIA SWIFT DO BRAZIL

SOCIEDADE ANONYMA



**SUCCURSAL DO RIO DE JANEIRO**

RUA PRIMEIRO DE MARÇO 103

TELEPHONE NORTE 6655

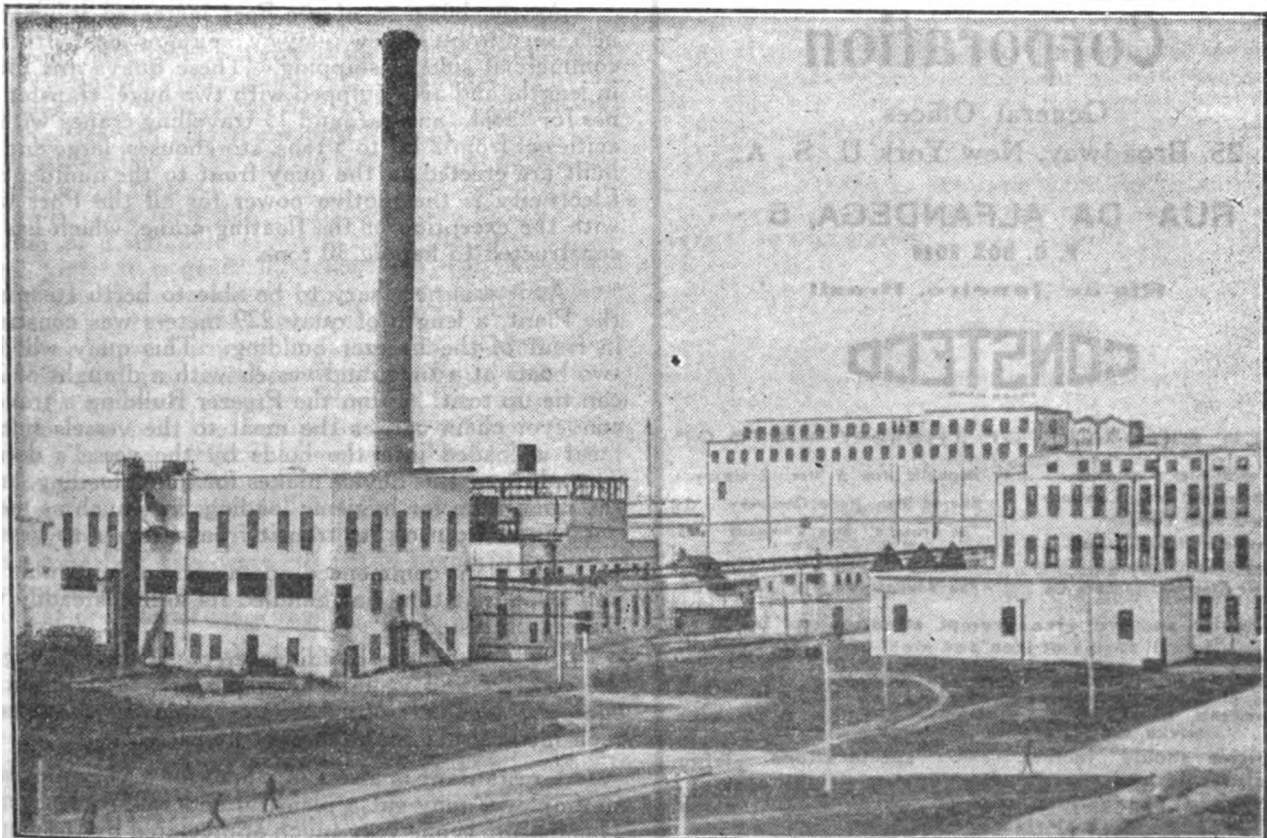
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Rio Grande, and as these facilities are extended so will the volume from the interior increase, adding to the Port of Rio Grande its quota of commerce and of wealth.

As the business of the Port increased it was found necessary to build new quays which now deal with all the commercial side of shipping. These quays are 1500 m. in length, and are equipped with two huge transfer cranes for coal, and around 15 travelling cranes with capacities of from 2 1/2 to 5 tons, storehouses, large and well-built are erected on the quay front to the number of 10. Electricity is the motive power for all the Port works, with the exception of the floating crane, which has been constructed to handle 30 tons.

As it was necessary to be able to berth steamers at the Plant, a length of quay 229 meters was constructed in front of the Freezer building. This quay will berth two boats at a time, and vessels with a draught of 28'6" can tie up to it. From the Freezer Building a travelling conveyor chain carries the meat to the vessels side, the meat is loaded into the holds by the vessel's derricks. The whole of this device makes for quick loading, and at the same time for hygienic loading, inasmuch as meat is not handled during its transit from Freezer to vessel.

The Plant commenced operations in September 1920 and since that time has handled its killing steadily while the season lasted.

Included in the buildings erected, are buildings for the comfort and welfare of employees, including a well equipped Doctor's office where employees may receive such medical attention as may be necessary.

A restaurant is also run where for a very modest fee an employee may eat a plentiful and well-cooked repast. This feature is one very much appreciated by the employees and many thousands are fed here during the season.

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Join The American Chamber of Commerce—Rio—São Paulo—Pernambuco—Santos

### NATURAL GAS WASTE COSTS MILLION A DAY.

Two and one-half million domestic consumers of natural gas in the United States are wasting 1,500,000,000 cubic feet of this decreasing fuel each year, according to studies that have just been completed by I. V. Brumbaugh and G. B. Shawn of the Bureau of Standards. The artificial gas that must some day be used to replace this enormous loss will cost the country \$375,000,000 a year or over \$1,000,000 a day, at the present cost of \$15 per thousand cubic feet.

Faulty and inefficient appliances are causing this depletion of a valuable and strictly limited natural resource, which it is generally recognized will be entirely exhausted in a comparatively few years if waste continues at the present rate, these experts says.

The ordinary burner that is used on cooking stoves in most natural gas regions is often only 6 per cent. efficient, while with but a slight change in the construction and adjustment of the burner and stove, it can often be made 50 per cent. efficient, or give eight times as much heat for the same amount of gas. Some types of hot water heaters are condemned by the tests which showed that they consume more gas in a day than would be required in a month if they were efficiently designed. On the average each domestic consumer wastes at least 5,000 cubic feet of natural gas a month, the report declares.

Solid tops for gas stoves should never be used when cooking is being done, as they scatter the heat out into the room, is one recommendation. Grids should be used instead, and for natural gas, the pans should be placed one inch above the burner, not two and a half to 3 inches as is usual in present stoves. Most of the burners should be fed more air, and the experts point out that this will eliminate the yellow gas flame and the troublesome carbon deposits on the bottom of pans. The tests have also shown that better results would be obtained

if the gas companies would supply gas at much lower pressures than now, provided the appliances were designed for such use.

Appliances for artificial gas are now being investigated to determine what improvements and savings may be made in their use. Early results of the work show that many of the causes of natural gas waste are also present in the manufactured gas appliances, and that many of the same principles apply to both gases.

The present waste of natural gas is a heritage of the early days when this fuel was used extravagantly for all purposes. Streets at one time were lighted with natural gas flares that burned day and night, and the supplies were even unmetered.

### At the Cinema.

One sees a multitude of signs,  
Announcements and the like, 'tis true;  
By seeking out their curves and lines  
One learns what next he has to do.

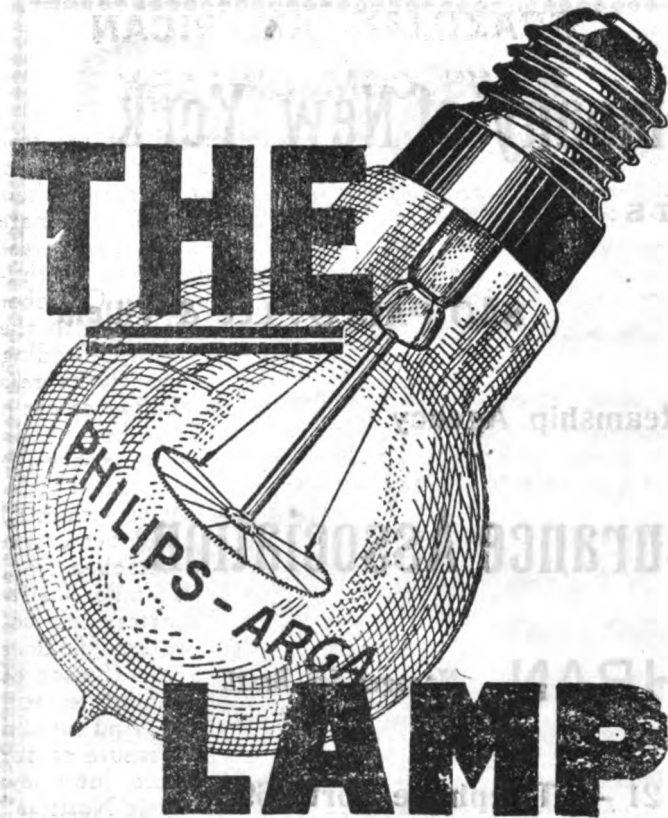
You'll find a placard hanging there  
That has a meaning all its own.  
It is not round, oblong or square,  
Its colors have nor hue nor tone.

Now when you've paid your entrance fee  
And cannot find a vacant chair,  
Just glance around and seek to see  
The placard which is always there.

Its card is made of snowy white,  
Its letters are as black as tar.  
It reads alike by day or night,  
"Salão que vae funcionar."

S.S. 4-5-21

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**BRAZILIAN AMERICAN  
 NEWS COMMENTARY**

Chambers of Commerce are factors of the greatest importance and their action has the strongest bearing in the development of trade of different countries; their directors can be looked upon as so many diplomats without any official representative capacity. In the last number but one we had occasion to applaud—and enthusiastically at that—the action of the American Chamber of Commerce of Rio de Janeiro in connection with the arbitration arrangement entered into with the leading institution of Brazilian trade and we can hardly express the great pleasure we feel now in again coming across a Chamber of Commerce, American like that other, but in this instance, in Sao Paulo, which has been rendering the most marked services to the trade of U.S.A. and U.S.B. Sure enough the results can to a great extent be accounted for by the efficient work of its Manager and Secretary, Mr. L. Kinsolving, whose personality is detached from among the managers sometimes found in similar institutions by reason of his manners, his courtesy, his accomplishments and his working capacity, whereby he does honor to his stock, for we all know that he is the son of Bishop Kinsolving, who is held so highly in the esteem and respect of Brazilians and Americans. And should there be any room for doubt of the just measure of our appreciations, the perusal of the following interview granted by Mr. Kinsolving to the "Gazeta de Noticias" will show that they are in no way exaggerated.

"I visited today the American Chamber of Commerce whose Secretary, Mr. L. Kinsolving, referred to the 'Gazeta de Noticias' with expressions of great sympathy. After the visit was over, I held a long conversation with this accomplished young gentleman, and I shall now treat of our conversation. Mr. Kinsolving who is an enthusiast of Brazil, told us the following things:

"American interests in Brazil are undergoing a severe trial. This however, does not discourage the American Chambers of Commerce for trusting to the traditional sympathies of Brazilians towards the 'yankees' they feel sure that as soon as these hard times are over, matters will again return to previous conditions. This certainty moreover, is no privilege of mine. The same feeling is shared by the Americans who are at the present time traveling through South America on business trips and they are surprised at the ideas formed in this country with regard to what the future reserves for American interests in Brazil. Those travelers are of opinion that American trade will never forfeit definitely the ground it has won in Brazil during the war. And this assumption is based on the fact that even before they conquered the Brazilian markets the United States of America were already the greatest purchasers of such Brazilian products as coffee, india rubber and hides. This fact naturally speaks in favor of the United States, for they might have sought elsewhere their coffee, india rubber, etc., however, owing to the old-time friendship which has ever existed between my country and Brazil, the great North American nation has never sought to turn aside their attention to look to other sources of supply that were not Brazilian. It is necessary to bring out the fact that while the United States during four consecutive years supplied Brazil with a larger amount of goods and products than all other countries taken altogether, still it is none the less certain that during the same period they purchased from Brazil an amount of goods and products which perfectly covered the sums represented by their sales, so that the balance of trade exchange was perfectly maintained.

"Moreover, all intelligent merchants are aware that the increase in the price of the dollar cannot be set down to the fault of Americans nor to any lack of interest on their part in the acquisition of Brazilian products, for

BOOST BRAZIL'S CENTENNIAL—1922

Say you saw it in the "Brazam" -- Tell everybody

it is well known that Americans have always preferred to buy from Brazil all the products which this country is prepared to export.

"I can even add that there is a great campaign in the United States of America in favor of the development of business for the importation from Brazil into that country. The proof of this is in the fact that the American Consulates and Chambers of Commerce receive daily enormous quantities of letters asking for information on the possibilities of exporting to Brazil. Although the heavy exchange value of the dollar practically prohibits the importation of American products, the interest taken by Americans in the Brazilian markets has not diminished and it is absolutely certain that the United States will continue to purchase 50% of the Brazilian output.

"I can also assure you that the United States of America will never adopt measures of reprisal against Brazilian products should Brazil eventually cease to import from that country, for that great Nation which has always purchased from Brazil much more than what was sold to this country could under no circumstances adopt such a policy which would hamper the uninterested friendship which has been cultivated so fondly by the people of both countries since the times of the Empire. We have all reason to feel confident that as soon as exchange conditions improve, Brazil will proceed to import of her own initiative everything she previously imported from the United States.

"The prevailing opinion that when labor troubles which are now afflicting European countries are satisfactorily settled, the British and German trade will appear as the most serious competitors against the United States on Brazilian markets, cannot be considered as a fatal development, for although the Germans have succeeded in effecting remarkable incursions on Brazilian markets, this should not be taken to mean that there is a probability of absolute victory. Besides we should not lose sight of the fact that when Germany and England will again be enabled to produce under normal conditions the currency of those countries will also have increased in value with the corresponding fall in the value of the milreis in Europe. And then, as European currencies improve in value, the value of the dollar will on the other hand decrease and eventually the result will be that the dollar, the pound sterling, the franc, the mark and the lira, etc., will be placed on equal footing as compared with the Brazilian currency. Thus, when conditions are one and the same in all exporting countries competing for Brazilian markets, the United States of America will fatally be in a position to offer the greatest and the best advantages amongst all competitors for we are bound to acknowledge that no other country in the entire world possesses now-a-days the producing capacity of the American Republic. Besides this, the great surplus of wealth in the United States will enable that country to sell her products at prices much below those of her competitors be they German, French or others. In fact I am informed that a large number of American manufacturers have already reduced their prices to such an extent that they are prepared to face German or British competition.

"Who then will be able to stand against the competition of the United States? I believe there is no country in a position to attempt it with success for it is well known that the wealth of the United States is at present the greatest in the world and therefore that country will be in a position pacifically to eliminate all and any competitor considering that it possesses the means to do so.

"Evidently Americans will have to carry on an enormous struggle in South America and more especially in Brazil, which, inasmuch as this is a great country, attracts the unceasing strife of all the great exporters of the world. The United States however are prepared for the fight, inasmuch as they possess a splendid Consular organization besides four hard working Chambers of

Commerce which are never at rest in their endeavors to develop more and more trade exchange between Brazil and the United States of America.

One of the most arduous tasks to which the Chambers of Commerce and the different Consulates have devoted their most earnest efforts is to investigate the reasons for complaint against American exporting trade on the part of Brazilian merchants. Such complaints were to a great extent ungrounded and were corrected so that to the good will not only on the part of Brazilian class associations, but also on the side of Americans, all misunderstandings were perfectly straightened out, and thus American exporters are now in the very best position to develop in perfect safety their business in Brazil.

"Before I finish, I wish to assure you that American exporters will under no circumstances abandon the ground they have gained; they are prepared to maintain their foothold at all costs even if they have to lose money in facing competition.

"Furthermore it is the opinion of all from Secretary Hoover to the last of American commercial travelers that it is absolutely certain that the prejudice against American producers prevailing in Brazil will disappear as soon as the price of the dollar will fall. The same feeling prevailing in Brazil in regard to American products prevails also in all the countries of the world where Americans had the practically exclusive rule of the markets with the consequence that their currency attained an enhancement in value such as they had never foreseen."

Mr. Naylor Junior, Director General of the Public Accounting Department has submitted to the Minister of Finances, Dr. Homero Baptista, the balance sheet of the cashier's division of the National Treasury covering the month of April last. The following is a complete detail of the balance sheet:

#### Receipts in Gold.

Federal Revenues: 4.116:879\$890; Paper currency guarantee fund, 1.048:379\$403; Credit operations, sundry accounts, 13.746:157\$809; banks and correspondents, 21.031:053\$161; Transfer of funds, 9.002:983\$990. Total: 48.945:459\$253.

#### Receipts in Paper.

Federal Revenues: 3.016:370\$212; Deposits: 2.791:153\$977; Credit operations, sundry accounts: 116.260:345\$304; banks and correspondents: 107.316:556\$113; Transfer of funds: 29.703.690\$436. Total: 259.088:116\$042.

#### Expenditure in Gold.

Federal expenditure: 4.66:508\$317; Credit operations, sundry accounts: 9.696:768\$548; Banks and Correspondents: 21.729:592\$952; Transfer of Funds: 11.218:333\$648; Total: 47.311:203\$465.

#### Expenditure in Paper Currency.

Federal expenditure: 61.580:929\$224; Deposits: 848:104\$018; Credit operations, sundry accounts: 54.355.091\$158; Banks and Correspondents: 94.704:098\$549; Transfer of funds: 36.592:869\$963. Total: 248.081:032\$912.

A balance of 7.569:427\$910 gold, and 11.423:280\$110 paper currency, was carried forward to the month of May.

During the first quarter of 1921, Rio de Janeiro received 8,773 immigrants. The "Directoria do Servico de Povoamento", represented by the "Intendencia de Immigracao", visited during the first three months of the current year, 107 steamers which brought into this port, 8,733 immigrants, of which, 11,140 were Germans, 40 Austrians, 39 Argentines, 7 Armenians, 510 Brazilians, 32 Belgians, 3 Bulgarians, 3 Chilians, 2 Chinese, 1 Cuban, 13 Danes, 2 Equatorians, 1 Egyptian, 139 French, 6 Fins, 16 Greeks, 396 Spaniards, 13 Dutchmen, 7 Hungarians, 579 Italians, 94 Englishmen, 145 Americans, 1 Norwegian, 4100 Portuguese, 113 Poles, 4 Peruvians, 356 Romanians, 68 Russians, 60 Swiss.

4 Swedes, 2 Serbians, 231 Arabian Turks, 52 Tcheko Slovakiens, 34 Ukranians, 18 Uruguayans, and 2 Venezuelans. Of the whole lot, 5,983 were men and 2,750 women. There were 5,815 bachelors and spinsters, 2,776 married and 142 widowers. Their professions were declared as follows: 1,578 agriculturists comprising 142 families with 623 individuals, and 955 separate individuals; 6,389 day laborers comprising 471 families, with 1,730 individuals, and 4,659 separate individuals; 766 following sundry other professions and comprising 56 families with 216 individuals and 550 separate individuals. The Official Information and Employment Office for Laborers annexed to the "Intendencia de Immigracao", which are dependencies of the "Directoria do Servico de Povoamento", 42, Rua Primeiro de Marco, ground floor, will either verbally or in writing attend to any party interested in obtaining information relative to immigration, employment of laborers and general information in regard to this country.

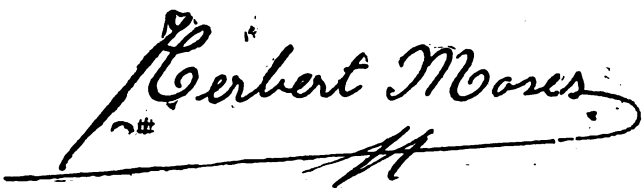
The following letter was addressed to the Committee for the Promotion of the Celebration of Independence:

"To the President of the Committee of the Centennial Celebrations: Annibal Goncalves, merchant, established in Sao Paulo, and Adelino Almeida Raposo, a tauromachian cavalier, respectfully submit the following statements and request.

"The undersigned are desirous of contributing towards the enhancement of the great celebration proposed to be held in Brazil on the occasion of the centennial anniversary of her Independence and thus they propose holding the performance of ten bull fighters according to the ancient Portuguese custom and conducted in the original style adopted by the Sovereigns of Portugal, for which purpose they would import from that country and from Spain not only the noble horses for the show of courtesies but also the tournament horses, 50 bulls of the purest breed and finally the uniforms themselves which would be made of silk and gold embroidery at the principal European costume tailors. The minute care which the undersigned intend giving to the preparation of such extraordinary performances has led them to be prepared to incur an outlay of approximately 300 contos de reis! For this purpose the ring will show the display of a courtesy procession of 180 figures, the greater part mounting superb animals which will be placed on exhibition for the public, several days before the inauguration, and all the actors will be dressed up with great pomp in costumes of silk and velvet embroidered with gold and colored silk, so that artists, musicians and shawmers and in short all the assistants of the ring may form a mass of the most pompous ostentation.

"Among the most prominent figures these extraordinary performances will be marked by the presence of 6 of the most prominent Portuguese noblemen, bearing the most respectable titles, whose ardent desire personally to make the acquaintance of the sister country has led them to offer their cooperation in these performances in their capacity as amateurs although worthy of the great est merits in this art of which they are in reality prominent artists.

"Finally it is the intention of the undersigned to mark these performances with the greatest brilliancy imaginable and they do not hesitate to state that never in the whole of Europe was there ever anything that might be compared, even, in luxury and richness with the manner in which they propose conducting the performances referred to above.



## United States Commercial Notes

FROM THE OFFICE OF THE AMERICAN COMMERCIAL ATTACHE

A census of the refineries by the United States Bureau of Mines shows that on January 1, 1921, 415 plants were completed with a daily capacity of 1,888,800 barrels, while on December 31, 1919, there were only 328 refineries operating with a daily capacity of 1,714,395 barrels of crude oil. The United States Geological Survey reports the estimated production of crude oil in the United States for 1920 as 443,402,000 barrels, this being a daily average of 1,211,481 barrels. It is interesting to note that the daily average refinery capacity exceeds the domestic production of petroleum by 667,000 barrels.

During the year 1920, the petroleum refineries of the United States ran 61,136,210 barrels of Mexican crude oil and 2,513,074 barrels of Mexican tops through the stills.

A preliminary statement of the 1920 census of manufactures has been prepared by the Bureau of the Census, Department of Commerce, furnishing statistics concerning the slaughtering and meat packing industry for the year 1919. It consists of a statement of the number and cost of animals slaughtered, and the quantities and values of the principal products manufactured during the year 1919.

The figures are compiled from 1305 establishments with products for the year valued at \$4,246,290,000. The total cost of raw materials, principally live stock, was \$3,774,901,000, or 88.8 per cent of the total value of products.

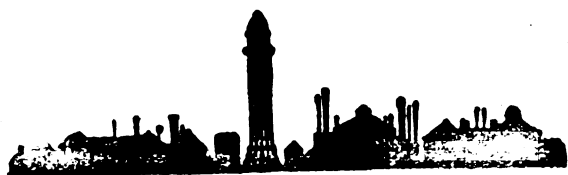
There were 44,519,000 hogs slaughtered, 13,523,000 sheep, lambs, goats and kids; 10,818,000 beeves and 4,395,000 calves.

Dr. Julius Klein has been appointed by President Harding as new Director of the Bureau of Foreign and Domestic Commerce, in the Department of Commerce, under Secretary Hoover, to fill the position made vacant some time ago by the resignation of Dr. Roy S. MacElwee. Dr. MacElwee has been appointed Director of the Georgetown University School of Foreign Service.

Dr. Klein first came to the Bureau in September 1917, as chief of the Latin American Division. He remained in that capacity until May, 1919, when he was made commercial attache of the Department at Buenos Aires, Argentina. He resigned from that position in October, 1920.

Born in San Jose, California, he received his education at the University of California, and later at Harvard, the Sorbonne (Paris) and the University of Berlin, besides doing several years research work in the archives in Spain. The following degrees have been conferred on him: B. Lit., M. Lit., A. M., Ph. D. (Harvard, 1915). Dr. Klein has traveled extensively in Latin America and Europe, investigating economic problems. He has specialized in Latin American economics, trade, and politics, and since his resignation as commercial attache he has held the chair of assistant professor of Latin American history and economics at Harvard University. He comes from this position to the Bureau.

FORGET THE EXCHANGE!



Say you saw it in the "Brazam"—Tell everybody.



**Notes on Canadian Affairs**

FROM THE OFFICE OF THE CANADIAN GOVERNMENT  
TRADE COMMISSIONER

**Evidences of Canada's Progress.**

In no department of Canadian industry has development been more rapid than in that of manufacturing, the value of the annual production having increased from \$71 per capita in 1881 to \$560 in 1917.

Year	Capital Invested	Employees	Value of products
1881.....	\$ 165,302,623	254,935	\$ 309,676,068
1891.....	353,214,300	369,595	496,847,886
1901.....	446,916,487	308,482	481,053,376
1906.....	846,585,023	356,034	718,352,603
1911.....	1,247,583,609	515,203	1,165,975,639
1915.....	1,994,103,272	514,883	1,407,137,140
1917.....	2,786,649,727	692,067	3,015,577,940

During the period 1888 to 1919, the paid-up capital and reserve in Canadian chartered banks increased from \$79,218,565, to \$243,912,111. From 1878 to 1919, the total bank deposits rose from \$16.52 to \$204.00 per capita.

1878.....	\$ 71,900,195
1888.....	128,725,529
1898.....	248,572,085
1908.....	639,899,365
1918.....	1,669,597,617
1919.....	1,841,478,895

The amount of life insurance carried in Canada has increased 25-fold since 1878 as follows:

1878.....	84,751,937
1888.....	211,761,583
1898.....	368,523,985
1908.....	719,513,913
1918.....	1,785,061,263
1919.....	2,187,833,396

In 1879 there were 6,484 miles of steam railways in operation; in 1919 the number was 38,986 miles. In 1879 the gross earnings were \$19,925,066; last year they were \$382,976,901.

In the progress of the past but a fair indication of the future, the problems of to-day and to-morrow may be faced, without doubt of a successful issue.

**Activities of the American Chamber of Commerce of S. Paulo**

FROM THE OFFICE OF THE SECRETARY

**Rejected American Merchandise.**

The Chamber's Committee on Rejected Merchandise has received copies of the plans advocated by the Organization Committee, of New York, for the liquidation of the merchandise now lying in Latin American ports as a result of repudiated contracts.

Copies of these plans for liquidation have been circulated amongst the Directors of the Chamber and the plans are receiving careful consideration before the Sao Paulo Chamber's recommendations with regard to same are forwarded to their representative in New York.

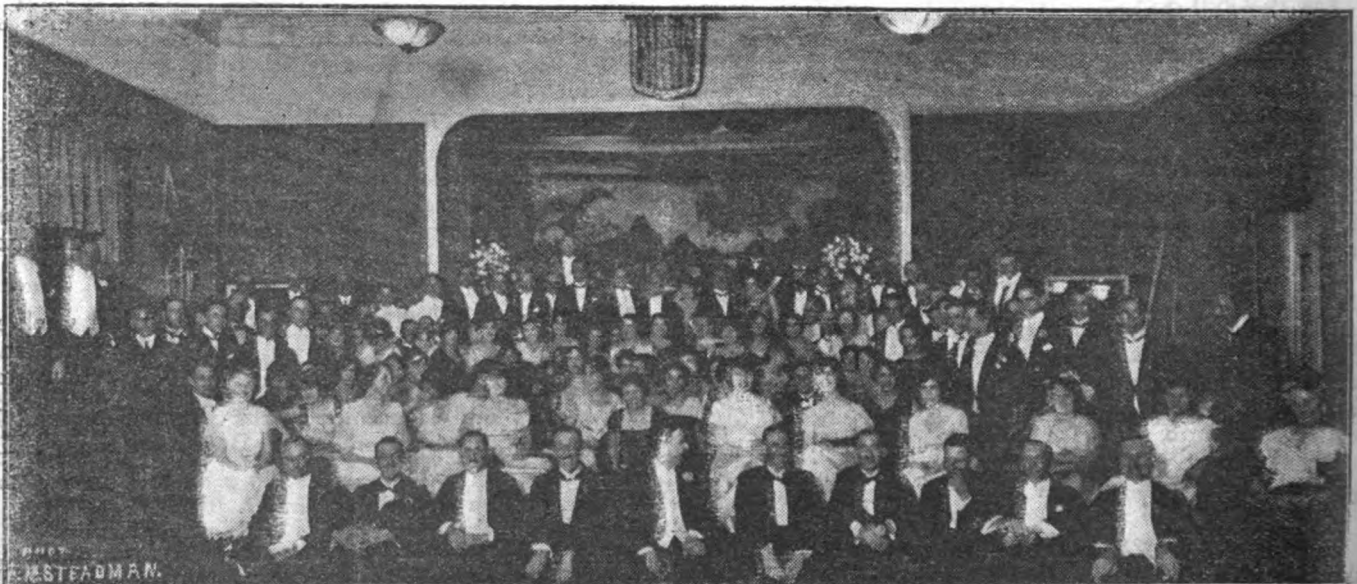
The Committee has, however, brought up one point of singular importance to those interested in this matter, which should prove detrimental to the successful manipulation of the proposed scheme.

Advices from the United States show that of the 75 million dollars' worth of rejected American merchandise accredited to Latin America, perhaps 90% (ninety per cent.) is controlled by the larger American exporting houses who have their representatives established throughout South America, who are quite competent to take care of the liquidation of their own stocks. The balance which has been placed at the disposition of smaller American commercial houses who have not representatives on the spot will furnish the Organization Committee with material for their efforts.

The commissions accruing from the liquidation of these small accounts would hardly pay for the running expenses of the proposed corporation.

The plan as advocated by the Organisation Committee has been very carefully worked out, but unless the larger American exporting houses fall in with the proposed plan for the organisation of a liquidating corporation, the scheme will prove to be of small consequence.

The Chamber will forward its recommendations pursuant to the next meeting of its Directors.

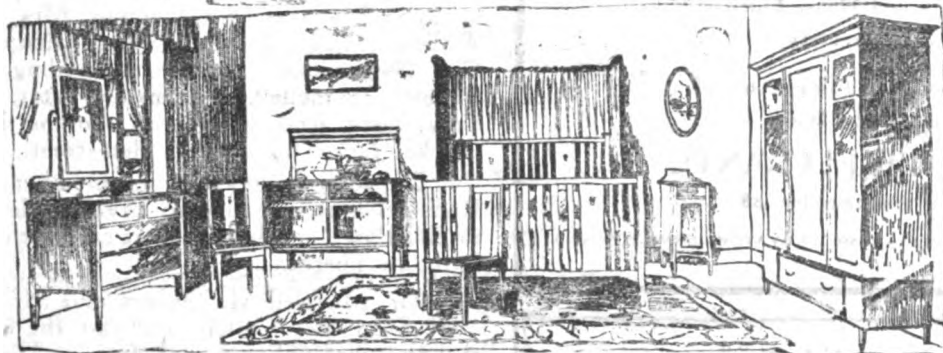


The 4th of July Ball at The American Club in São Vicente, São Paulo

Diga que viu no "Brazilian-American" Diga a todos

# MAPPIN - STORES

RUA SENADOR VERGUEIRO N.º. 147



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### SAO PAULO NOTES.

Mr. Charles L. Hoover, formerly American Consul in this city has been chosen to act as National Councilor for the Sao Paulo Chamber to the United States Chamber of Commerce.

Mr. John B. Dube has been appointed to represent the Sao Paulo Chamber in the United States in the discussion of the proposed liquidation of Rejected American goods in the ports of South America.

Mr. Leonard F. Ruoff, of the National City Bank, was elected to fill the chair of Hon. Treasurer of the Chamber during the absence of Mr. Dubé in the United States.

The following new members have been admitted to the Chamber as Corporate: The Royal Bank of Canada; Miranda Jordao & Cia. Individual: George Jasons, J.S. Rinehart; Honorary A.F. Israel (recently elected President of the American Chamber of Commerce of Santos.

Mr. and Mrs. Charles L. Nichols have been enjoying their honeymoon at the Palace Hotel in Rio de Janeiro. Mr. Nichols is associated with the Armour Company of this city, while the bride's home is in Amparo, Estado de Sao Paulo.

Mr. C.M. Fowler, of the Armour Company, was in Rio during the past week.

Mr. and Mrs. F.X. de Souza have left this city to make their home in Rio de Janeiro, where they have taken up their residence at Rua Figueira de Mello 40.

Mr. R.K. Hughes of the Continental Products Co. spent the fore part of the week in Rio de Janeiro.

The official opening of the new school building for English Speaking Children was announced for Monday, the first of August.

Miss Annita Mulqueen went to Rio to welcome her brother Bruce upon his arrival on the "Vestris".

Mr. Edward Galteiro, representative of the United States Steel Products Company, has been making a brief business trip to Rio and returned to this city on Wednesday last.

### RIO DE JANEIRO, SOCIAL & PERSONAL.

Commemorating the date of the anniversary of the founding of the Swiss Confederation, His Excellency the Minister of Sweden, and his wife, gave a reception on the first of August from 5 to 7 o'clock at the Hotel dos Extrangeiros.

The wedding took place on Monday of last week at 5:30 in the afternoon of Miss Aracy de Mendonca and Mr. Septimus Clark. Miss Mendonca is the daughter of Dr. Jose de Mendonca, a distinguished physician of this city, and the ceremony was performed in the family residence on Rua Curvello. The bride is a very accomplished violinist and numbers many friends among the Americans whom she has charmed with her playing.

The marriage was celebrated on July 25th, of Miss Herminia Grunder, and Mr. Charles Redard, Secretary of the Swiss Legation in this city and Commercial Attache.

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**SPECIAL EXHIBITION  
LINGERIE and TROUSSEAUX**

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Garments and House Linen of  
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ché of that nation. Sr. Albert Gertsch, Minister Plenipotentiary of Switzerland to Brazil, acted as sponsor for the groom. The newly-married couple left immediately for Sao Paulo on their honeymoon.

Mme. Paues, wife of the Minister of Sweden, will receive on the last Wednesday of each month 5 to 7 o'clock at her residence, Rua Ruy Barbosa No. 373.

The Minister of Norway and Mrs. Gade received on the third of August upon the occasion of the birthday of His Majesty Haakon VII, King of Norway. The reception was very largely attended by the Diplomatic Corps, the members of the Norwegian colony and Brazilian officials and friends.

Dr. and Mrs. I.B. Harper, took up their residence on August first at the Yankee Hotel, Rua Almirante Tamandare.

Mr. Everett Brown, formerly Assistant Manager of the National City Bank in this city, has been assigned to Lima, Peru, and will shortly take up his residence there, with his family.

Mr. J.R. Haney, is now associated with Mr. H.M. Sloat, representative of the Middletown Car Company, with offices at Av. Rio Branco 109.

Mr. J. R. Grasse, export manager for Bauer and Black, Chicago, left Tuesday to spend two weeks in Sao Paulo.

Capt. and Mrs. H.F. Howe have returned from Buenos Aires and are now living at the Hotel International.

A very enjoyable launch party and picnic to the Island of Paqueta was enjoyed on Sunday last, with Mr. and Mrs. George E. Schilling as hosts at their beautiful place on the Praia dos Frades. The members of the party were: Mr. and Mrs. Colman, Mrs. Stephens, Misses Williams, Gage, Naylor, Stoltz, Gladys, and May McNeil, Swackhamer, Partridge, Redding and Cunyus and Messrs. Donnelley, Whitman, Foster, Repko, Holgate, Frey, Ford, Anderson, Kean, Collins, Leonard, Pulford, Clarke, Jack Thomas and Hemstreet.

Dr. John Janney is a new member of the staff of the Rockefeller Foundation in Brazil. He will be stationed in Sao Paulo and left for that city with Mrs. Janney and baby on Tuesday.

Mr. Maxwell M. Merritt and Mr. Herbert J. Harz arrived on the "Vestris" and are the newest comers for the Standard Oil Company force. They plan to remain in Rio for about one month.

Messrs. J.W. Thomas, D.L. Davison, and W.J. Hoffman, members of the inspecting force of the National City Bank, arrived on July 23rd and will spend some time here.

Mr. and Mrs. W. C. Johnstone of Maria da Fé, Minas Geraes, have been visiting in Rio, but planned to return to their home to-day.

Mr. A. H. Dick, Manager of the local office of the American Locomotive Works, is sailing for the United States, via England, on August 10th.

Mr. J.F. Melhope of the American Rolling Mill Company has sailed for the United States.

Mrs. Joseph F. Brown and children, Dorothy and Donald, were passengers for New York on the "Vauban". Their state room was a bower of beauty filled with flowers sent with the best wishes of their many friends in this city.

Mr. and Mrs. George Vinnell Long left on the "Vauban" to return to their home in Canada. Mr. Long was well-known as the manager of the Royal Bank of Canada in this city.

Mr. Edwards Brandes, of R. G. Dunn & Co., Rio, will celebrate his birthday on the 8th of August.

**COUNTRY CLUB NEWS.**

The Country Club was the scene of many entertainments during the past week including the annual tennis tournament with the Rio Cricket Club, of Nictheroy.

Among those who entertained were Dr. and Mrs. W.L. Shurz, giving a dinner party on Wednesday evening, the 27th, in compliment to Dr. and Mrs. Lewis W. Hackett, who are leaving early in August for a trip through Southern Brazil, and Paraguay. Completing the party were Don Jose Gutierrez Guerra, former President of Bolivia, Col. and Mrs. C.H. Crawford, Mr. and Mrs. L.C. Heilbronner, Dr. and Mrs. B.C. Crowell, Mr. and Mrs. Jessie Knight, Mrs. Vivien Sperry, Capt. Royal Nash and Mr. O'Malley.

On Thursday night July 28th, the Board of Governors of the Club held its Annual Dinner in the Club's restaurant, an attractive Menu being specially prepared for the occasion. Those present were: Mr. F.A. Huntress, President; Mr. C.A. Sylvester, Chairman of the Board; Mr. C.N. Ryan, Hon. Treas. Mr. T.P. Stevenson, Hon. Secretary; Mr. H.M. Sloat, Mr. J.D.W. Snowden, Mr. E.S. Sturgis, Mr. J.E. Phillipi, Mr. O.H. Wilmot, Mr. Renton Haney, Dr. Franklin Pyles, Mr. W.V.B. Van Dyck, Mr. C.H. Lloyd, Col. C.H. Crawford, Mr. R.F. Redding, general manager and Mr. Richard Costa, general secretary. At nine o'clock the Ge-

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RIO DE JANEIRO

neral Meeting for the year past took place at which various committee reports were read and plans discussed for the ensuing year.

Dr. and Mrs. G.K. Strode were hosts at dinner Friday of last week, covers being laid for Dr. and Mrs. Hackett, Dr. and Mrs. Shurz, Mr. and Mrs. Curtis, Mr. and Mrs. Moore, Com. and Mrs. Canaga, Dr. and Mrs. Yancey, Mr. and Mrs. Evill, and Mr. Sanford.

Sunday was an unusually popular day at the Club as the Rio Cricket Club met the Country Club in what turned out to be a hotly contested tennis tournament, for although the Country Club were in the lead during the morning matches the visitors came back strong in the afternoon and the final score resulted in a tie, 8 all. The Country Club was represented by the following teams: Rice-Robertson; Sloat-Hiltz; Peterson-Freitas; and Mead-Bogy.

The latter part of the afternoon was occupied with the Club's Sunday tea-dance at which many members and their families were present. Included among these were: Mr. and Mrs. Heitor da Silva Costa, Mr. and Mrs. Arthur R. Saayres, Mr. and Mrs. Rocha Lima, Minister and Mrs. F. H. Gade, Mr. and Mrs. C.B. Parker, Dr. and Mrs. B.C. Crowell, Mr. and Mrs. T.L. Wright, Mr. and Mrs. Arthur B. Freeland, Mr. and Mrs. Walter Hime, Mr. and Mrs. Costa Pires, Mr. and Mrs. J.D.W. Snowden, Mr. and Mrs. S.P. Vianna, Mr. and Mrs. V.J. Schochet, Mr. and Mrs. C.A. Sylvestre, Mr. and Mrs. Ad. Liebermeister, Mr. and Mrs. Lloyd Newell, Dr. Joao Soares, Dr. and Mrs. Franklin Pyles, Miss Fletcher, Mr. W.W. Rose, and Messrs. Lester A. Strasser, A.I. Hasskarl, Von Zeppelin, Anjos, J. Moraes Grey, McColl, Horne, A. Level, T.P. Stevenson, T. McKinlay, G.H. Thompson, Theo. Xanthaky, L.G. Nathan, G. Maset, Jr., Luiz Guimaraes, Joao Gentil, C.B. Teixeira, T.S. Mead, Santos Cunha, Murray, McCrimmon, A. dos Santos, H.S. Bogue, Michael Bruce, Bt., Weston and others.

Mrs. B.L. Canaga gave a delightful bridge-luncheon last Monday. Her guests were: Mrs. C.P. Jungling, Mrs. T.L. Wright, Mrs. J.D.W. Snowden, Mrs. Fletcher, and Miss Fletcher, Mrs. Dale Parker, Mrs. Curtis, Mrs. A.F. Hiltz, Mrs. Stamford, Mrs. Hackett, Mrs. Goulin, Mrs. Calder, Mrs. C.B. Parker, Mrs. Sparrow, Mrs. Mauseau, Mrs. C.H. Crawford, and Mrs. Franklin Pyles.

A supper-party was given by Mr. and Mrs. C.B. Parker on August 1. Those invited were Mr. and Mrs. A.F. Hiltz, Dr. and Mrs. G.K. Strode, Mr. and Mrs. Jessie Knight, Mr. Sloat and Mr. Wilson.

#### AT THE CLUB CENTRAL.

The Paysandu Athletic Club held its Annual Ball in the famous Salao Nobre, the beautiful hall being de-

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FORMERLY HOTEL "ALBION"

**Rua Almirante Tamandaré 41**

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TRAMS AT EACH END OF THE SQUARE

CLOSE TO PRAIA FLAMENGO AND SEA BATHS

AMERICAN MANAGEMENT

#### BOARDERS

An English married couple, no children, desire two men to live with them, large well furnished house in Alto da Boa Vista. Reply to "Boarders" this paper.

decorated with P.A.C., Brazilian and Union Jack and American Flags. On the arrival of Sir John and Lady Tilley, the orchestra played "God Save The King", and the Brazilian anthem. They were met by Mr. C.H. Lloyd and Mr. Tatam.

Dinner parties for the dance were given by Messrs. Lloyd, Tatham, Capt. Sir M. Bruce, Monk, Thompson and MacGregor.

Among those present were H.B. M's. Ambassador and Lady Tilley, Col. E. McDonald C.M.G., and Mrs. McDonald, Mrs. Nathan, Mr. and Mrs. Parsons, Mr. and Mrs. Tobin, Mr. and Mrs. Harriman, Com. and Mrs. Jackson, U.S.N., Misses Gade, Fletcher, Saville, McNeil, McMurtire, and Kinsolving; Mr. and Mrs. Dale, Mr. and Mrs. Earwaker, Mrs. Kinsolving, Miss Stearns, Capt. Rose, Col. Hale, and Messrs. Lloyd, Tatham, Sir M. Bruce, Mollett, Sundt, Kelly, Chapple, Bogue, Stevens and H. B.M's. Vice Consul Gudgeon.

#### An Original Plan For Selling Jewelry

How can one buy a jewel for just what it is worth? No one wants to pay 100 cash for a ring and get 50, or 60\$ when he wants to dispose of it.

The problem has been solved by Casa Roberto, through their unique manner of dealing in jewelry. They buy second hand jewels, diamonds, etc. paying what they are worth and making a 10% profit on the purchase, which profit is deducted whenever the customer wants to re-sell his jewelry.

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Mrs. Orlo Stevens, who was operated on Tuesday night by Dr. Pyles is recovering from the operation and is expected at her home the last of next week.

Mr. Frank Scott, one of the directors of Houlder Brothers will pass through this city next week on his way to England aboard the Royal Mail steamer "Arlanza".

Among those who have booked passage for Europe on the "Arlanza" which is scheduled to sail from here next Wednesday are Dr. and Mrs. Luiz de Lacerda Guimaraes, Mr. Arthur Rio, Mr. and Mrs. J. P. Wilson, and M. Norman Woodward.

Mr. Martin Maddock, a prominent race horse owner and breeder who is now in this city has booked passage for England, on the Royal Mail packet "Arlanza".

Mr. A. H. Dick, general South American representative of the American Locomotive Company, intends to leave for the United States via England, next Wednesday. He has booked passage on the Royal Mail steamer "Arlanza".

## INTERNATIONAL THEFT.

Money, important documents, and many contents worth of jewelry, were stolen from a passenger on board the "Limburgia", as she lay in the port of Santos on her way to the Argentine. The public is requested to assist this pernicious class of thievery. If any of the following articles are offered for private sale under circumstances which would lead to the belief that they may have been stolen it will be a public service to inform the Hollandes

Bank of South America, in Rio, which has the case on hand. Incidentally, there is a big reward for information leading to recovery of the stolen articles. The list is as follows: string of rose colored pearls; large diamond (navette) ring; large red brown diamond ring; ring with surrounded by diamonds; all rings mounted with platinum; pendant with large diamond; other small jewels.

## HOTEL YANKEE.

The Hotel Albion, always popular with Americans, has been undergoing repairs. All the rooms have been fitted up American fashion, and now have running water. The completion of the renovations is being celebrated by a change of name, and the Hotel Albion will hereafter be known as Hotel Yankee. The following guests are now registered there: Dr. I. B. Harper and family, Sig. Gino Marinuzzi and family, Mr. Waldo B. Davison and family, Mr. and Mrs. D.G. Magee, Mrs. L. C. Fordham, Sr. Jose de Camargo and family, Sr. Herminio Ferreira and family, Mr. and Mrs. Libowitz, Miss Edrydice Ferreira, Miss Ediena Ferreira, Fraulein Anna Zuberhuler.



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### NORWEGIAN NOTES.

The Norwegian colony has in the death of Consul Joergen Engelhart, which occurred on the 21st of last month, sustained a great and irreparable loss. In this colony he occupied for many years a unique position in being its head, leader and "father", affectionately called "Gubben"—the grand old man—by all Norwegians in Rio, to whom he was ever a wise counsellor and a faithful friend. The joint home of himself and his son, Mr. Frederik Engelhart, in the spacious and beautiful home on the hill in Laranjeiras has for many years been known for its extraordinary hospitality in being the constant gathering-place of the colony as well as of all Norwegians visiting Rio. During the quarter-century that Consul Engelhart lived in Brazil he accomplished a great deal for the advancement of Norwegian shipping as well as commercial interests in this country, rendering these valuable services both as Vice-Consul for Norway and later as a private citizen. After he resigned from the office of vice-consul, his interest in the earlier duties of that position did not abate, but he continued most generously to give his time and sound advice on shipping and numerous other matters whenever they were wanted and might be of assistance to the Consulate or Legation.

In recognition of the conspicuous and valuable services rendered his country, he received from her a couple of years ago the much-coveted decoration of the Order of St. Olaf.

Minister and Mrs. Gade gave on Friday July 22nd, at the Legation a dinner for Mr. and Mrs. Huntress. The other guests were Admiral and Mrs. Fletcher, Mr. and Mrs. Troop, Mr. Gordon, Mr. and Mrs. Rossi, Col. and Mrs. Rose, Mr. and Mrs. Calder, and Dr. and Mrs. Crowell.

A dinner was given a week ago Friday by Minister and Mrs. Gade at the Norwegian Legation in honor of the

"Prince of French Poets", and Madame Paul Fort, where the guests to meet them were the French, Belgian and British Ambassadors, Lady Tilley, Prince and Princess Alliata di Villafranca, the Spanish Minister and Madame Benitez, the Swedish Minister and Madame Paues, Countess Souza Dantas, and Capt. and Mrs. Sparrow.

Mr. Waldemar Kallebig, the representative of the Norwegian Bank-Union, who has been spending the last half-year in South America, chiefly engaged in inspecting the Norwegian Banks in Buenos Aires and Rio, left the city recently on the "Limburgia" for his final visit to the Argentine before returning to Europe by the same steamer which sailed from Rio eastbound on Aug. 2.

The Norse-born Madame Nepomuceno, widow of the celebrated Brazilian Composer, and her daughter the promising pianist Sigrid Nepomuceno, left Rio three weeks ago for Norway where they will make a visit of uncertain duration visiting Madame Nepomuceno's old home and friends elsewhere in the country and where Miss Nepomuceno will probably make a concert tour.

### COUNTRY FAIR.

The Country Fair to be held on 15th August in aid of the Building Fund and Furnishing of the New Church, Nictheroy, will be opened by H.B.M.'s Ambassador, Sir John Tilley at 2. P.M. The Band of the "Regimento Policial do Estado do Rio de Janeiro" by kind permission of the Commander, will play selections during the afternoon.

Childrens' sports, organised by Messrs. Gudgeon, Johnson, and Tayler, of the Leopoldina Chacara, will be held as follows: 1. Three legged race (boys); 2. Wheel barrow race (lady drivers); 3. Three legged race (girls); 4. Potato race (boys); 5. Sack race (girls); 6. Throwing the cricket ball (boys); 7. Three legged race (mixed); 8. Treacly bun race (girls); 9. Boot and shoe race: (boys);

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10. Ices Race (girls); 11. Sack race (boys); 12. Potato race (girls); 13. Dribbly rugby football race (boys); 14. Throwing tennis ball (girls); 15. Chalking the pig's eye (boys); 16. Doll dressing race (girls); 17. Ices race (boys); 18. Boot and Shoe race (girls); 19. Treacly bun race (boys); 20. Chalking the pig's eye (girls).

Various costly articles will be raffled by Mr. Tredgett and his assistants. Ye Olde Village Pump will be in charge of Mr. Dillon, who will also officiate as Auctioneer, and sell at the end of the afternoon, anything left over from the Stalls. The ladies have arranged stalls sale of nearly every imaginable article. They are as follows: (Mrs. De Castro being the Chairman of the ladies committee): Needle Work Stall; Mrs. W.M. Smith; Candy Stall; Mrs. Colson; China and Toy Stall; Miss Hood and Miss Richards; Black Cat Stall; Mrs. A. G. McNair; Preserve Stall; Mrs. Reid; Picture and Photograph Stall; Mrs. Hadden; The

Knut Stall; Mrs. De Castro; White Elephant Stall; Mrs. Haines; American Booth: Under the auspices of the Guild of the Union Church; Fortune Teller's Tent; Gipsy—Madame Vane.

The supply of tea, lemonade, and ices, will be organised by Mrs. Handman, who is well known for the successful way in which she undertakes these ventures. Dinner will be in the capable hands of Mrs. Abbott. Mrs. Eric Norris will be in charge of the Weight Guessing Competition. Mr. Tatam, assisted by Messrs. Browne, Marsden, Hooton, and Wheatley, will be doing a roaring business at the Shooting Gallery. The Coconut Shy will be a keen competitor—this Mr. Powell will be responsible for. Tickets for the dance are already being sold by Mr. Tayler of the Western Telegraph Chacara—and Mrs. Watkins and Mr. Tayler are arranging sketches during the afternoon. The Bar, in charge of Mr. Collins is bound to do big business—may the weather be warm. Mr. Mullard and his friends are giving a most excellent Variety Entertainment and Concert. The Stunt Boxing is being arranged by Mr. C.C. Brooks and is bound to be a huge attraction.

Any contributions in cash should be sent to Mr. J.B. Witcombe, care of the British Bank of South America, Ltd. of whom, or any member of the Committee, tickets can be obtained. Any contributions for the stalls should be sent to Mr. Causer, of Hopkins, Causer and Hopkins, Rua Municipal 22, Rio de Janeiro.

The following ladies and gentlemen who are lending their support to the Fair should also be mentioned: Lady Tilley, the Rt. Rev. Bishop Every D.D., the Rt. Rev. Bishop Lucien Kinsolving, H.B.M.'s Consul General, Col. E. E. N. Macdonnell, Mrs. Macdonnell, Sir Alexander Mackenzie, G.H. Craig, Mrs. Hott, E.D. Anderson, Godfrey Aston, Sir Alban Crofton Atkins, James S. Barratt, R. A. Brooking, Percy J.W. Browne, E.F.T. Browne, L.R. Cayley, G.L. Chandler, J.A. Cross, F. Dennis, Frank Dodd, M. Fletcher, T. G. Geddes, M. Gotto, Ven. Archdeacon Hancock, Hon. Mrs. Hancock, Rev. I.B. Harper, F.A. Huntress, D.D. Keay, R.L. Kup, G.V. Long, E.P. Matheson, E.L. McColl, McMiller, J.T. Moore, G. Meem, D.D., J.C. Muriel D.S.O., W.E. Norris, C. L. Parsons, C. Patrick, F.W. Perkins, A.C. Skey, H.W. Sloper, F.D. Stock, F.H.C. Tarver, G.H. Tattersal, Rev. H.C. Tucker, A.C. Weigall, Harry Weigall, H.L. Wheatley, W.H. Whichello, T.G. Cross, F.W. Abbott, W.F.A. Bell, R. A. Brooking, C.C. Brooks, Chas. Causer, Stanley H. Gudgeon, C.H. Lloyd, W.J. McMurtrie, L.E. Rogers, E.M. Tayler, L.C. Thibaudier, Julian B. Witcombe, E.D. Truman, W. Brook, T.B. Dillon, G.H.W. Watkins, H.D. Davenport, L.R. Denning, F.W. Perrin, H.R. Latham, C.C. Wilmot and N.A. Furness.

It is not too much to hope that every British and American resident in Rio de Janeiro will keep 15th August free for the Fair.

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## Legal Section

BY RICHARD P. MOMSEN

MEMBER OF THE BAR OF BRAZIL

### REGULATIONS COVERING THE FEDERAL DEPARTMENT OF PUBLIC HEALTH.—REGISTRATION OF FOREIGN PHARMACEUTICAL PRODUCTS.

A very detailed and extensive set of regulations was published by the Federal Government, accompanying Executive Decree No. 14,354, of September 15, 1920, in accordance with the provisions of Art. 48, No. 1, of the Federal Constitution, and Legislative Decree No. 3987 of January 2, 1920.

The National Department of Public Health in Brazil is under the jurisdiction of the Minister of Justice and Interior, and its scope of action includes hygienic and public health service in the Federal District, with sanitary police for public places, factories, schools, commercial and industrial establishments, hospitals, markets, hotels and restaurants; supervision of foodstuffs in the Federal District; sanitary service at ports and on rivers; study and treatment of contagious diseases; the supplying of serums and vaccines to combat epidemics in any part of the country; the supplying of official remedies through the Oswaldo Cruz Institute; the medical inspection of immigrants entering the Republic; preparation of sanitary statistics and their publication; supervision and construction of sewerage in the Federal District; preparation of a Sanitary Code for submission to the Federal Congress.

(NOTE:—It will be observed that the jurisdiction of this important branch of the Federal Government is very clearly and specifically defined, in order not to invade the autonomy of the several states of the Union.)

The Department among its numerous subdivisions will maintain a Bureau for combating leprosy cancer and venereal diseases, and carry on instructive propaganda for the elimination of these diseases. Another Bureau will have charge of the supervision of the medical, pharmaceutical, dental and obstetric professions. Numerous provisions are made covering the sale of medicines and especially the formalities in connection with prescriptions. Pharmacists shall keep in stock labels with the phrases "Poison" "External Use" and "Shake Before Using".

A license of the National Health Department is required for the sale of antiseptics and new remedies. Applications for licenses must be made by a duly registered professional man (professionist), accompanied by a report, declaring the composition, name, method of preparation, application of the product and the uses for which it is intended. This report may be presented sealed, and after a secret analysis has been made by the Government, it will be resealed and kept in the Government ar-

chives. A sufficiently large sample to permit analysis must accompany the application. "New" remedies are—1. Pharmaceutical preparations in whose composition some substance enters the employment of which is unknown in medicine; 2. those preparations in which a new composition is made, even though the component parts be of an action already known; 3. those preparations in which a process is used which has not yet been used or is unknown.

Preparations licensed by the National Department of Health shall always contain the name of the preparing pharmacist, and the posology of the active substances (when toxic), the date and number of the license, and the location of the factory.

Those having licensed pharmaceutical products manufactured abroad, but to be manufactured in Brazil,

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must qualify themselves as competent to exercise the profession before the authorities.

Whenever a licensed product changes ownership, an assignment must be registered within one year, under the penalty of nullity.

Manufacturers of drugs for pharmaceutical purposes must, when established abroad, maintain a representative in Rio de Janeiro, who is responsible before the Department of Public Health concerning every matter relative to the manufacturer's products. If the manufacturers have no representative and their products have not been judged satisfactory for pharmaceutical uses, the Department of Public Health will take the necessary measures to prevent the clearance of such products from the Customs houses. Drugs not properly approved will subject the representative to a fine of rs. 1:000\$000 and a period of three months will be granted to him to

re-export the same. In case of repetition, the fine will be doubled, and importation of the product will be prohibited.

### **BRAZIL AND THE NEW AMERICAN TARIFF.**

(Resumé of an article dated July 1, 1921, by Sr. Sebastiao Sampaio, Brazilian Commercial Attaché in Washington, as published in the Jornal do Commercio of July 25, 1921.)

The new American tariff law, as originated by Mr. Fordney, Chairman of the Ways and Means Committee of the House of Representatives, is by no means a disappointment to the members of the Brazilian Embassy in Washington, headed by Ambassador Augusto Cochrane de Alencar. Their constant effort has been to prove not only the perfect reciprocity of favors existent in the Brazilian and American tariff laws, but also the absolute advantage for both countries in the maintenance of this practical understanding in commercial relations.

According to this new project, free entry is given into the United States of coffee, matte, and practically all of the raw materials produced by Brazil, which the present law also maintains upon the "free list", such as rubber, cocoa, cotton, vegetable, oils, hides, skins, etc. The law makes, however, one notable exception, placing a tax upon all manganese containing more than 30% of the mineral, taxing it with one cent a pound upon the weight of the pure mineral.

In the case of manganese, the American mining industry enters into competition with the Brazilian and clamours for protection. The American product has a percentage of only between 30% and 40% and before the war was not exploited. During the time of hostilities with the lack of transportation between the United States and India, and the impossibility of importing from Russia, Brazilian manganese was not only imported in immense quantities, but a special committee of experts was appointed by order of the War Department to study the whole question of manganese mining and importation in its relation to the manufacture of steel. This commission reported that the Brazilian product possesses the highest percentage of pure ore among all known products. It was further established that the mixture of the low percentage American ore in equal parts with the Brazilian was of great advantage industrially in the production of steel destined for the various uses both of peace and war.

In spite of the new protective duty levied on the high percentage manganese, a defense of Brazilian interests is offered in the provisions of the new tariff law itself. The law authorizes the President of the United States

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to enter into agreements with those nations which wish to concede similar favors in their tariff relations with the United States. This provides an open door for mutual concessions in the commercial relations of the two nations which may provide for a reduction of duties upon Brazilian manganese.

The new law provides for the same duty as formerly levied upon chestnuts—one cent a pound, and increases from one to two cents a pound the tax upon rice. Taxes are now to be levied upon all dairy products imported, which formerly had enjoyed free entry.

The present tariff offers the highest degree of protection to national industries which has ever been extended in the history of the country. The Republican party is now dominating the political life of the nation and is putting into force its economic principle of protectionism. The new law as printed covers four hundred pages of average size, containing 85,000 words and enumerating thousands upon thousands of articles imported. Nearly one third of the articles previously included in the "Free List" were withdrawn, and with these new duties, the Republican Party proposes to enormously increase the national revenue, bringing in from five to six hundred millions of dollars instead of the three hundred millions at present.

Without doubt, the industrial problem in the United States is very serious and demands immediate measures of amelioration. The Americans wish to protect their production, and especially their manufacturing industries. As the cost of labor is extremely high in the country, the American manufacturer demands the aid of the tariff to prevent, for example, the sale, as now, of German automobile tires placed in Akron, Ohio, at a price inferior to the production cost of the product of the local factories.

Fortunately, the new economic scale has left in peace the raw materials indispensable to American industry, of which the United States imports a very considerable portion from Brazil.

With pleasure, Brazil can observe also that the Republicans intend to maintain, at least as a general principle, the present reciprocity of favors extended in tariff laws, through which the foreign commerce of the United States has so largely gained.

## PEAT DEPOSITS IN BRAZIL.

The principal peat deposits in Brazil are in the valley of the Marabú River near the Bay of Carahú, 116 kilometers southeast of Bahia.

The beds average 15 meters in thickness and are of the following composition:

Hydrocarburite volatiles.....	72.0
Fixed Carbon.....	10.5
Ashes.....	17.4
Total.....	100.0

By simple distillation the Marahú peat can furnish nearly 400 kilos of fuel oil to the ton, thus being of great industrial value.

At various points along the coast of Brazil are schists rich in bituminous materials. All these deposits are situated in tertiary soils.

The bituminous schists at Maceió, Rio Doce and other points in the State of Alagoas are already well known.

Peat beds of some importance are found at Taubaté and Agua Branca, in the State of Sao Paulo and at Bambuhy and Sao Corcalo, in the State of Minas Geraes.

In the basin of the Gandarella River, in Minas Geraes, and in Maranhao, are important finite deposits which are not being worked.



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**THE MOVEMENT OF THE PORT OF MANAOS  
IN 1920.**

The crisis through which Brazil is passing has been particularly severe in Northern Brazil, especially the Amazon valley where hunger and want have made the backwoodsmen bandits and the Federal Government has been obliged to send a gunboat to Acre to restore order. The depression in the Amazon country preceded the present critical state of affairs in the rest of Brazil. This was due to the decline in the price of rubber, the principal product of the valley. Lately, with exports of rubber to Germany the prices have begun to rise. For a long time the quotations in Pará were about 1\$600 but a twenty-ton order closed in April was sold at 2\$000 the kilo.

The port of Manaus, the second rubber market in the country, succeeded in exporting 14,058 tons in 1920, valued at 32,399 contos of reis. Of these, 14,058 tons, Amazonas furnished 5,979 tons valued at 14,094 contos of reis; the Territory of Acre 2,679 tons valued at 6,352 contos of reis; and Bolivia, Peru, Colombia and Venezuela combined 1990 tons valued at 4,441 contos of reis.

The amount of rubber cleared from the port of Manaus during the year 1920 was greater than any year from 1915 on, as demonstrated by the following statistics:

Year	Tons	Contos of Reis
1914	14,089	56,105
1915	13,176	59,965
1916	12,993	70,855
1917	14,039	66,507
1918	8,261	28,052
1919	14,036	47,739
1920	14,058	32,399

Exportation reached its peak in 1913 when 15,766 tons were shipped and netted 75,088 contos of reis, i.e. from Manaus alone.

In the succeeding six years the total exportation of rubber has been the following:

Year	Tons	Contos	Rs.
1914	33,531	13,598	
1915	35,165	135,786	
1916	31,495	152,239	
1917	33,998	144,080	
1918	22,662	73,728	
1919	33,252	105,537	

The rubber exported from the port of Manaus in 1920 included the following kinds:

Fine	7,743	tons
Medium fine	1,104	tons
Sernamby	1,629	tons
Sernamby de Caucho	3,162	tons
Caucho	72	tons

The ports of destination were:

Port	Tons	Contos	of Reis
London and Liverpool	4,723	10,862	
Havre	500	115	
Lisbon	10	25	
Antwerp	22	51	
Rotterdam	119	276	
Hamburg	285	675	
New York	8,051	18,577	

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HURON..... Aug. 18th.  
AEOLUS..... Sept. 1st.  
SOUTHERN CROSS..... Sept. 15th.

**DEPARTURES, RIO TO NEW YORK**

MARTHA WASHINGTON. Aug. 10th.  
AMERICAN LEGION..... Aug. 22nd.  
HURON..... Sept. 7th.  
AEOLUS..... Sept. 22nd.  
SOUTHERN CROSS..... Oct. 5th.

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**STEAMER NOTES**

Col. W. B. Ryan, one of the vice-presidents of the United American Lines, Inc., passed through here last week on the Lamport & Holt steamer "Vestris" bound for Buenos Aires. Col. Ryan intends to return here the latter part of the month, and will make his headquarters with the local agents, Theodor Wille & Co.

Among those who have booked passage for New York on the new Munson Line steamer "American Legion" are Mr. and Mrs. J.D.W. Snowden, and daughter Miss Betty.

Travelers between the United States and South America will be pleased to hear that the Lamport & Holt passenger steamers, "Vestris", "Vauban" and "Vasari", are now plying only between New York and the east coast ports of South America. The round trip will now take just a little over two months. Announcement was made this week that the "Vestris" would sail from this port for New York August sixteenth instead of August twenty-first.

The "Vauban" of the Lamport & Holt Line put to sea shortly after noon, last Sunday, bound for Barbados and New York. At this port, thirty three first-class passengers embarked. The Rio passengers were: Mr. Harold Hughes, Mr. Hyojiro Kitani, Mr. and Mrs. Ernest Klatscher, Mr. and Mrs. Geo. V. Long and family, Mr. José do R. go, Mr. Maximilian F. Mantner, Mr. Robert S. Hulbert, Mr. Hollister Sturges, Mrs. Joseph F. Brown and family, Mr. H.A. Wilson, Mr. F.W. Ehrhard, Mr.

Louis F. Klein, Mr. H.M. Easton, Mr. U.G. Duback, Mr. and Mrs. Charles C. Pineo, and family, Miss Maria T. Falcao, Miss Kathryn A. Morrissey, Mr. and Mrs. W.F. Webb, Mr. and Mrs. F.P. Poot, Mr. and Mrs. Frank D. Williams, and Mr. and William S. Moran.

While in England, Capt. H.E.F. Paterson, Brazilian Representative of the Royal Mail Steam Packet Co. had several conferences with the directors of the company and succeeded in having a reduction made in the passenger fares. The company now has two sets of fares, one for the "busy season", and another for what is termed in shipping circles, the "slack season". These new fares are now in effect and apply to the "A" and "D" steamers.

"The policy of the Royal Mail," declared Captain Paterson, "is to encourage ocean travel and make it as reasonable as possible. The company does not advocate high fares and as conditions improve the directors of the Royal Mail hope to be able to make further reduction. During the "slack season" the fare will be fifteen per cent. lower than the rates which will be in effect from March first to August 31. The slack season period is from September first to February twenty-eight. In addition to the new fares the company has also decided to allow a ten percent. reduction when any one family buys four first-class single fare tickets.

The fare of the "A" steamers during the busy season first class from Brazilian ports to Cherbourg or Southampton: Santos, 3:060\$000; Rio, 3:000\$000, Bahia, 2:820\$000, Pernambuco 2:760\$000.

Second class: Santos, 1:770\$000; Rio, 1:680\$000; Bahia, 1:650\$000; Pernambuco, 1:590\$000.

BOOST BRAZIL'S CENTENNIAL—1922

**A BEAUTIFUL HOUSE**  
to be sold in Ipanema, near the Country Club.  
Price, 160 contos. Letters to P. O. B. 1423.

## JOAO M. HALLAGE

Painted the portrait of President Pessoa so well that several Government officials have asked him to make them copies of it. He can do your work equally well.

**COME AND SEE AN EXHIBITION OF HIS PERFECT WORK AT**

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Corner of Largo da Carioca.



**Williams'**  
Holder Top  
Shaving Stick

Holder  
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Stick

**Look Into it!**

If you're one of the new men who don't know Williams' it will pay you to follow the example of this smile-wreathed face in the lather and "look into it" tomorrow morning.

Obtainable in all first class stores.

**The J. B. Williams Company**  
Glastonbury, Conn., E. U. de A.

## THE DEMPSEY-CARPENTIER FIGHT. by Elmer Luehr.

The great championship Dempsey-Carpentier bout, held at Jersey City, Saturday, July 2nd, 2 p.m., is history now with French glory centering around the Star instead of the prize-fighting arena. The knockout came in the fourth round, 1 minute and 16 seconds after that round commenced and 796 seconds after the fight had begun. In order to understand the fighting and the style adopted by each boxer, we must remember that Jack Dempsey is, in every way, the larger man. Every one of his dimensions surpasses the Frenchman's: he is taller, weighed 16 pounds more, has a further reach, larger chest, thicker neck, than Georges Carpentier, who is really a light heavy-weight. It was naturally Dempsey's cue to wear down Georges, and the latter's was to play,

the fast game for an early win. So it began. Carpentier rushed into the battle from the sound of the gong in the first round, immediately attempting to place his famous right to the jaw. He found little difficulty in landing his punches but Jack was not slow either in returning blows or in stepping around the ring. The American took it easy both because it was good tactics and because he was the defender with whom cautions naturally rest. The round ended honors even. Having learned that he could quite easily reach the Irishman's jaw with his slugging right he leaped from his stool in the second round with the determination to make a knockout in that round, with the result that by a series of head and jaw blows, he succeeded in staggering the champion, who, however, recovered. It was the same punch that floored Beckett, the English champion in 74 seconds; but Dempsey only reeled a bit. The second round was French and saw the supreme French effort to win. Carpentier afterwards said that he staked all on those head blows and when he saw that Dempsey withstood his best he realized that he had met his master. In the third, which was an American round, Dempsey forced his opponent to the knee and made him groggy. By this time Jack realized that Georges was weakening and he came out in the fourth round fast, at once putting his antagonist through the ropes, then by a left and right to his jaw floored him for nine counts. Springing up at 9 the aviator was met with a right to the chin, the K.O. Dempsey then picked up the defeated man and carried him to his corner where he revived in a few minutes. The Parisian then came forward to congratulate the winner.

The only surprise of the fight was not that Dempsey won in four rounds but that he fought clean shaven: he usually enters the ring with a four or five days' beard.

Twelve rounds was the limit set for the fight and no decision would have been awarded if a knock-out had not been scored. The full house of 91,163 seats was sold out at a price of \$1,600,000, of which \$300,000 went to Dempsey and \$200,000 to Carpentier. Uncle Sam it is calculated will collect \$584,000 in war tax on seat sales and income tax from the contestants. Approximately 15,000 women attended, among them being many nationally-known, as Mrs. Alice Roosevelt Longworth.

The odds before the fight were top-heavily in favor of the American, running all the way from the low 2 to 1, as high as 5 to 1, with little French money offered until two days before the fight when considerable amounts were put up on Carpentier, causing the odds on Jack to fall. Carpentier was unmistakably the popular idol, although not the betting favorite, and for two reasons: that he is a supposedly more civilized type of man, who combines a wonderful physique with thought and force is a gentleman in his manners and dress, knows how to accept public applause gracefully, and is always master of himself; and that secondly, he is the war hero holding war medals in contradistinction to Dempsey, who is considered a slacker because he worked in a shipyard during the war as a riveter. So much was this felt that despite the fact that Dempsey, who is part Indian and more Irish, was upholding a national title against a foreigner he received a less hearty greeting upon his appearance in the ring than the Frenchman.

Most of the fight reporters, so-called experts, as well as popular opinion, named Dempsey to win, although a few favored Georges, the general attitude being that Carpentier, the exemplar of brains, ought to win but had no chance. Among the minority prophets was Bernard Shaw, the noted British dramatist, who in his early life wrote a novel, "Cashel Byron's Profession", relating the story of a professional pugilist. Shaw who witnessed Carpentier knock out Beckett, the British heavy champion, in 74 seconds, was so impressed with Carpentier that he called him a reincarnation of the medieval warrior, Charles XII of Sweden, and declared that the odds should be 50 to 1 for him.

Diga que viu no "Brazam" Diga a todos

One gladly hastens to record that Carpentier maintained his reputation of a gentleman by his attitude after defeat. All his statements frankly confess that he was bested and that no alibi or explanation or return contest was considered, although he expects to remain in the United States until Labor Day, when he will meet anyone who wishes to engage him. He is willing to encounter any light heavy-weight, or any heavy-weight other than Dempsey, whom he recognizes as his master. Dempsey likewise will rest until Labor Day when he is to fight some contender not yet named in the same arena at Jersey City.

While universal sympathy is extended to Carpentier perhaps for the good of the world, as Norman Hapgood the famous publicist and admirer of the Frenchman, says, it is best that France have no reason to pin her faith more firmly in brute force than she now does. In her present state of mind, in her present role of organizer and leader of the military hegemony of Europe, the added pride of being the parent of the World's Champion Boxer, she might have gone mad with an honor so unusual to her. In any case here in America, we can proudly boast of a title well defended and a worthy deposit for so great an honor.

## POSTAL MONEY ORDER SERVICE BETWEEN GREAT BRITAIN AND BRAZIL.

Sr. Clodomiro Pereira, Brazilian Postmaster General, has issued instructions for the inauguration of postal money order service between Great Britain and Brazil as provided by the terms of the treaty signed between the two countries last March.

This service will be begun in England at the London post office and in Brazil by any Division postoffice, branch or agency of the first and second classes which may be so authorized by the post offices of Manaus, Pará, Bahia, Pernambuco, and Rio de Janeiro.

The Rio de Janeiro postoffice will act as intermediary for the offices in the States of Minas Geraes, Paraná, Matto Grosso, Santa Catharina, Rio Grande do Sul, Goyaz, Sao Paulo, Rio de Janeiro, and Espirito Santo; Para for the States of Maranhao and Piahy; Pernambuco for the States of Ceará, Rio Grande do Norte and Parahyba, Bahia for the States of Sergipe and Alagoas; Manaus for the Santo Antonio postoffice.

The money orders may be issued for amounts from one penny up to forty pounds. The fee will be 400 reis per pound sterling or fraction thereof. These money orders will be valid for six months when issued in Brazil and 12 months when issued in England. If these periods are allowed to elapse before the order is presented for payment, such action will be refused and reimbursement can only be had when authorized by the issuing office.

The Government of the State of Rio Grande do Sul has ordered the removal from Santa Maria to Porto Alegre of the main office of the Viacao Ferrea Sul Rio-Grandense.

Bandits are terrorizing the interior of the State of Alagoas.

A metal bridge on a reinforced concrete base has been thrown open to traffic over the Parahyba River at Barra do Pirahy.

The judge of Sorocabana, State of Sao Paulo, has found 35 locomotive engineers guilty of robbing 300 contos worth of firewood from the Sorocabana Railway.

## KEEP STRONG

One bottle of pure, emulsified medicinal cod-liver oil taken now, may do you more good than a dozen taken a month hence. It's more economical to give your body help before resistance to disease is broken down. A very little.

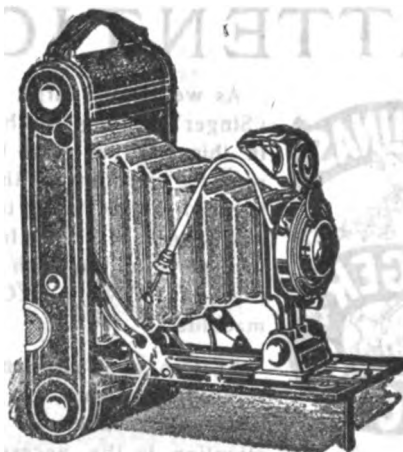
## SCOTT'S EMULSION

OF PURE MEDICINAL COD-LIVER OIL

goes a long way in sustaining strength and keeping up resistance. Resolve that you will buy a bottle of SCOTT'S EMULSION at your druggist's on your way home, and start protecting your strength. It's Scott's you ask for.



BOOST BRAZIL'S CENTENNIAL—1229



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SAO PAULO

BRAZIL.

Say you saw it in the "Brazam" — Tell everybody.

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### REPRESENTATIVES FOR LEADING AMERICAN MANUFACTURERS

AGENCIES IN ALL THE PRINCIPAL CITIES OF BRAZIL

#### AUCTION BRIDGE

by

MR. BERNARD P. BOGY JR.  
CHAPTER XIII.  
Manner of Bidding.

With a few words of suggestion in reference to the above, the dismissal of the all-important subject of Declarations and Bids will be closed. After assorting your cards, try and estimate as quickly as possible what the maximum offensive and defensive worth of your hand is. If you have the first say, and desire to bid, do so without hesitation, making your statement clearly, distinctly, and without emphasis. If bidding no trump say "one no-trump" not no-trumps, or "one

heart", not hearts. It is very bad form to sit and study over your hand, with a pained expression on your face, or else mumbling some inarticulate words to yourself. Either pass or make the bid at once, after the cards are assorted, fifteen to twenty seconds should be ample time in which to make your decision. It is occasionally excusable to take longer when there has been several rounds of bidding and you are trying to remember who has made them and what they were. There is nothing more aggravating than to play at a table where someone is continuously delaying the game by going into a deep brown study over his hand. Novices at the game sometimes believe that this creates a good impression and that the others will imagine he is a real student.

This is certainly an erroneous idea. Never emphasize your bids or passes by raising your voice or laying any unusual stress on any word or combination of words. Make all of your speeches in a quiet even tone of voice, as though you were having an ordinary conversation. The reason for this is obvious, for instance: A bids one no-trump, B two-hearts, C, and D pass. A says two no-trump and B goes up to three hearts. Now if C should shout out Pass, it would be just the same as saying to A, "For heavens sake, don't go any farther unless you have it all in your hand, as my cards are absolutely worthless." The opposite message would be sent should C have assisted with any particular force. A player who does this sort of thing should be requested not to do it and then if the offense is repeated, he should not again be invited to play. There are exceptions though, as occasionally the bidding is so keen that a player may become excited and place more stress on a declaration than he had intended. Another thing that might be mentioned in connection with slow bidding is that if you study over your hand for an unusual period of time, your opponents will at once sense that you are not very strong and will take full advantage of their knowledge. You must remember that keen opponents will watch closely every little detail in connection with the game, including everything you do, the bids, manner of bidding, and the actual play of the cards. Try and refrain from showing them or giving any indication of weakness. If you do, you may rest assured that they will profit to the fullest extent by your negligence.

## ATTENTION



As we have a large number of "Singer" sewing machines leased in this city, we wish to call the public's attention to this fact and to warn the public not to purchase a "Singer" machine from a private party, unless such party can show a "FINAL RECEIPT" for machine.

Lessees, upon payment of all installments become the owners of machines, hence we call their attention to the necessity of exchanging all partial payment receipts for a "FINAL RECEIPT". This can be done at the local "Singer" store where machine was originally leased.

Local "Singer" stores:  
In this City are located at  
AVENIDA RIO BRANCO N. 126  
RUA CATTETE N. 251  
RUA ESTAGIO DE SA N. 55  
RUA ARCHIAS CORDEIRO N. 185  
RUA QUITANDA N. 161

Any information desired can be obtained from the "Secção de Informações".

Rua da Quitanda N. 161, 1st Floor

RIO DE JANEIRO

#### PAYING GUESTS.

Nicely furnished rooms with board (French cooking) for gentlemen and couples, can be found at the newly opened and well managed Pensao Sao Jorge, Praia do Russell, 52, Phone Beira Mar 1469.

Diga que viu no "Brasilian". Diga a todos

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Sold By Modern Garages Through

GILBERT &amp; BARKER

Self Measuring Pumps Which Guarantee Honest Measure

Its QUALITY and EFFICIENCY are the predominant features in the following  
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**WILSON & EVILL**  
AUTOMOVEIS  
DODGE BROTHERS

Endereço Telegraphico  
"WILSONEVILL"  
Western Union  
5 Letter

RIO DE JANEIRO

July 1st, 1921

Standard Oil Company of Brazil,  
Rio de Janeiro.

Gentlemen:

The writer has just driven a Dodge Brothers stock touring car from Rio de Janeiro to Sao Paulo, a distance of six hundred ninety-six kilometers. This is the first car that has actually made the entire trip without being shipped part of the way on the train.

We used your MOTANO bulk gasoline on the trip and found it perfectly satisfactory under all weather conditions. We were eleven days on the road and experienced all sorts of weather, having two days of hard rain. During the extreme dampness, the gasoline proved just as efficient as on the hot dry days. We went from sea-level to an altitude of thirty-six hundred feet and had no trouble with the carburetion of the gasoline. We went through mud and sand, over rocks, and up extremely steep grades, and the gasoline never failed in power or efficiency. We had chains on the rear wheels the entire trip. During the two days of rain, we had chains on all four wheels. We found the mileage extremely satisfactory and cannot recommend your MOTANO gasoline too highly.

Yours very truly,

*D. L. Wilson,*

FORGET THE EXCHANGE!



When in São Paulo do not fail to visit the

*Galerias Edison*  
S. Paulo

Rua 15 de Novembro, 55

CENTRAL 2131

Gustavo Figner

The largest shop in Brazil specializing in articles for gifts.  
FIVE FLOORS FILLED WITH THE LATEST NOVELTIES FROM  
THE WORLD'S PRINCIPAL MARKETS.

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Have in stock:

Sugar, Coffee and Rice Machinery, Forges, Drilling  
Machinery, Printing and Lithographing Inks, etc. etc.

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Telephone 1516 N.

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### SHOPPING NOTES.

The new store of McClements and Co. has been crowded every afternoon with people looking for ham, bacon, corned beef, and sausages, of the kind they used to eat at home. This modern clean meat and grocery store has struck the right note and incidentally the hungry spot for many Riotes. Largo de Sao Francisco, 6, near the Park Royal.

Casa Nascimento, the exclusively French shop which is becoming very popular with English-speaking foreigners, has just received a new importation from Mr. Nascimento, who is still in Paris. Among the hats, frocks and wraps are many lovely things well suited to the taste of foreign women in Rio.

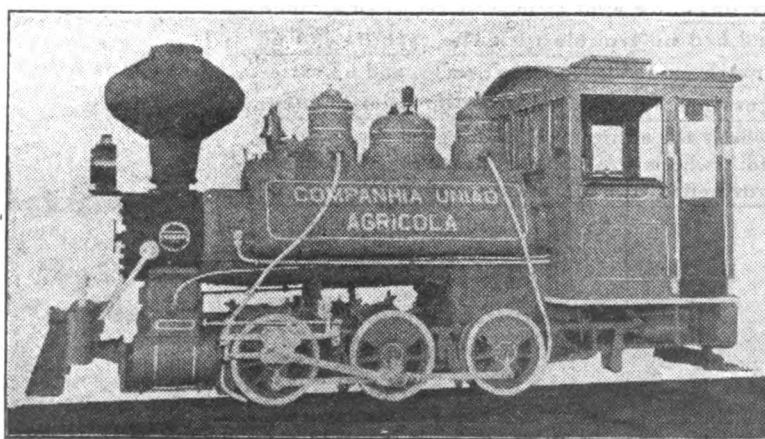
Where to have drug prescriptions filled is a problem to newcomers. Werneck's Drug Store, opposite the "Journal do Commercio" building, has a reliable prescription department and can be relied upon not to substitute or falsify drugs. Rua dos Ourives 7.

Mappin Stores have a new stock of Axminster and Wilton Rugs in oriental designs and modern patterns. How many rooms in Rio only need a carpet to make them seem like home!

An electric heater is almost a necessity for chilly evenings. General Electric heaters are nearly perfect and remain in order indefinitely.

Lingerie Elegante is having a special sale of their exquisite hand-made white things. Anyone buying next week receives a discount of 20%.

A new jewel shop has opened at 119 Avenida Rio Branco. Cotia and Dantas, the proprietors, are making a speciality of Brazilian precious and semi-precious stones.



### Locomotiva "Baldwin" Fornecida á Cia. União Agrícola

O USO DE LOCOMOTIVAS "BALDWIN" É MUITO EXTENSIVO NAS PLANTAÇÕES DA AMÉRICA DO SUL

Nossa perícia e experiência na construção de tais locomotivas permitem-nos fornecer aos nossos clientes a força motriz particularmente adaptável ás suas necessidades.

A gravura representa uma locomotiva aparelhada para queimar lenha, e munida de chaminé typo "Rushton Improved".

Teremos muito gosto em fornecer-lhe catálogos e mais informes sobre as locomotivas "BALDWIN" para plan-ações.

REPRESENTANTES EM TODAS AS CIDADES PRINCIPAIS

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THE BALDWIN LOCOMOTIVE WORKS  
PHILADELPHIA, U. S. A.

Diga que viu no "Brazam"—Diga a todos



### United States Shipping Board

FROM THE OFFICE OF CAPTAIN E. P. ERCKENBRACK, GENERAL AGENT FOR BRAZIL

**FARRELL, REGARDED AS AUTHORITY ON TRADE, FAVORS GREAT U. S. MARINE.**

James A. Farrell, president of the United States Steel Corporation, has for many years been regarded as one of the leading authorities in this country on foreign trade and has been keenly interested in development of the American merchant marine.

Identified with the steel and iron industry since boy-

hood, his rise from a common laborer in a steel mill to the presidency of the United States Steel Corporation and director of many great business organizations reads like a romance.

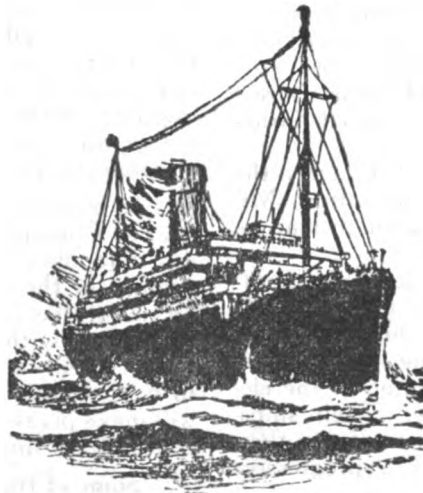
Born in New Haven, Conn., fifty-eight years ago, he first worked in a steel mill in his native city at the age of sixteen. He went to Pittsburgh in 1888, where he was employed as a laborer in the mills of the Pittsburg Wire Company.

PUT A BRAZ-AD IN THE "BRAZAM".

## R. M. S. P. & P. S. N. S. C.

**MALA REAL  
INGLEZA**

FAST  
SERVICES TO AND FROM  
UNITED KINGDOM  
FRANCE  
SPAIN & PORTUGAL  
AND  
RIVER PLATE



**COMPANHIA DO  
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FAST  
SERVICES FROM BRAZIL  
TO  
ALL WEST COAST PORTS  
AND  
VIA PANAMA CANAL  
TO  
NEW YORK

R. M. S. P. ANDES: 18,000 TONS

### THE ROYAL MAIL STEAM PACKET COMPANY

51 to 55, Avenida Rio Branco  
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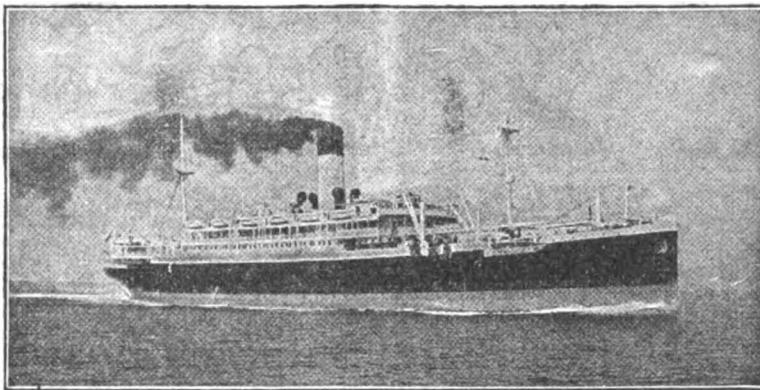
# LAMPORT & HOLT LINE

FAST MAIL & PASSENGER STEAMERS BETWEEN NEW YORK, BRAZIL and RIVER PLATE

“Vauban” 10,660 tons “Vestris” 10,490 tons “Vasari” 10,100 tons

## For New York

VESTRIS 16th Aug.  
 VAUBAN 1st Oct.  
 VESTRIS 22nd Oct.  
 VASARI 14th Nov.  
 VAUBAN 3rd Dec.



## From New York

VAUBAN 9th Sep.  
 VESTRIS 30th Sep.  
 VASARI 23rd Oct.  
 VAUBAN 11th Nov.  
 VESTRIS 2nd Dec.

Buenos Aires, LAMPORT & HOLT LTD. Montevideo, M. REAL DE AZUA  
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RIO DE JANEIRO  
 RUA DA SAUDE 29 — PRAÇA MAUÁ  
 Tel. N. 6671

## LAMPORT & HOLT Ltd.

In a few years he became superintendent and manager of the company and then went to the Oliver Iron and Steel Company, where he became general manager. His ability as an organizer was soon apparent and he founded a wire mill at Braddock, Pa., which later became part of the American Steel & Wire Company.

He was president of the United States Steel Products Export Company from 1903 to 1911. In the latter year he was elected president of the United States Steel Corporation succeeding President Corey. He was chosen chairman of the National Foreign Trade Council during the war.

In an address at Chicago, April 25, 1919, before the sixth annual National Foreign Trade Convention, Mr. Farrell, in advocating a great American merchant marine, said:

“If we are to establish here a great center of international exchange we must supply a market for the staple products of the field and mine that our ships will bring from both hemispheres. A great seafaring nation must have a large horizon and a liberal conception of the elements that enter into foreign commerce. Their ships, which are a large part of their life, must engage their energies and command the devotion of a progressive world.”

Senator Wesley L. Jones, of Washington, has proposed an amendment to the immigration bill, which has passed the House of Representatives by an overwhelming majority, whereby all immigrants will have to enter the United States in ships of American registry. This has been referred to the Committee on Immigration, and is now being given consideration by that committee. Reports have been current to the effect that half of the aliens coming to the United States would be required to book passage on ships flying the American flag.

In shipping circles it is taken as an assured fact that Congress will enact a law greatly restricting the number of aliens who may be admitted to this country. It is known that the representatives of some of the American passenger lines have suggested to members of Congress that they should protect the passenger steamship companies by providing in the bill that a certain percentage of aliens permitted to emigrate to the United States should be required to use American bottoms. It is not known how seriously this proposal will be considered at Washington, but the newly formed American steamship lines are reported to be pressing hard for the adoption of the amendment as a means of protecting their own interests.

It is understood that the International Mercantile Marine Company proposes to take off the American-flagged Kroonland and Finland from the Red Star Line service on the Atlantic to place them on the coastwise service if the immigration bill, as it passed the House, is adopted by the Senate. The Cunard Line has announced its intention of starting up a service from Cuban ports to Europe, and it is expected that other steamship lines will make plans to divert their passenger carriers to other trades if the immigration measure is passed.

Some of the foreign steamship lines will be in a most serious plight if the immigration measure is adopted. It is said that the Greek Line may have to greatly curtail its operation between Greece and the United States if the number of aliens to be allowed to enter this country for the next year is held down to a little more than 3,000. Two of the Greek liners—“Themistocles and the “Patras” have been requisitioned by the Government on account of the existing emergency in that country.

It is reported that Senator Jones believes his amendment could be made effective without violating any of the treaty obligations of the United States.

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# 50 contos reward

For information Leading to the Recovery of

## **JEWELS and PAPERS**

Contained in a Travelling Bag which disappeared on board the Steamer

### **LIMBURGIA**

in the Port of Santos, on July 17

INFORMATION RECEIVED CONFIDENTIALLY BY THE MANAGEMENT OF  
THE BANCO HOLLANDEZ, OF RIO DE JANEIRO

A reward of fifty contos will be paid for recovery of all the contents of the bag, and corresponding sums in proportion for the recovery of any part of these effects.

## LONDON COMMENT OF FOREIGN BANKING IN SOUTH AMERICA

The following is taken from the "Financial Times":

The annual report of the Banque Francaise et Italienne pour l'Amerique du Sud is very interesting as showing that Continental banks, as well as our own and American institutions, are alive to the banking possibilities presented by South America. The Banque Francaise et Italienne—to condense its title—has its headquarters in Paris, but is closely connected with the Banca Commerciale Italiana, and possesses, therefore, important Italian and French interests. Its chief sphere of action is, however, in South America, where it is rapidly building up an extensive business, particularly in Brazil, Argentina, Colombia and Chile. The report covers the year 1920, and, notwithstanding the depression which set in during the second half of that period and the violent fluctuations in the chief South American exchanges, the balance-sheet of the Bank shows a very considerable expansion as compared with the previous twelve months. The profits realised were also satisfactory, amount-

ing after deducting all liabilities and charges, including an allocation of 600,000 francs to the provident fund, to 13,045,000 francs, of which 652,000 francs is transferred to the legal reserve, 544,000 francs to war bonuses and other benefits, 997,000 francs to the Administrative Council, and 5,000,000 francs to the extra-ordinary reserve. The dividend is fixed at 13 per cent., and a sum of 500,000 francs is added to the balance in hand, bringing the total up to 2,554,000 francs. In view of the difficult times, the Bank has so far confined itself to purely banking business, and has not engaged in outside financial operations, with the exception of French and Italian Government loans. The bank is still in course of building up its connections in South America, and, judging from the combined prudence and enterprise with which its operations are conducted, there appears to be sound reason for anticipating further successful developments.

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P. O. B. 16

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"D" steamers for Liverpool: Santos, 2:700\$000; Rio, 2:580\$000; Intermediate class, 1:200\$000.

Slack Season—"A" steamers: Santos, 2:610\$000, Rio, 2:550\$000, Bahia, 2:400\$000, Pernambuco, 2:340\$000.

Second Class: Santos, 1:500\$000, Rio 1:640\$000, Bahia, 1:410\$000, 1:350\$000.

"D" steamers for Liverpool, first class: Santos, 2:310\$000, Rio, 2:190\$000, Intermediate class, 1:2000\$000.

The "Songelv" owned by S. O. Stray Steamship Company arrived here a week ago Friday from New York with general cargo. The steamer is on her maiden voyage, and after leaving here will proceed to Santos and River Plate ports where she will load back to New York. On board the vessel was Mr. Hoy, general shipping inspector of the line, who will visit the offices of the company and then return to New York.

P.S. Nicolson & Co. dispatched the Kerr Line steamer "Mar Blanco" July 27 th for Bahia, Rotterdam and Hamburg fully loaded.

A report from New York states that the Munson Steamship Line is negotiating with the United States Shipping Board for another vessel of the same type as the "American Legion" and the "Southern Cross".

The United States and Brazil Steamship Company dispatched the "Robin Gray" Wednesday fully loaded for Baltimore.

The Kerr Line steamer "Mar Mediterraneo" arrived Wednesday from Antwerp and Hamburg with general cargo. She was consigned to the local agents, P.S. Nicolson & Co.

Lamport & Holt expect the steamer "Vauban" from New York on September ninth.

The Lloyd Brasileiro Steamship Company has announced the steamer "Tocantins" will leave here August twenty-fifth for New Orleans with general cargo.

Lage Brothers, agents for the Mississippi Steamship Company expect to clear the "Tuladi" of that line for New Orleans about the middle of this month.

The North and South Line steamer "Hallbjoerg" Line is expected to arrive today from New York with general cargo. She is consigned to Armando Lichti. After leaving here the steamer will proceed to Santos and River Plate ports.

The Lloyd Real Belge steamer "Macedonier" is expected to clear from here the latter part of this month

for Europe. The steamer has first class accomodations for twelve persons.

After an absence of four years the Royal Mail steamer "Ortega" arrived here Wednesday from Liverpool. The "Ortega" is now employed on the Straits route. The last time the big steamer was here was September first.

Captain C.L. Willats who was acting as marine superintendent for the Royal Mail Steam Packet Company while Captain Paterson was in England, will return to London next week, on the steamer "Arlanza"

Word was received this week the Munson Line steamer "Aeolus" arrived in New York last Saturday hav-

(Cont. on page 42)

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**MAIL LIST**

**BOATS CARRYING MAIL**

**ARRIVALS:**

- August 6 — From New York, "American Legion"
- " 7 — From Southern Ports, "Sirio"
- " 7 — From Europe, "Almanzora"
- " 7 — From Europe, "Re d'Italia"
- " 8 — From River Plate, "Tintoretto"
- " 8 — From Japan, "Canada Maru"
- " 10 — From River Plate, "Arlanza"
- " 10 — From Buenos Aires, "Aurigny"
- " 10 — From River Plate, "Martha Washington"
- " 10 — From New York, "Virgil"
- " 11 — From Northern Ports, "Joao Alfredo"
- " 12 — From Europe, "Ceylan"
- " 13 — From River Plate, "Darro"
- " 16 — From River Plate, "Vestris"
- " 16 — From River Plate, "Principe di Udine"
- " 17 — From Europe, "Highland Loch"
- " 18 — From New York, "Huron"
- " 19 — From Europe, "Cordoba"
- " 20 — From Buenos Aires, "Porto"
- " 22 — From River Plate, "American Legion"
- " 22 — From Europe, "Euclid"
- " 22 — From Europe, "Araguaya"
- " 23 — From River Plate, "Formosa"
- " 23 — From River Plate, "Brabantia"
- " 24 — From River Plate, "Almanzora"
- " 28 — From Europe, "Zeelandia"
- " 31 — From Europe, "Highland Pride"
- September 1 — From New York, "Aeolus"
- " 1 — From Europe, "Orcana"
- " 1 — From Europe, "Caxias"
- " 1 — From Europe, "Valdivia"
- " 3 — From Europe, "Demerara"
- " 4 — From River Plate, "Ceylan"
- " 5 — From Europe, "Andes"
- " 7 — From River Plate, "Huron"
- " 7 — From River Plate, "Araguaya"
- " 7 — From River Plate, "Cordoba"
- " 8 — From Japan, "Tacoma Maru"
- " 9 — From New York, "Vauban"
- " 9 — From New York, "Avaré"
- " 13 — From River Plate, "Zeelandia"
- " 15 — From Europe, "Limburgia"
- " 15 — From New York, "Southern Cross"
- " 17 — From Europe, "Plata"
- " 18 — From Buenos Aires, "Tomaso di Savoia"
- " 1 — From Southampton, "Avon"
- " 21 — From River Plate, "Andes"
- " 22 — From Buenos Aires, "Aeolus"
- " 23 — From River Plate, "Valdivia"
- " 27 — From River Plate, "Re d'Italia"
- " 29 — From River Plate, "Limburgia"
- " 30 — From New York, "Vestris"

**DEPARTURES.**

- August 6 — For Northern Ports, "Itapura"
- " 6 — For River Plate, "American Legion"
- " 6 — For Buenos Aires, "Brabantia"
- " 7 — For Southern Ports, "Itapuhy"
- " 7 — For River Plate, "Almanzora"
- " 7 — For River Plate, "Re d'Italia"
- " 7 — For the States, "Tintoretto"
- " 8 — For River Plate, "Canada Maru"
- " 8 — For Southern Ports, "Itaituba"
- " 10 — For Europe, "Arlanza"
- " 10 — For Europe, "Aurigny"
- " 10 — For Europe, "Cuyaba"
- " 10 — For New York, "Martha Washington"
- " 10 — For Northern Ports, "Itaipava"
- " 12 — For Northern Ports, "Manaos"
- " 12 — For River Plate, "Ceylan"
- " 13 — For Europe, "Darro"
- " 15 — For Southern Ports, "Sirio"
- " 15 — For Europe, "Benevente"
- " 15 — For Southern Ports, "Sirio"
- " 16 — For New York, "Vestris"
- " 16 — For Europe, "Principe di Udine"
- " 17 — For River Plate, "Highland Loch"
- " 18 — For River Plate, "Huron"
- " 19 — For River Plate, "Cordoba"
- " 20 — For Europe, "Porto"
- " 22 — For New York, "American Legion"
- " 22 — For Buenos Aires, "Arlanza"
- " 23 — For Europe, "Formosa"
- " 23 — For Europe, "Brabantia"
- " 24 — For Europe, "Almanzora"
- " 28 — For Buenos Aires, "Zeelandia"
- " 31 — For River Plate, "Highland Pride"
- September 1 — For River Plate, "Aeolus"
- " 1 — For River Plate, "Orcana"
- " 1 — For River Plate, "Valdivia"
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- " 5 — For River Plate, "Andes"
- " 7 — For New York, "Huron"
- " 7 — For Buenos Aires, "Principe di Udine"
- " 7 — For Europe, "Araguaya"
- " 7 — For Europe, "Cordoba"
- " 8 — For River Plate, "Tacoma Maru"
- " 9 — For River Plate, "Vauban"
- " 10 — For New York, "Avaré"
- " 13 — For Europe, "Zeelandia"
- " 15 — For River Plate, "Limburgia"
- " 13 — For River Plate, "Southern Cross"
- " 17 — For River Plate, "Plata"
- " 18 — For Europe, "Tomaso di Savoia"
- " 19 — For River Plate, "Avon"
- " 21 — For Europe, "Andes"
- " 22 — For New York, "Aeolus"
- " 23 — For Europe, "Valdivia"
- " 27 — For Europe, "Re d'Italia"
- " 29 — For Europe, "Limburgia"
- " 30 — For River Plate, "Vestris"

**AMERICAN BOATS; WEEK'S ARRIVALS:**

July 27 — "Lorraine Cross", from Santos, Brazil, cargo of coffee;



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P. O. Box 388

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- " 30 -- "Lake Furley", from Santos, Brazil; cargo flour (t);  
 " 30 -- "Orani", from Brest, France; cargo, general;  
 August 1 -- "St. Augustine" from Port Arthur, Tex., with general cargo;

### AMERICAN BOATS; WEEK'S DEPARTURES:

- July 30 -- "Lorraine Cross" for New Orleans, La. cargo of coffee;  
 August 1 -- "Robin Gray", for Baltimore, Md., cargo of manganese;  
 " 2 -- "Orani", for Santos; cargo, general;  
 " 3 -- "Lake Furley", for Paranagua, Brazil; cargo of flour in transit.

### MOVEMENT OF SHIPS

#### PRINCE LINE; HOULDER BROTHERS & CO. Ltd :

- "Glenspean", loads for New York 24th August;  
 "Manchurian Prince", loading in New York, for Brazil;  
 "Glenaffric", en route for New York, via New Orleans;

#### PACIFIC-ARGENTINE-BRAZIL LINE; HOULDER BROTHERS & CO. LTD.:

- "Rotarian", due Santos 15th August, to load for San Francisco, Cal., via Panama Canal;  
 "Pallas", loading in San Francisco for Brazil and River Plate;

#### SOTA & AZNAR LINE; HOULDER BROTHERS & CO. LTD.:

- "Arinda Mendi", loads 2nd August, for Bilbao and Hamburg;  
 "Alto Biskargi Mendi", due Rio de Janeiro 5th August, loads for Montevideo, Buenos Aires and Rosario;  
 "Alu Mendi", in the River Plate;

#### FURNESS-HOULDER ARGENTINE LINES:

"Canonesa", due Rio de Janeiro 25th August.

#### THE FEDERAL EXPRESS COMPANY:

#### Munson Line Passenger Steamers from New York:

- "American Legion", sailed from New York July 23rd with passengers, cargo and mail for Rio, Montevideo, and Buenos Aires; due Rio about August 6th;  
 "Huron", due to sail from New York August 3rd, with passengers, cargo and mail for Rio, Montevideo and Buenos Aires; due Rio about August 18th;  
 "Aeolus", due to sail from New York August 17th, with passengers, cargo and mail for Rio, Montevideo and Buenos Aires; due Rio about September 1st;  
 "Southern Cross", expected to sail from New York Aug. 31st, with passengers, cargo and mail for Rio, Montevideo and Bs. Aires; here abt. September 15th;

#### Munson Line Passenger Steamers for New York

- "Martha Washington", due to sail from Bs. Aires Aug. 5, for Montevideo, Santos, Rio and New York; due to sail from Santos August 8th; from Rio August 10th; to arrive at New York about August 26th;  
 "American Legion", due to sail from Buenos Aires Aug. 16, for Montevideo, Santos, Rio and N.Y.; expected to sail from Santos Aug. 20th; from Rio Aug. 23rd, due to arrive at N.Y. about September 6th;  
 "Huron", due to sail from Bs. Aires September 1st, for Montevideo, Santos, Rio and New York; expected to sail from Santos September 5th; from Rio, Sept. 7th; due to arrive at New York, September 22nd;  
 "Aeolus", due to sail from Buenos Aires September 16th, for Montevideo, Santos, Rio and N.Y.; expected to sail from Santos Sept. 20th; from Rio, Sept. 22nd; due to arrive N.Y. October 6th;

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Praça 15 de Novembro

RIO DE JANEIRO, BRAZIL.

"Southern Cross", due to sail from Buenos Aires, Sept. 28th, for Montevideo, Santos, Rio and New York; expected to sail from Santos about Oct. 3; from Rio October 5th; due to arrive N.Y. about October 20th;

**Cargo Boats:**

"Sagaporack", expected to sail from Mobile end of July for Brazil and River Plate ports;  
"Zarembo", sailed from Gulf Port July 23rd, for Brazil and River Plate ports;  
"Ossining", sailing from Mobile end of July for Rio, Santos and Buenos Aires;  
"Bibbcó", due at Santos early August, to load for Boston;  
"Delfina", calling at Santos early August for cargo;  
"Davenport", loading at River Plate; expected Rio for bunkers;  
"M.J. Scanlon", sailing from New York about July 25th for Brazil and River Plate ports;

"Mercer", sailing from Philadelphia end of July for Rio, Santos and River Plate;  
"Orani", sailed from Rotterdam July 5th; arrived Rio July 30th; sailed August 2nd for Santos;  
"City of Alma", loading at River Plate; expected Rio for bunkers.

**S.O. STRAY & CO.:**

"Songelv", due Rio de Janeiro 4th instant, proceeding to Montevideo and Buenos Aires;

**P.S. NICOLSON & CO.:**

"Fluor Spar", loading at River Plate; will call Rio for bunkers;  
"Mar Tirreno", left Bahia July 26th, for Bordeaux, Antwerp, Rotterdam and Hamburg, with general cargo;  
"Mar Blanco", left Rio July 28th, for Bahia, Antwerp, Rotterdam and Hamburg, with general cargo;  
"Mar Caribe", at Santos, loading for Antwerp and Hamburg; will complete loading at Rio;  
"Mar Mediterraneo", left Rio for Santos, August 5th, with general cargo from Antwerp and Hamburg;  
"Perry Setzer", left Rio August 3rd, in ballast, for Grand Turkey Island;  
"Cramond", left Rio July 21st, in ballast, for the River Plate;  
"West Maximus", due here about August 25th, with general cargo from Spain;

**LLOYD REAL BELGA, BRASIL, S.A.:**

"Trevier", expected Rio first fortnight August, for bunkers only, fully loaded for Antwerp;  
"Bolivier", expected Santos 10th August, in Rio 14th, and Bahia 18th, loading for Antwerp only;

**THE GILBERT TRANSPORTATION & CHARTERING:**

"Lake Furley", arrived Rio July 30; left August 3 for Paranagua to load for River Plate ports;  
"Lake Ellsworth", discharging Buenos Aires;  
"Lake Frazee", discharging Buenos Aires;  
"Lake Ellendale", left Paranagua July 31st, for Montevideo;  
"Haig Town", for time charter;  
"Cour Town", do.;  
"Sifjeld", do.;  
"Samnanger", do.;  
"Bokos Vergottis", do.;  
"Salonica", for sale;  
"Penfragon Castle", do.;  
"Majsdjep", do.;  
"Waltahert", do.;  
"Kronp. Gustaf", do.;  
"Drottning Sophia", do.;  
"Saphir", for time charter or sale.

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**Regular lines of passenger and cargo  
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**E. JOHNSTON & CO. LTD.:**

- "Zuiderdyk", left Rotterdam July 27th, expected here August 19, with B.A. for destination; general cargo; mail;
- "Merak", sailed for Rotterdam and Hamburg via Bahia;
- "Zaandyk", expected Rio from River Plate 7th August, will leave for Hamburg, calling at Rotterdam; cargo space available, 36,000 c.ft.; carries mail;
- "Sirrah", from Buenos Aires, here 21st August, calling Rotterdam for Hamburg; cargo space available, 36,000 c.ft.; no passages; carries mail;
- "Albireo", from Antwerp, in Rio 14th August, calling Santos and Montevideo for Buenos Aires with cargo; no passages; carries mail;
- "Jethou", from New York, due Rio first half August, calling Santos and Montevideo for Buenos Aires with cargo; no passages; carries mail;
- "Troubadour", from Buenos Aires, expected Rio 4th of August, leaving for New York, calling Bahia; cargo space available, 36,000 c.ft.; no passages available; carries mail;
- "Cubano", from New York, expected here 24th August, calling Santos and Montevideo for Buenos Aires;
- "Tricolor", from New York, in Rio 7th September, calling Santos and Montevideo for Buenos Aires, with cargo; no passages available; carries mail;

**THEODOR WILLE & CO.:**

- "Altmark", left Hamburg July 15th, for Rio de Janeiro and Buenos Aires; due here August 7th;
- "Montpellier", loading River Plate for Hamburg;
- "Monticello", loading River Plate for Hamburg;
- "Niederwald", left Buenos Aires for Hamburg July 22—
- "Argentina", expected to leave Hamburg July 28th, for Rio, Santos, Sao Francisco, Rio Grande and River Plate;

**WM. LOWRY; U.S. & BRAZIL S.S. LINE:**

- "Cardonia", due New York from Santos;
- "Robin Hood", left Rio for Baltimore July 22nd;
- "Robin Gray", left Rio de Janeiro for Balto., August 3rd;
- "Pinar Del Rio", due Rio from Philadelphia August 12;
- "Fleetco", due Rio Janeiro from Port Lobos August 15th.

**JOSE CONSTANTE & CO. T.M.E.:**

- "Porto", expected from Buenos Aires August 20th, will sail same day for Bahia, Pernambuco, Madiera, Lisbon, Leixoes, Vigo, Havre and Hamburg; carries passenger and mail;

**NORTH & SOUTH LINE:**

- "Hallbjorg", expected Rio from New York first days of August, will sail for Santos and Bs. Aires;

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"Almanzora", leaving Pernambuco 4th, arriving Bahia 5th, bound for Rio, Santos, Montevideo and Buenos Aires;

"Araguaya", leaving Southampton 5th August, expected Rio 22nd, calling Cherbourg, Vigo, Leixoes, Lisbon, Madeira, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;

"Andes", due to leave Southampton 19th August, and to put into this port 5th September, calling Cherbourg, Corunha, Vigo, Lisbon, Madeira, St. Vincent, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;

"Avon", will leave Southampton 2nd September, due here 19th September, calling Cherbourg, Vigo, Leixoes, Lisbon, Madeira, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;

"Arlanza", sailing from Buenos Aires 5th August, arriving Rio on the 10th, calling Montevideo, Santos, Rio, Bahia, Pernambuco, Madeira, Lisbon, Vigo and Cherbourg for Southampton;

"Desna", left August 1st, for Santos, Montevideo and Buenos Aires;

"Darro", leaving La Plata August 9th, here 13th, leaving for Liverpool, with calls at Lisbon and Vigo;

"Deseado"; sailing from La Plata not yet fixed;

"Demerara", will leave Liverpool 15th August, expected Rio 3rd September, calling Corunha, Leixoes, Lisbon, Rio de Janeiro, Santos and Montevideo for Buenos Aires;

"Highland Rover", left Rio 5th August, arrive Montevideo 9th August, for Bs. Aires;

"Highland Loch", sailed from Vigo on the 1st August, is due to arrive Rio, August 17th, bound for Buenos Aires, calling Montevideo;

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"Highland Pride", leaving London 11th August, here 31st, calling Boulogne, Corunha, Vigo, Rio, Montevideo for Buenos Aires;

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"Orcana", leaving Liverpool 11th August, expected Rio 1st September, calling La Rochelle, Pallice, Corunha, Vigo, Leixoes, Lisbon, Rio, Port Stanley thence West Coast ports to Liverpool via Panama Canal;

"Sarthe", left Rio 1st August, arriving Bahia 5th, calling Pernambuco, Islands, Havre for Hamburg;

"Somme", left Rio 4th August, arriving Rio Grande 7th, for Rio Grande;

"Sambre", left Lisbon 1st August, arrive Pernambuco 14 calling Bahia, Rio de Janeiro, and Santos for Rio Grande;

"Tyne", left 1st August, arrive Bahia 5th, calling Islands Rotterdam, Antwerp and Hull for London.

WILSON, SONS & CO. LTD.:

"Denis", from New York, due Rio 4th August;

"Canada Maru", from Japan, in Rio 8th August; sails for Santos and Buenos Aires;

"Tacoma Maru", due Rio from Japan 8th September, calling Santos for Buenos Aires;

"Panama Maru", from Japan, here 19th October, for River Plate; calling Santos;

"Chicago Maru", from Buenos Aires, here 18th August, bound for New Orleans and Japan;

"Canada Maru", from Buenos Aires, here 14th September, sailing for New Orleans and Japan;

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"Tacoma Maru", due Rio from River Plate 17th October will leave for New Orleans and Japan.

"Dunstan", due Rio end August, from New York. LAMPORT & HOLT, LTD.:

"Vestris", from New York, left Rio 4 p.m. 29th July for Montevideo and Buenos Aires;

"Vauban", from Buenos Aires and Montevideo arrived

"Vauban", from Buenos Aires and Montevideo, arrived Rio 7.45 p.m. 30th and left Rio 12.20 p.m. 31st July for Barbados and New York;

"Vestris", leaves Buenos Aires 12th August, for Rio, Barbados and New York; arrives and leaves Rio 16th August;

"Tintoretto", left Buenos Aires 4th July, leaves Santos 6th August, for Rio, Victoria, Barbados and New Orleans; due Rio 7th August;

"Virgil", from New York and North Brazilian ports, left Pernambuco 3rd August for Maceio, Bahia and Rio; due Rio 10th August;

"Euclid", due to sail from Liverpool 30th July for Bahia, Rio, Santos and Rio Grande; due Rio 22nd August;

### Sailings of Passenger Steamers for New York:

"Vestris" .....	16th August
"Vauban" .....	1st October
"Vestris" .....	22nd October
"Vasari" .....	14th November
"Vauban" .....	3rd December.

### CIA. DE NAVEGACAO LLOYD BRAZILEIRO:

"Bahia", leaving 4th August for Para, calling Victoria, Bahia, Maceio, Recife, Cabedello, Natal, Ceara and Maranhao; passengers and mail;

"Manaos", will leave 12th August for Manaos, calling Victoria, Bahia, Maceio, Recife, Cabedello, Natal, Ceara, Tutoya, Maranhao, Para, Santarem, Obidos, Parintins, Itacoatiara and Manaos; passenger and mail;

"Sirio", leaving Rio 15th August, for Montevideo, with stops at Santos, Paranagua, Antonina, Sao Francisco, Itajahy, Florianopolis, Rio Grande and Montevideo; carries mail and passengers;

"Laguna", leaving tomorrow the 3rd, for Laguna, calling at Santos, Paranagua, Sao Francisco, Itajahy and Florianopolis; passages and mail;

"Oyapok", leaving Rio 17th August, for Paranagua, via Colonia dos Dois Rios, Angra dos Reis, Paraty, Ubatuba, Caraguatuba, Villa Bella, Sao Sebastiao, Santos, Iguape and Cananea.

"Tabatinga", will leave this port on the 9th August, bound to Ceara, via Bahia, Maceio, Recife, Cabedello, Natal, and Mossoro; cargo only; no mail;

"Coyaz", will leave August 15th, for Para, calling Bahia, Maceio, Recife, Ceara, Maranhao and Para; cargo only;

"Braganza", leaving shortly;

### STEAMER NOTES, Cont.

ing made the trip from Rio in thirteen days and five hours.

Captain John VanNanmee is returning to the United States and his place on the "Lake Furley" of the American Brazil and River Plate Line is being taken by Captain Henry Tilson.

Mr. A. M. Phillips, manager of the Navigation Department of Wilson, Sons & Co., who has been in England on a holiday has returned to Rio and has again assumed his duties.

The American, Brazil and River Plate steamer "Lake Ellendale", sailed last Monday from Paranagua for River Plate ports with the largest cargo ever taken out of that port, since this line was established.

The "Patagonier" which flies the flag of the Lloyd Royal Belge is now in port loading for Antwerp.

The "Mar Caribe", of the Kerr Steamship Line arrived yesterday from Santos and will load cargo here for Antwerp and Hamburg. The local agents, P.S. Nicolson & Co., expect to dispatch her the first part of the coming week.

The Japanese steamer "Chicago Maru", is booked to sail from here for New Orleans on August eighteenth.

The Munson Line steamer "Huron" sailed Wednesday from New York for Rio and River Plate ports. She is expected here about August nineteenth.

The Royal Mail steamer "Demerara" is expected to leave Liverpool the middle of this month for Rio, and the "Avon" is scheduled to sail from Southampton for Rio, Montevideo and Buenos Aires, September second.

Lloyd Real Belga agents expect the "Flandrier" about the middle of the month from Northern ports and will load cargo here for Montevideo and Buenos Aires.

The "Almanzora" of the Royal Mail is due here tomorrow from Southampton with a number of passengers for this port. She also has considerable mail.

Announcement was made last week that the Skoglands Linje has opened its own office in Buenos Aires. It is located at Cangallo, 315. The office is in charge of Mr. Sverre Hanssen, a son-in-law of Mr. Torlak Skogland, President of the company.

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BOOST BRAZIL'S CENTENNIAL—1922

## The Remarkable Adventures of Christopher Poe

By ROBERT CARLTON BROWN

AT THE MANICURE SHOP.  
(Concluded)

"If I had a hang-nail, too, I'm afraid I'd be like that fellow you had this morning. I'd holler!"

"Oh, Monsieur, like him!" she cried, her eyes drooping toward him languishingly. "He is fat and so funny. Monsieur is—different. The gentleman this morning was so nervous. He jumped when I touched him, he was so excited he could hardly breathe, and his attendant had to help him out of ze shop into his wheel-car like a baby." She put both hands on her knees and laughed. "Oh, he was so funny, gasping for breath like a fish when he left and jumping like a scared rabbit. Men are so funny when they have a little hurt, and I did not stick him at all hard. And the ongoline does not burn. Men cannot bear pain!" drooping her eyes at him again.

"Yes, you're right", said Poe, interrupting her breezy chatter. "That reminds me; I want to buy a bottle of ongoline." He nodded toward the show-case on the other side of the screen.

Miss Moquin skipped to the front to get the bottle, and Poe took advantage of the half-minute he had managed to be alone by substituting two of the orange-wood sticks he had bought for those Miss Moquin had left on the table before him. He also smelled hastily of her open bottle of ongoline.

When the manicure returned, her customer had both hands soaking, and was looking placidly at a Japanese print on the wall.

She gave him the bottle, and went to work again deftly on his nails, tripping along with her gay little tongue from one subject to another, glibly. Poe, finding very little of vital interest in what she had to say, seemed impatient for the work to be finished, and when it was he paid generously, complimented her, and stepped into the street, stopping before the news-stand to light a cigar, and buy a paper from the boy proprietor. He slipped a half-dollar into the youngster's grimy palm, and turning his back to the manicure window, said softly:

"Follow me around the corner, I want to speak to you a minute, and you can keep the change."

The boy, true soldier of fortune, took his chance unhesitatingly, and followed to the hallway into which Poe had quickly turned.

"There's a fat man comes 'most every day to the manicure shop, sometimes with an old woman who—"

"Yes, I know 'em," the boy interrupted. "He pays a nickel for his paper, and swears at the woman; sometimes she wheels him here in a chair. He's got gout."

"That's it. Did you see him this morning when he entered the shop?"

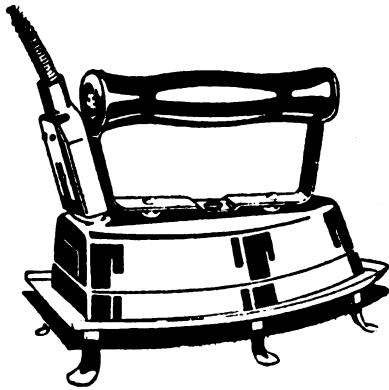
"Yes. He was pretty mad, I guess, red in the face, and didn't seem to notice me."

"And you saw him when he came out?"

"Yes, he was worse then. Something seemed to have happened to him. He couldn't get his breath, and his eyes stared. I was waitin' to sell him the paper, an' I didn't want to miss me nickel, so I kep' tabs on him through the window; 'fraid I'd miss him when he come out."

"Could you see the manicure table through the window from where you stood?"

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"Yes."

"And did you see when—" A man turned into the passage-way and Poe pulled the boy aside, whispering the remainder of the sentence in his ear.

"Yes! I seen her do it. I thought there was some-  
thin' funny." The boy looked up suspiciously, and edged  
away, asking, "How'd you know about it?"

"Never mind now," said Poe. "Get a boy to watch  
your stand for the rest of the afternoon and I'll give you  
two dollars."

"All right," said the youngster promptly.  
Poe scribbled on the back of an envelope:

ROBINSON,—Test these sticks for me. Call me  
up at Riggs' as soon as finished. Keep the boy. P.

Writing Dr. Robinson's address on a fold of the note,  
he wrapped Miss Moquin's orange-wood sticks in a clean  
handkerchief, and gave them to the boy with directions.

Then he hurried back to the Riggs house by the most  
direct route, looking in the gutter as he went. Having  
almost reached the house and having found nothing, he  
crossed the street, and walked back slowly on the other  
side.

Suddenly he stopped, and, glancing about to see  
that he was unobserved, scooped up in an empty cigare-  
tte box a scattering of glass fragments. He smelled of  
the pieces, smiled, repeated softly, "Peach kernels,"  
put his tongue to the moist surface of one bit of glass and  
said with satisfaction, "Bitter almonds."

Then, squaring his broad shoulders, he slipped the  
box into his pocket, took a deep breath, and walked brisk-  
ly to the Riggs house.

There he was admitted by Miss Riggs herself, who  
raised her eyebrows critically, and asked why he had  
returned.

"To make sure that the woman who murdered Bou-  
dinot does not escape", he said in a direct tone.

Miss Riggs went white and stepped back, Mrs. Gro-  
ves running down the hall to support her. She recovered  
instantly, standing straight and stiff before the banker.

"What do you mean?" she demanded through thin,  
trembly lips. "You have learned something?"

"Everything."

"But I did not do it. You're mad!" she cried, turn-  
ing on Mrs. Groves and pointing an accusing finger.  
"You mean she did it?"

"Try to calm yourself, I'll explain." Poe turned  
quickly to Mrs. Groves, and asked, "Is there any ongol-  
ine in the house?"

"No. There isn't!" cried Miss Riggs, her muscles  
taut. "Explain! What do you mean by accusing me?"

Mrs. Groves had slipped away silently at a significant  
signal from Poe. She returned with a plain bottle in  
her hand, while Miss Riggs was hysterically demanding  
an explanation.

Say you saw it in the "Brazam"—Tell everybody.

Poe took the bottle from Mrs. Groves' fingers, uncorked and smelled it.

As he was about to speak, the 'phone rang and the little second maid who always shined Boudinot's shoes came forward to announce softly that Mr. Poe was wanted on the wire. The banker answered his call, recognizing the voice of Dr. Robinson at the other end.

"So you found the same acid on the orange-wood sticks?" he remarked.

"Yes, pure prussic acid on one of them," continued he doctor.

"Good. I'll dine with you—" Poe paused to look at his watch. "in half an hour; about six-thirty."

He hung up the receiver, and returned to the room where the two women awaited him, watching each other narrowly.

"Mrs. Groves", said Poe, turning to the nurse, and holding up the bottle she had brought him. "Why is there no label on this bottle? I thought onoline always came in a container with an embossed label something like this?" He took from his pocket the bottle he had purchased at Miss Moquin's.

Mrs. Groves gasped for a reply, gagged, and glared at him, with half-open mouth, unable to answer. Miss Riggs, rose from her chair, and stepped to Poe's side.

"She was the poisoner!" she cried, leveling a long, trembling, red-tipped finger at the old attendant, whose eyes grew suddenly small and sharp, like a rat's.

"Yes," answered Poe. "I suspected it from the first when I saw the hang-nail on Boudinot's finger. You are a clever poisoner, Mrs. Groves, and I can't blame you for figuring that Miss Riggs might have had your legacy of half a million reduced to a thousand, after her success in making Boudinot change his bequest to Miss Moquin. Your only mistake was in keeping this onoline when you emptied the original bottle to fill it with prussic acid."

"What do you mean?" cried Miss Riggs.

Mrs. Groves, a hunted, insane gleam in her eyes, crouched down, and searched her skirt-pocket as though looking for a handkerchief keeping her eyes gimleted on Poe.

As the banker turned to answer Miss Riggs, quick as a flash the old attendant brought out her hand, and flung the contents of a phial straight at Poe's head; he ducked just in time; the sulphuric acid struck and began eating its way into a choice Japanese tapestry which adorned the wall behind.

She shot out of the room and scurried up the stairs like a cat. Miss Riggs dashed to the door, screaming for William, the butler.

"Come! Where's her room?" cried Poe, leaping up the stairs. "She'll do herself damage." He turned the angle at the top in time to hear a crash behind a door at the left. Trying the knob, he found it locked, and bracing his shoulder against it, managed to force it in, but too late to save the woman's life.

She lay across a foot-stool, a jagged wound in her neck where she had opened a jugular vein with an insane thrust of her sharp-pointed sewing-shears.

Poe shuddered, and turned away. He slipped out through the bedroom door as Miss Riggs was entering.

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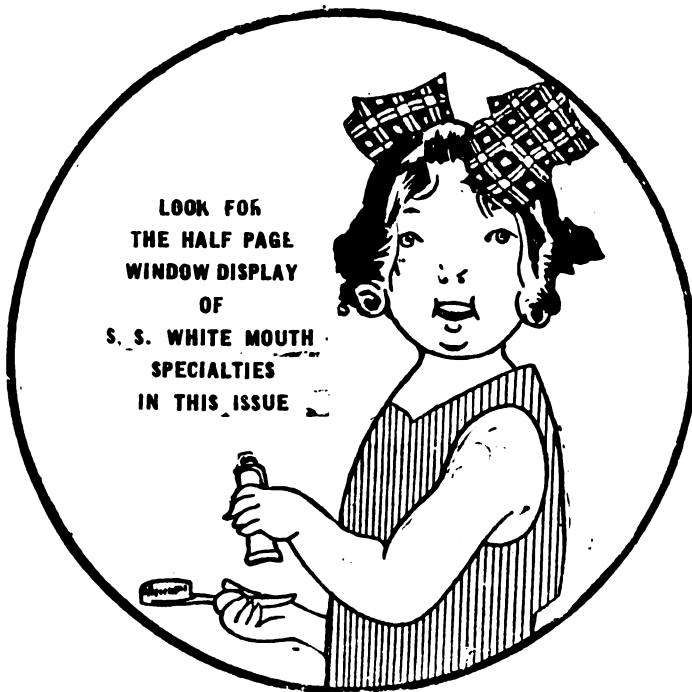
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Going quietly downstairs, he entered the telephone cabinet, and got Dr. Robinson on the wire.

"Doctor," he said slowly, "I can't come to dinner. You'd best come over to Riggs', and make out a second death certificate. Mrs. Groves has committed suicide in a frenzy at being found out."

"Found out! What do you mean?"

"It was she who bought the prussic acid you found in Boudinot's blood and on the tip of one of the orange-wood sticks I sent you."

"But explain, what was the motive?"

"Sufficient," said Poe. "Last night Miss Riggs worked on Boudinot with stories about Miss Moquin, doubtless true, from my own observation. He made a new will, changing his sister to position of chief legatee. Mrs. Groves trembled for her half-million, knowing that Miss Riggs hated her, probably with more or less good reason. To make sure Miss Riggs wouldn't have her cut off with a thousand, the old lady carried out a shrewd scheme she'd evidently figured out some time before when Boudinot disgusted her with his profanity and abuse."

"What was it? How'd she do it?" insisted Dr. Robinson breathlessly. "Have you proofs?"

"Yes, plenty. The boy I sent to you with the orange-wood sticks saw Mrs. Groves through the manicure-shop window this morning deftly substituting an ongoline bottle filled with prussic acid for the real bottle of stain remover on the manicurist's table. You see, Boudinot had a bad hang-nail on the forefinger of his left hand."

"Yes, I noticed it, but didn't think it important enough to mention to you," said Dr. Robinson anxiously.

"Naturally not. But that was the bruise through which the drop of prussic was introduced to Boudinot's blood. You see, Mrs. Groves often wheeled Boudinot to Miss Moquin's, and had watched her clean with ongoline and an orange stick beneath the cuticle of his nails."

"Good Lord, man!" cried Dr. Robinson. "You don't mean that she figured out the fiendish scheme of having the manicurist introduce the poison by dipping her orange-wood stick into the substituted bottle and shoving the poison deep into the cracks and pores around the finger-nails, thinking it was ongoline?"

"That's it exactly; it would throw the blame on the manicure if anything were discovered, you see," said Poe enthusiastically. "Mrs. Groves replaced the genuine bottle of ongoline before leaving, so nobody else would be killed, then she threw the bottle of prussic into the gutter on the way home with Boudinot, gasping for breath and already dying, as graphically described by the manicurist and the newsboy. I found the pieces of glass, recognized bits of the ongoline label, and identified the poison by smell and taste. Not a bad scheme for an old lady; only slip she made was in thriftily saving in a plain bottle the ongoline she had to pour out to get the prussic acid into the right container so the manicurist wouldn't suspect."



Diga que viu no "Brazam". Diga a todos

**NO CHANGE IN TEMPERATURE SINCE REVOLUTIONARY TIMES.**

The next time someone says to you: "The seasons are changing. We do not have the cold weather we did when I was a boy" show him this.

Figures that have been compiled by Clarence J. Root, meteorologist of the Weather Bureau Office, Springfield, Ill., indicate very clearly that since the time of the Revolutionary War, at least, there has been no permanent change in temperature. At New Haven, Conn., continuous temperature records have been maintained since February 1780, with the exception of a few months in 1795, and Mr. Root has averaged the average mean temperature values by decades. The resulting mean temperatures in fahrenheit degrees for ten year periods ending with the dates given are: 1790, 49.6; 1800, 50.0; 1810, 50.4; 1820, 47.5; 1830, 49.3; 1840, 47.8; 1850, 49.2; 1860, 48.9; 1870, 49.1; 1880, 49.7; 1890, 48.9; 1900, 49.7; 1910, 49.7; 1920, 50.5.

"It will be noted that the warmest three periods are those ending 1800, 1810, and 1920, and that the coldest decade immediately follows the second warmest," Mr. Root points out. "Considering the individual months and the individual years, it is found that the coldest January occurred as late as 1857. The coldest February occurred 8 years after the warmest one. The coldest March was as late as 1870 and again in 1885. The coldest April was in 1874, and many years after the warmest one. In May we find a number of years with the same lowest temperature—1812, 1915, 1870, and 1882. The highest figures in June are, in 1779, 1790, 1803, and 1896. In July the lowest was in 1816, with the warmest as early as 1780 and as late as 1876. The coldest August occurred 61 years after the warmest. In September the coldest months are in the earlier years, but for October, November, and December the coldest year came after the warmest year in each case. Thus it will be seen that in nine months of the year the coldest one of record occurred after the warmest one."

**TREES AS WITNESSES.**

Great tracts of southern hardwood timber, worth millions to the people of the United States, have been restored to the government in a series of suits recently concluded in the federal courts, with the trees themselves acting as star witnesses.

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When the settlers came in, they could not legally file their claim on this so-called lake land. But they established themselves about the edges, partly cleared their claims, and raised their cotton and corn. So things went for many years.

Then came the big lumber companies. At first they bought up the timber on the surveyed lands, but when that was gone they looked about for more worlds to conquer. It occurred to some of them to purchase from the settlers their riparian rights, that is, the rights that property owners have to the bottoms of bodies of water adjoining their land, if the water should be drained or dry up.

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But just as the lumbermen were thus succeeding in getting all this fine hard-wood for nearly nothing, the Federal government stepped in, claiming that the original surveyors had made fraudulent reports, that there had been no lakes there in 1847, and that consequently the settlers had never had any riparian rights to sell. The suits very quickly came to a deadlock. The lumber companies claimed that these trees had grown since 1847, and produced a number of old settlers who testified that they had seen the lakes in the early days. The government attorneys produced other old settlers who testified that the disputed areas had always been dry land.

The next move obviously was to employ expert testimony. For this the government called in Professor H.C. Cowles, of Chicago University. Professor Cowles easily made the trees speak for themselves. Recently cut oak trees showed over the three hundred yearly rings, and since no one could contend that oaks will grow in water, it was plain that at least three centuries must have elapsed since the draining of any lakes that might have been there.

But Professor Cowles, being a scientist, believed in doing the job thoroughly. It is known that plants do not move into a new territory, such as that left by the draining or filling of a lake, in a haphazard manner. The first to appear in such a place are the ones whose roots can stand a very wet soil. There is a definite succession of forms, as the land becomes drier. Thus, in a southern bayou, the first vegetation to appear is the lotus. This gives way to either a coarse grass meadow or a willow thicket. The latter is succeeded by a forest of cypress, sour gum and water locust, trees that can tolerate marshy conditions and frequent flooding. Then comes a mixed growth of red maple, sweet gum, ash, pecan and other trees of a drier habit, and finally the "climax" forest of great oaks and hackberry trees. Any one of these stages may be scores or even hundreds of years in passing. Since all the lands in question were in the oak stage, Professor Cowles testified that the lakes must have been drained at least two thousand years ago! The ownership of the disputed timber passed back into the hands of Uncle Sam.

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### THE BICYCLE COMING BACK INTO USE.

The bicycle is coming back into its own in the United States. A survey just completed by the Bureau of the Census shows that in the five years from 1914 to 1919 the production increased fifty-seven per cent, or from 299,029 in 1914 to 470,675 in 1919. The value of the bicycles manufactured jumped from \$3,757,318 in 1914 to \$12,277,341 in 1919.

On the other hand, the survey shows that the modern motorcycle is not holding its own. In 1914, 62,154 of them were produced, as against only 59,214 in 1919.

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WAR MORTALITY EXPERIENCE OF BRITISH ARMY

The following is interesting information given in the British House of Commons as to the approximate number of men in the British Empire who joined the forces of the Crown during the late war. We believe this is the first time the figures have been published and it will be seen the total enlistments, taking all ranks, were 9,496,370. Of these the British Isles produced 65.4 per cent the Dominions and Colonies 16.9 and India 17.7 per cent.

The figures include naval casualties between August 4th, 1914, and November 11th, 1918, and military casualties during the period August 4th, 1914, to April 13th, 1920; but casualties to Chinese Labor Corps recruited locally in Egypt, Salonica and Mesopotamia and camp followers in East Africa are excluded. Taking the grand totals it will be seen that 946,023 men, or 9.96 per cent, of the total enlistments were killed; 2,121,906, or 22.3 per cent were wounded, but here it must be remarked that information as to whether a man wounded more than once is similarly counted is not given; and lastly, we find that 197,433 men, or 2.07 per cent, were taken prisoner.

Roughly speaking, the war directly increased the mortality claims of the Life Insurance offices by about 12 per cent, but on only one or two instances did this advance cause the margin of total expectation to be exceeded.

This was the more remarkable because the war indirectly affected the death ratio an old lives in some classes on which claims were as much as 35 per cent above the average.

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Country	DEATHS FROM ALL CAUSES				WOUNDED			PRISONERS			TOTAL CASUALTIES			
	Enlistments All ranks	Officers	Other Ranks	Total	Officers	Other Ranks	Total	Officers	Other Ranks	Total	Officers	Other Ranks	TOTAL	
Great Britain.....	6,211,427	43,480	701,22	743,702	85,117	1,608,145	1,693,262	7,012	169,293	176,305	135,609	2,478,660	3,614,269	
Canada.....	683,170	2,887	53,738	56,625	6,347	143,385	149,732	238	3,516	3,754	9,472	200,639	210,111	
Australia.....	413,453	2,862	56,468	59,330	6,304	145,867	152,171	173	3,911	4,084	9,339	206,246	215,585	
New Zealand.....	227,325	735	15,401	16,136	1,668	39,061	40,729	12	490	502	2,415	54,952	57,367	
South Africa.....	136,373													
Newfoundland.....	9,869	481	8,351	8,832	992	14,361	15,153	77	1,641	1,718	1,350	24,353	25,703	
Other Colonies.....	135,337													
<b>Total Dominions &amp; Colonies</b>	<b>1,605,527</b>	<b>6,965</b>	<b>133,958</b>	<b>140,923</b>	<b>15,111</b>	<b>342,674</b>	<b>357,785</b>	<b>500</b>	<b>9,558</b>	<b>10,058</b>	<b>22,576</b>	<b>486,190</b>	<b>508,766</b>	
India.....	1,679,416	868	60,530	61,398	1,675	69,184	70,859	258	10,812	11,070	2,801	140,526	143,327	
<b>TOTAL.....</b>	<b>9,496,370</b>	<b>51,313</b>	<b>895,710</b>	<b>946,023</b>	<b>101,903</b>	<b>2,020,003</b>	<b>2,121,906</b>	<b>7,770</b>	<b>189,663</b>	<b>197,433</b>	<b>160,976</b>	<b>3,105,376</b>	<b>3,266,362</b>	

	Ratio deaths to enlistment
Great Britain.....	11.9
Canada.....	8.2
Australia.....	14.3
New Zealand.....	7.9
Other Colonies, &c.....	3.1
India.....	3.6

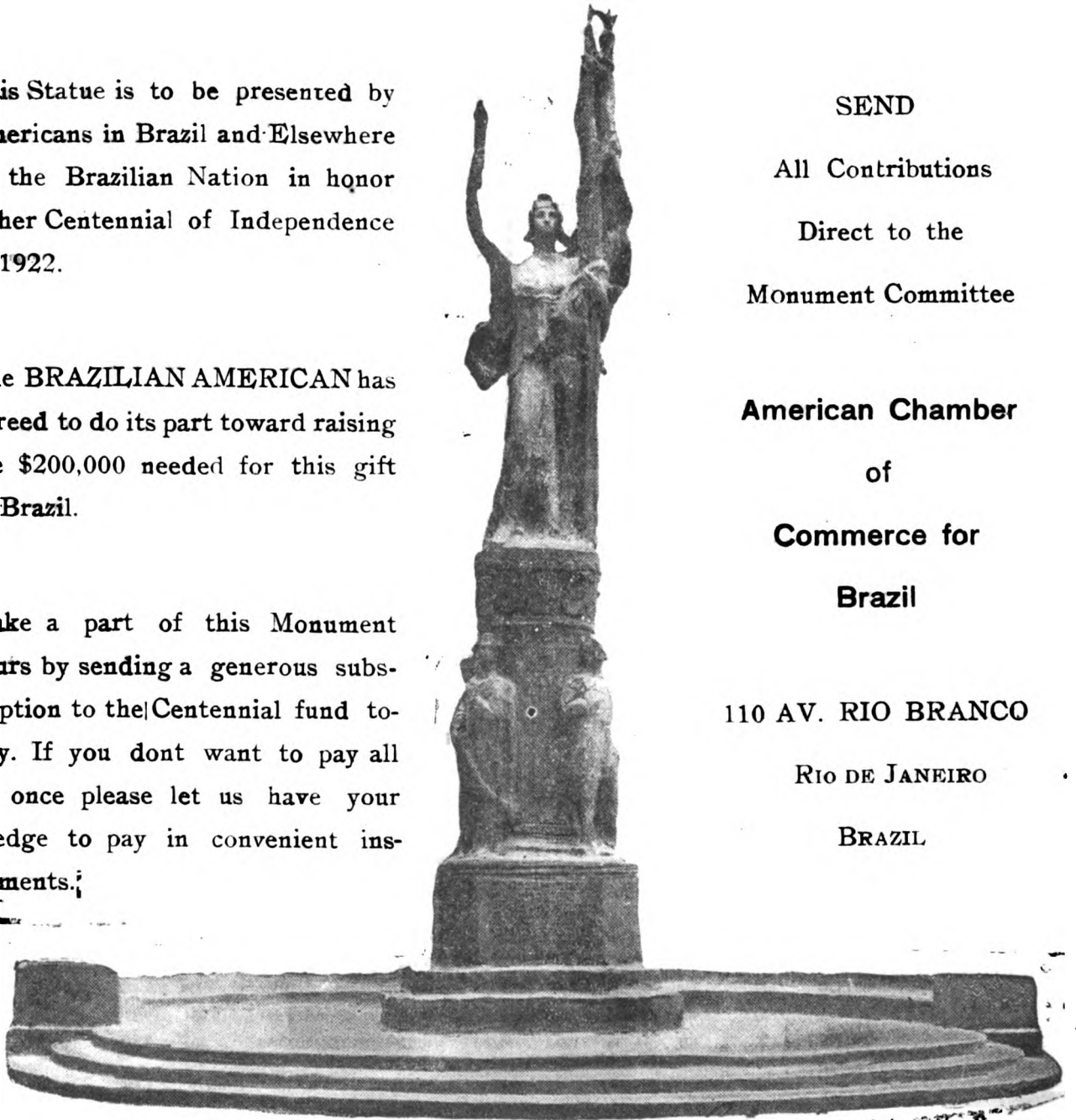
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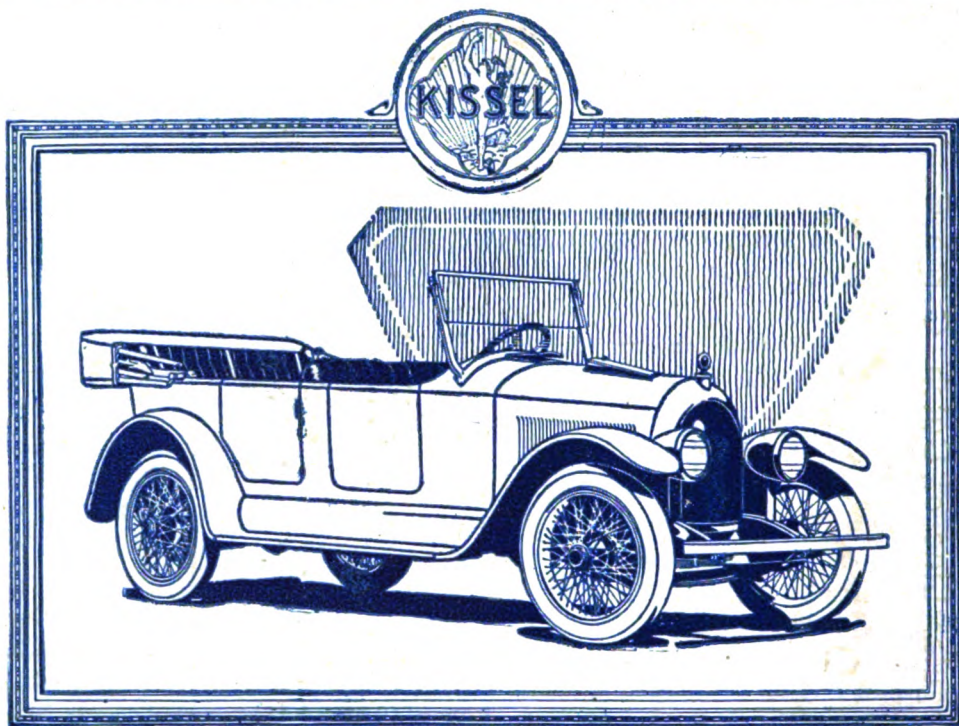
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400 REIS

ANNO 3 VOL. 4 NO. 102

REVISTA SEMANAL EM PORTUGUEZ E INGLEZ

OCTOBER 8 1921



SARARUMA'

This week's cover is an imaginative conception of Sararumá, the Brazilian Indian's ancient God of Evil. He is shown straddling the Earth and raising his arms in the act of cursing the World. The collection of color-drawings, now running as a series from week to week on the front cover of the BRAZILIAN AMERICAN was made by the artist De Rego Monteiro, who recently visited Brazil for the purpose of studying Indian art and Mythology and has now returned to Paris to exhibit his work. This series will be well worth preserving.

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# THE RECIFE OF PERNAMBUCO.

by FRED. A. PAPE.

The Venice of South America, the Queen City of North Brazil, and destined in no far-off time to become the great Trade Emporium, one of the jumping-off places of this Subcontinent.

There are probably even to-day more ships passing her sea-gates than most any given trade route in the World. For all of the ships which ply up and down the Atlantic Ocean must pass within a few miles of Recife. And when once the fulness of riches of Raw Materials in the hinterland of Brazil as far as the Eastern decliv-

ities of the Andes seek their outlet at this point, as inevitably they must, then the Argosies of all the Nations will make this their destination. Very early indeed in the history of this country the then Rulers of the Waves, the Dutch and the Portuguese, recognised this important strategic point and they fought for its possession for thirty long years at the beginning of the seventeenth century.

It is very unfortunate indeed that at this day the majority of the many travellers from the Estados Unidos

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da America do Norte do not have an opportunity to behold this place. For all of those ships pass it by, some of them so close that they can see the people walking about on the shore; while when journeying at night their gaze is held by a continuous blaze of electric lights eleven miles long, N. and South. There are not many places like that on the East Coast.

Recife, the Venice of the South. Her position was predetermined by a fortuitous gap in the long reef which fronts the whole N.E. coast of So. America. In behind this gap in the reef the early discoverers found a goodly river debouching into the sea. The strong current of this river had eroded a basin behind the reef, large enough and deep enough for the ships of the period to find safe shelter.

A settlement arose, probably more intended for a base for warships than ought else. But the land was found to be fertile and all the other considerations followed in due season. Trade and prosperity and enlargement followed and in time Recife became a center. In more modern days the development has been more increasingly rapid, and in our days the city probably counts exceeding a quarter million souls. The site of the city is perfectly flat and level. In no other place does the ground rise more than ten feet above high-water. It is a wide space bounded on one side, the North, by the lovely hill of Olinda (the pretty one), and at the back towards the West by a series of low flat hills which have not more than 300' elevation.

And through this wide flat space meanders and winds like a serpent, the Capibaribe river, so that the citizens were obliged to bridge it in many spots. They have now in all over a dozen long-spanned, graceful bridges, which connect the various sections and carry the railroads.

For Recife boasts already today three railroads which form the coastal ends of the network which later sure to be built to connect up with the hinterland north, west, and south.

This southern system is undoubtedly the most important, for it reaches out towards that more than 1000 miles long, the Paulo Affonso Falls, on the mighty São Francisco River.



Rua Bemfica, Recife.

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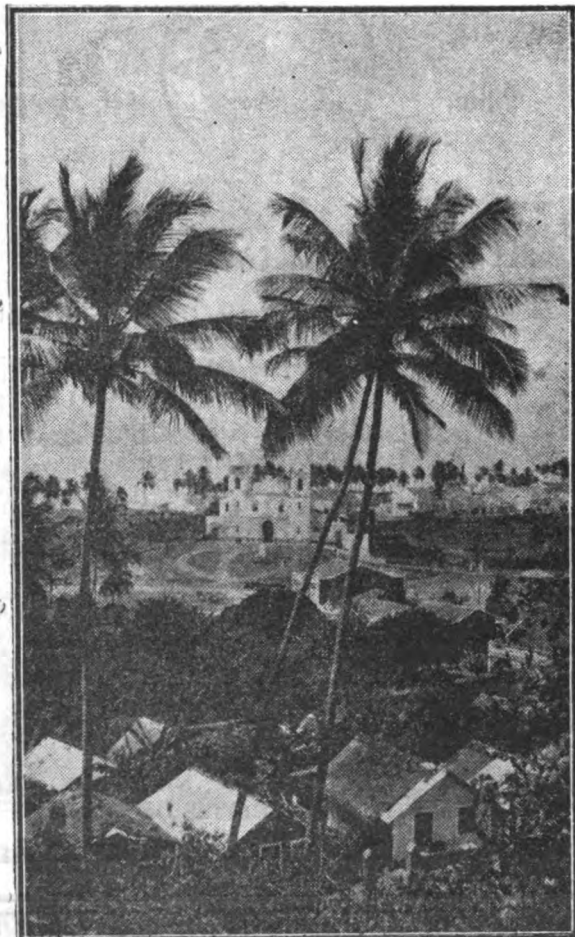
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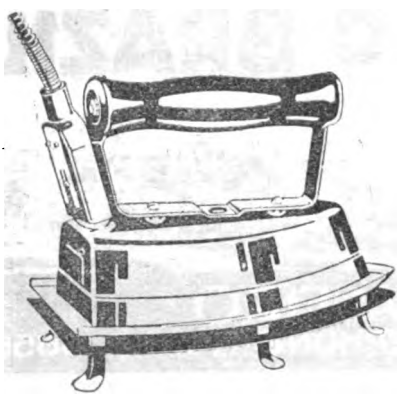
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Let us look a little ahead in the future, and foretell that which will shortly befall: the approaching normalcy of the World; the recovery of the Nations from a disastrous War; the growing hope and a longing and looking of weary hearts and souls for other scenes, for new worlds to conquer; of seeking for new fields of trade and activity; of seeking for essential raw materials to start anew the lives of industry; of an endeavor to find cheaper staple goods, etc.

And the pioneers for this movement have already set their feet upon the new shore, upon the new land of promise and plenty. The foremost minds and technicians, and engineers of Brazil, of the World even, have surveyed the ground, have laid down the steps to be taken in this building of a new world activity, a new Empire. And the fingers of all have pointed to Recife as the grand terminal the port for shipping all of that incalculable wealth lying westward of the city, of all the immense region from the gentle hills at the back of the city, over ever slowly ascending heights, valleys and rivers until the end-line culminates at the E. slope of the Andes. This line will carry the precious ores of Bolivia, of Peru, of Ecuador; it will enrich the world with timber and iron and cattle and mineral wealth from the Matto Grosso, from Goyaz, from Minas Geraes, from Bahia and other sections, and what is more important still, it will be the shipping point for the numberless and important industries that will inevitably be created around such tremendous power-basis as the Falls of the São Francisco, as well as dozens of others further inland. It will in other words resemble in a decade or two, the most highly developed sections of the industrial middle west of U.S.A. The only difference is that of Power—which in this new instance will be generated most cheaply and efficiently by "water," instead of coal. The dormant possibilities are in fact so incalculably immense that it is



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at this early date only possible to hint at them broadly.

Like a woman in travail, Brazil, the World is today waiting for the enfoldment. For the birth of the new opportunity, for the infant giant now resting in her womb. Ready at any moment in the near future to burst upon the children of Men in radiant glory.

And Recife—the key-point, the inevitable center of it all!

To-day she lies as always, under the tropic Sun, under an azure sky, a steady monsoon wind fanning her brow into pleasant coolness most all the year around. Recife is not unbearably hot, like most tropical spots and she has the great advantage over nearly all other big cities in the torrid zone, like Singapore for instance, of having at the back of her, not much more than sixty miles away, a high plateau land of good proportion and fertility, where at an elevation of some 4,000' or even

more, the weary dweller from the heated coast-lands may find a climate like that of temperate regions, of California, Riviera, etc. And recognizing this, these Pernambucanos have already built them a lovely hill-station at a place named "Garanhuns".

A railroad touches there now. It is reached in about seven hours. But, having due regard to the future, they are also now building a motor road up to the hill-station, with a good road-bed composed almost all the way of clayey iron-stone. So that one may speed up and reach the place in a little more than four hours.

Recife is up-to-date also in other respects, viz: those that affect closely the amenities of daily life: transportation and water. The electric tramways system of the city is well-laid and well-run. Its ramifications comprise all sections of the city way out into the remotest suburbs, of which there are many beautiful ones for residential purposes. The lighting of the city is also universal and excellently well regulated.

The water-supply for the citizens is taken from an ambitious water-works scheme in the hills to the westward. They have dammed up a river and constructed all of the necessary filtration plant, etc.

An immense sewerage system was completed several years ago, covering all of the important and most thickly populated sections.

The Department of Public Health in Recife, is perhaps the most efficient of all. And the result is that the city is clean and pure and free from ailments, epidemics, etc., which endanger other places. At all times and hours one may notice these devoted P.H Dept. Officials perambulating the city with their cans of petroleo and sprayers.

Recife is preeminently also the City Beautiful. From the high poops of liners in the roads, from lovely Olinda and from the hills, the panorama of the great city is a delight to the eye. One remembers Venice again on beholding the great number of graceful spires of the many churches, and on the harbor-front, the architecture has been made in keeping with the best standards of So. Europe.

And the Gardens of Recife: They are unsurpassed anywhere, any place. Palm Fronds, rearing one hundred feet up in the air, and swaying and rustling in the sea-breeze, are everywhere, in every garden. For scores of miles north and south they compass the city. They form an emerald evergreen setting, for this gem of a live, hopeful city. The mangoes transplanted from India centuries ago, are here in their fullest magnificence, bearing amplitude of fruits of exceeding succulence and of such a size and magnificent coloring that an artist would fein paint them. There is the whole gamut of other tropical fruit. The guava, lemon, orange, abacaxi (famed

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throughout the World), the pomegranate, breadfruit. Like a living flame the scarlet bloom of the "gold-mohur" tree of India blazes among the foliage. The masses of purple bougainvillias temper the riot of the manifold other hues of bountiful flora. The color of the graceful villas and mansions set among this verdure is kept in harmony with the scheme of colors making a "boa vista" in every direction, in every sense for the eye of the beholder.

No wonder then that the outlook on life, the character of the people has shaped itself conformably with its surroundings.

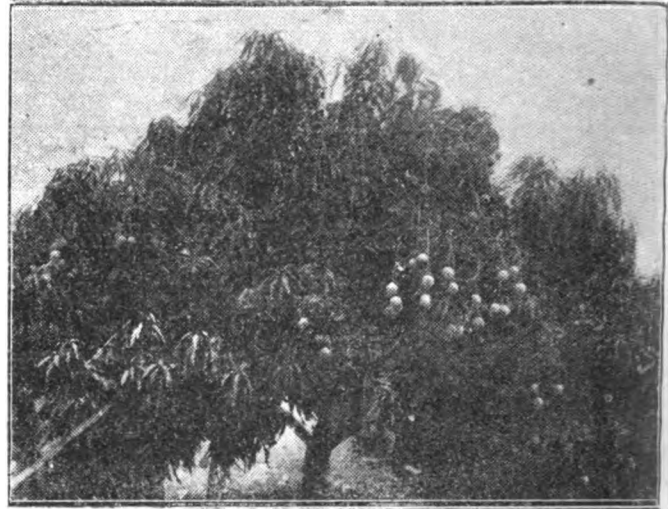
The Recifians are sturdy, independent because of the inexhaustible natural wealth which assures their welfare, which sustains them.

They are volatile, happy, because of their blue skies, their lovely City, the bountiful, beautiful setting in which they spend their lives. And they are progressive, owing to the knowledge of their future.

Sugar and Cotton are at present the main staples of the State. Vast spinning Mills and Sugar Factories dot the Country-side.

It is a mistake to call these people, howbeit they like in such ease of provender and general conditions,—indolent. On the contrary, they work well and diligently, for small reward. They are patient, too.

It is a common sight to see the country-folk up and about their avocations as early as four o'clock in the morning.



A MANGA TREE IN BAHIA

Sugar, Cotton, and some Cattle-raising has created many wealthy ones. But, the greatest prosperity is yet to come when these Pernambucanos set to work to exploit their inexhaustible wealth of Vegetable Oils. Their hundreds of thousands of Coconut Palms. The number of which they will presently, when they note the progress that others make in this direction, increase into the millions. They can have 15 million Coconut trees in their domain if they want. They will want them. And they have one important natural asset, a wild tree supplying the finest Edible Vegetable Oil. It grows all over the gentle hills at their back-doors. They can take and cultivate this in orchards. They can thus in a little space create an industry which will fill many ships. This asset, given to them by bountiful nature, has so far lain unheeded. It is a curious freak of human nature to pass by the obvious and to fight and struggle for the Moon. They had this thing. Yet they went and brought Sugar and Cotton from foreign shores and set their all by them. The most brilliant future lies ahead. Much might have been done by now if—yes—if greed and selfishness and cross-purposes had not barred the way. All these things are on the mend now. People from the ends of the Earth come to seek new activities. New Happiness. There is no denying them. And so we shall ere long see here also the dawn of mighty new achievements. A new Empire. A new Glory in man's progress.

**Diga que viu no "Brazam". Diga a todos**



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THREE WORTHY CAUSES.

Three institutions which deserve the active support of this community are the Rio Graded School, the Seamen's Center, and the British Library.

At home we have the best school buildings in the world, but the Rio school reflects no credit on us. It is housed in quarters that are entirely inadequate and unsuited to the purpose. It adjoins a stable and lacks a playground, and is, moreover, greatly in need of new desks. The income derived from the tuition paid by the seventy-odd pupils only meets the ordinary running expenses of the school, and leaves nothing for improvements, so that some extraordinary effort to raise funds should be devised. The Americans in São Paulo have done much better for their school, and we in Rio cannot afford to lag behind.

The Seamen's Center is shortly to be endowed with the proceeds of what has been all too modestly announced as "The Greatest Show on Earth". A Glittering Galaxy of the World's Foremost Entertainers and Wild Beasts of the Jungle, etc., etc., is to perform in order, that American sailors may continue to enjoy the benefits of the house down on the Rua da Saude. The sailor's lot in a big port city like this is not always a happy one, however exciting his stay on shore may sometimes be. Many things should be excused him, for his life on shipboard is not a parlor affair, but he should have a rendezvous where he can find a clean bed without being exploited or downright robbed, and where he can read or talk, if his tastes run in that direction. The Seamen's Center furnishes him such a place, where he is neither pampered nor patronized—nor pauperized. In order that this may be possible it is for all of us to see that the big circus tent in Leme is packed to capacity.

The British Library is one of the old landmarks of the English-speaking community in Rio, but altogether too few Americans have availed themselves of its shelves. There is no place for national distinctions in a case like this, and the Library can be of as much service to Americans as to British. It has made no calls for funds, but the subscription charge is very small. Moreover, nearly all of us have books about the house which we have read and which would be very welcome contributions to the Library.

CHANDOS.

BOOST BRAZIL'S CENTENNIAL—1922

Say you saw it in the "Brazam"—Tell everybody

# BRAZILIAN AMERICAN NEWS COMMENTARY

Rio de Janeiro and São Paulo, like New York, Chicago and many other great American cities are actual "melting pots," but we all know that however earnestly a foreigner attaches his affections towards his adopted country, this does not hinder him from keeping within his inner man a strong feeling of his love for his native country. Therefore such new countries as Brazil for instance, as are unable to entirely assimilate the foreign element seeking the country to partake of the ups and downs of developments, should be contented with the knowledge that they feel in that foreign element a sentiment of satisfaction, of contentment, in having adopted Brazil for its foster-country. Commenting upon certain expressions of Italian residents in regard to their adopted country, Councillor Nuno de Andrada, one of the most exquisite of Brazilian writers, has published the following wonderful article which we are truly sorry to be unable of transferring to these columns with all the brilliancy with which it originally appears; it shows that the offspring of Italian residents do not despise their devotion towards the country of their Fathers in their love for their own native country. This fact which is noted among the Italians of Brazil, also occurs among all strangers in general of whatever descent they be, so that within a short while the new Brazil will thus be enabled through the assimilation of numerous different races of mankind, to take the prominent stand among Nations which Destiny has reserved for her:

### A Heavenly Toast.

"The 'O Estado de São Paulo' has published under the heading 'A Sympathetic Celebration,' the different addresses delivered on the occasion of the luncheon held in honor of Mr. Victor Orlando, at the 'Trianon' and promoted by Brazilians of Italian descent, in conjunction with Italian residents who have grown up and taken their education in Brazil. The celebration was marked by a highly significant feature of intellectual culture: among the ninety hosts, fifty-seven could boast of their title as 'doctors'...

"The toast was raised by a speech made by Dr. A. Covello, 'in the name of young Brazilians in whose system the generous Italian blood circulates.' The speaker expressed the great contentment, with which he was filled in having been called upon to interpret the sentiments of admiration and of respect bestowed upon that eminent statesman by 'the direct descendants of Italians, some of them born in this country, others brought up here, but all of them educated in Brazil, and forming the first generation of an energetic, enterprising and intrepid youthful community which has sprung to life as it were through a marvelous growth of golden sprouts on the green branch of the aged latin stock transplanted in American soil...'

"The golden buds which have sprung from the bosom of that ardent and intrepid youthful community, whose veneration towards the country of Victor Orlando is depicted in the mighty eloquence of the celebration speech, have expanded largely and amply their vigour in the commemoration of Brazilian feats. It was the desire of Italian descendants through the enthusiastic expressions used by the speaker to demonstrate the great and sincere love which they nourish towards the country of their Fathers while they were ready nevertheless to lay down their lives for the love of their own native country.

"There is no one who can refrain a deep emotive feeling in perusing the vibrant speech of Dr. Covello, when he sings the praises of Brazil thus:

'Considered geographically Brazil represents an immense territorial surface covered with a luxuriant vegetation, cut up in all directions by rivers of an oceanic magnitude, and comprised within the majestic decorations of her lofty chains of mountains in the bosom of which the most opulent mineral deposits lay unexplored and slumbering for ages.

'Taken politically, this is a people who on the dawn of the 17th Century contrived to expel from their territory the invading

stranger; who have been filling the duration of the present Century with the wonderful feats of the pioneers from São Paulo such heroes as the legends will have to recognize as the titans of our nationality; a people who before the last beams of the 18th century were extinguished was enabled by the dreams of the "Inconfidentes" from Minas to discover the approach of republican democracy; who in the commencement of the 19th Century asserted with their own personal efforts the Independence of the Nation; who in 1870 earned the greatest glories for their Navy and their Army in the course of a five-year strife to avenge the honor of the Nation; who in 1888 redeemed the negro race from the infernal bonds of captivity and slavery; who in 89 established the Republic and thus completed the work of the emancipators of 1822; a people who in 1908, through the voice of Ruy Barbosa proclaimed at the Hague Conference the principle of equal rights for all Nations; who in 1914 protested against the invasion of Belgium by the German armies; who in 1917 plunged into the vortex of the European conflagration in a positive manifestation of their solidarity with the cause of the allies...'

"The young speaker proceeded with his patriotic assertion of his pride in being a Brazilian citizen...: "our principle has ever consisted in strife, no arms have always been our own efforts our strength is in our work and our aim the gradual and patient conquest of the soil in order to submit it to the discipline of activity."—'an activity which has also spread abroad throughout the whole extension of this great country, where 25 million inhabitants speak the same language, the national consciousness.

The Italians who listened enraptured to the warbling speech of the youth of Brazil, whose system contains the circulation of the generous blood of their countrymen excitedly applauded this hymn...

After this, Dr. Covello defined what he understood by the holy nationalism by which we should be encouraged:

"The foreigners who seek us, cannot fail to become forcible cooperators with us in our great work. They cannot come to us merely to savour the fruits of a definitely asserted victory; they must partake of the sacrifices entailed by the struggle.

Advantages or disadvantages alike, they are equally distributed here among all, for in this endless struggle natives and foreigners are levelled in the same ranks and march towards the same ideals..."

"The luminous point, the scintillating acme of the oration was reached, when he thus expressed himself:

"We are therefore unimpaired to talk to you freely of your and of our country separated by distance but linked by the friendship of their children. Being the descendants of Italians, born and educated here, we understand the instincts of the race which beats in our heart's blood, and we entertain for that country which was the far-away birth place of our fathers, that love which is inspired by its past, its present and its future; patriotic Brazilians we are proud of the blessed and predestined land which in this part of the South American continent harbors one of the most brilliant among modern nationalities. And it is the circumstance of this feeling that enables us simultaneously and harmoniously to consider the reciprocal interests that should contribute to make them solidary in the conquests of peace and of strife, as they have already shown themselves in the doubtful moments of war and of battle. We are profoundly Brazilians so that we cannot be hampered by the exaggerated feelings of Italian exclusivism; yet we are sufficiently Italians to withhold from partaking of the excessive sentiments of passion of nationalism."

'My article is thus completed with the transcription of those hearty expressions springing from the lips of the youthful citizen of São Paulo. I shall not, however, terminate until I have referred a case which was told me a few days ago.

'At Guarujá, in the neighborhood of the port of Santos, some ten or twelve rich Italians joined in a banquet where the

Diga que viu no "Brazam" Diga a todos

most charming ornament of the table consisted in the general happiness prevailing. Toasts followed and the air was filled with the roar of acclamations.

Finally the moment came when the toast-master was to address the gathering. The eldest of the assistants rose and with a solemnness almost religious, spoke thus: "My friends, afoot, afoot and to Brazil! It was in this marvelous and hospitable land, full of kindness and of love, that we have found encouragement to work and full protection of liberty. Here is to Brazil of our hearts and of the hearts of our children! We are standing here at this moment gathered together and enjoying the advantages of a comfortable position in life; we represent by our own personal fortunes some tens of thousands of contos de reis earned in this blissful country where prosperity is ever the reward of honest work within the bounds of peace, of good order and of hopes.

"Afoot my friends and to friendly Brazil! Let us not forget that one and all of us arrived in this country with a third-class ticket!"

There were tears in the eyes of some of those honest workers whom Heaven has blessed with the support they had merited!

The source from which we have obtained following notes is the bulletin of the American Chamber of Commerce of São Paulo, and which we think will be of interest to all readers of the **BRAZILIAN AMERICAN**.

"Consular invoices must be made out in quadruplicate and bear the same marks and numbers as those appearing on the packages containing goods. They must be issued previous to sailing date of steamer. Packages making one shipment should bear the same mark if possible and should be numbered consecutively; at least there should be no duplication of numbers.

Consular invoices should be very descriptive, giving in addition to the marks and numbers the following: the weights of the goods themselves, the weights of the goods and internal packages, the gross weights of boxes ready for shipment. In some cases measurements should also be given. In giving weights kilos should be used, and when giving measurements the metric system, should be used.

The statement on the consular invoice as to the country where the merchandise is purchased by the exporter to Brazil, as well as the country where said merchandise was produced, is compulsory.

The Brazilian law states in effect that drawee of a draft cannot be forced to pay more than the face amount written thereon; therefore if a draft is drawn merely to cover cost of goods and the Bank is asked to collect charges from drawee may refuse to pay and is upheld by the courts. Another item which the drawee is often asked to pay, when it is not included in the face of the draft, is interest from the date of shipment to the date of reimbursement in New York. The law, as above stated, covers this point also. Importers are averse to having a time draft drawn against them to cover merchandise and a separate sight draft to cover forwarding charges, because they are not procuring their goods under conditions agreed upon, viz: against acceptance. Arrangements between shippers and their forwarding agents should be made so as to permit the former to include despatching charges in face amount of drafts.

All additions and computations on invoices and other documents should be checked back to avoid errors.

Documents should accompany merchandise or be sent on a faster steamer so that they will arrive in advance of the merchandise; however, sending documents with the merchandise is the best rule to follow. If goods arrive without documents the importer has to sign a so-called "termo de responsabilidade" which is good up to ninety days. If documents are not presented at the end of the ninety days a fine equal to double the duties is imposed upon the importer. Some importers refuse to sign "Termo de responsabilidade", the result being that goods often enter into second month of storage charges before they are cleared. The Bank collection charges are 81-60, minimum 50 Stamp charges are 2 per mil, or in other words 2\$000 per cento, or put-

ting it in United States currency, approximately 50 cents per 250.00

Where goods are forwarded to a distributing agent, goods for different consignees should not be placed in the same case, unless specially requested as that will entail payment of duty upon goods before clearance can be effected.

In case shipment consists of various separate parcels, goods may be cleared in small lots provided individual packages are not broken.

Samples without commercial value do not require a consular invoice. Duties are payable 55% in gold and 45% in paper. The rate between paper and gold is approximately 2 to 1, that is 2\$000 in paper is equal to 1\$000 gold. Whenever there is any question regarding the classification under the tariff, the Government always takes the benefit of the doubt, thus the need for accurate description in consular invoice. Exporters when taking orders should insist upon their customers specifying the classification which shall be used, thereby relieving themselves from liability for mistakes. It is often expedient to use a general classification which will permit the Custom House broker at port of entry to exercise his discretion in view of past experience of single cases. Lately an additional tax of 2% gold has been added to the tariff on all imports.

Importers when opening commercial credits are willing to do so only when payment is to be made by a Bank in New York against presentation of ocean shipping documents. In most cases they refuse to open commercial credits payable against railway bills of lading.

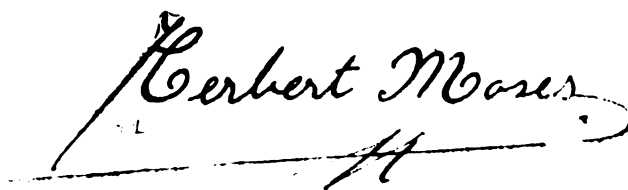
Shippers at interior points in the United States should arrange with a forwarding agent in New York to handle their shipments. Importers have often been asked to make such arrangements when they have no facilities for doing so.

United States exporters who have agents in São Paulo should address a letter to the Bank stating just what powers their agents have, so that the Bank may be guided accordingly in case any question arises concerning documents of goods. With each draft explicit instructions should be sent regarding the action that should be taken by the Bank in case questions arise. Per example: Advise should be sent as to the action on the Bank in case the goods are placed at the disposition of the shipper; also if the Bank is to cable New York per chance any question arises regarding the amounts stated in invoice, etc., thus the shipper is providing against eventualities and will reduce expenses to a minimum and avoid possible delay.

When sales are being negotiated by correspondence care should be taken to give full details and description regarding weights, measurements, etc. Considerable difficulty arises from lack of detailed description of this nature as the importer might underestimate the weight and consequently the cost of importing goods, and might find a loss he had figured a profit.

A peculiar argument has not infrequently come up between drawees and collecting banks regarding cash discounts. Drafts from the United States often come through with notation, "Discount for cash, 2%" or its equivalent. Firms here interpret this to mean discount if payment is made in cash, and they have been known, more than once, to insist upon receiving the discount even at the expiration of the draft. Shippers should mark their drafts with "Discount at 2% per annum may be allowed for payment before maturity," or in any other way which will avoid the words "discount for cash".

The American cash discount of "2%, 10 days", for example, is not in vogue in Brazil, and if offered will generally be misunderstood.



BOOST BRAZIL'S CENTENNIAL—1922

Say you saw it in the "Brazam".—Toll everybody

## United States Commercial Notes

FROM THE OFFICE OF THE AMERICAN COMMERCIAL ATTACHE

The estimated production of 12,877,000 bushels of peaches in California is about two-fifths of the entire peach crop in the United States. Much of California's production is used for drying or canning and a smaller percentage is shipped as fresh fruit than from most other sections. Last year, with a somewhat smaller crop, shipments were 7,324 cars, or less than one-third of the total peach shipments for the country.

Exports of live animals for food from the United States to England numbered 22,369 head during the first six months of the current year. The animals exported were valued at \$5,090,510 (conversion at normal rate of exchange). This compares with similar exports of 3,987 animals valued at \$417,112 during the corresponding period in 1913.

A shortage of labor is feared in the United States upon resumption of industrial activity, since increasing numbers of third class passengers have been streaming into Europe from the United States. It is thought that the large numbers now leaving the country is due to unemployment.

## Notes on Canadian Affairs

FROM THE OFFICE OF THE CANADIAN GOVERNMENT  
TRADE COMMISSIONER

### St. John, New Brunswick Maritime Province and World Distributing Point Industrial and Business Center

**LOCATION.**—On the northern side of the Bay of Fundy, at the mouth of the great River St. John a water stretch 450 miles long and navigable for 100 miles. Sheltered from Atlantic swells, with an ocean highway which connects it with all world ports, with two trans-continental lines of railway and one local railway which give it continental and local connections, and with splendid motor highways radiating to all parts of the surrounding Provinces, St. John is most strategically located as a city, a world port and a Maritime province distributing center.

**HISTORY.**—St. John first attracted world notice when it was visited in 1604 by Champlain, the French explorer (who stated in his narrative that its river was one of the largest and deepest he had ever seen), but its foundation and progress as a British city were due almost entirely to the United Empire Loyalist, who came hither in 1783 and founded the city. Hence its cognomen, "The Loyalist City".

**POPULATION, AREA, ETC.**—The present population is estimated at about 60,000; area, 21 square miles; altitude at meteorological station, 118.9 feet above mean sea level. City valuations, 1920: real estate, \$26,699,000; personal estate, \$7,552,650; income, \$16,557,650; total assessments, \$1,613,545; tax rate, 2.98; number of ratepayers, 18,502.

**PORT ADVANTAGES.**—Open the whole year round. Never troubled by ice. Approach well protected. Can be entered at all times of tide. Has a low water depth in entrance of channel and at ocean piers of 32 feet, with a rise and fall of tide of about 26 feet, which gives it a high water depth of approximately 58 feet.

**HARBOR EQUIPMENT.**—Fifteen ocean berths; three grain elevators. C.P.R. 1,750,000 bushels capacity, C.N.R. 500,000 bushels, conveyors connected with 7 berths on the west side and 2 on the east side. Warehouse accommodation, 411,900 sq. feet, can care for 911

cars, and 27,330 tons freight. Trackage at port for 3,000 cars. This is being gradually increased. Dry dock, 1,150 feet long, and new harbor equipment being developed at East St. John. Cold storage plant for export products. Coal and oil bunkering facilities.

## Activities of the American Chamber of Commerce of S. Paulo

FROM THE OFFICE OF THE SECRETARY

The city of São Paulo is at present being canvassed for 10\$000 subscriptions to the São Paulo Graded School, it having been formerly announced that one of the subscribers will receive one Ford Touring Car, on or about November 1st. The Education Committee found it to be impossible to raffle off a car as such a proceeding represents an infringement on the Brazilian Federal Laws. The Committee consequent'y issued lists to members and friends of the Chamber requesting such friends to solicit subscriptions to certain numbers, it being understood that subscribers to these lists would draw lots on a Ford Touring Car at the end of a month. Each subscriber puts his name down against a number, the numbers available running from one to two thousand. This issue was forced upon the Education Committee in spite of the stupendous generosity of English as well as American institutions in São Paulo, in their initial contributions to the Building Fund of the School, which now includes a one conto contribution from The Royal Bank of Canada, which is a British corporation like the São Paulo Tramway, Light & Power Co., but which like its sister Canadian institution decided to back up a very worthy necessity in São Paulo's English-speaking community.

The whole-hearted and indulgent spirit of the São Paulo Chamber was manifested at the Directors' Meeting of September 20th, when the discussion of means for disposing of the subscription numbers came up. One of the Directors casual'y gave vent to the statement, "Let's underwrite it right here," with the result that in five minutes the Manager of the Chamber had guaranteed him 14:000\$000 worth of subscriptions. The rest has practical'y all been underwritten since the meeting.

Few Chambers of Commerce, if any, can boast of a spirit like this and the São Paulo Chamber may be just'y proud of the Directorate it has chosen to supervise its operation.

### THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION

Do you know that the women of Rio de Janeiro, especially the employed young women of the English-speaking community find great difficulty in locating a suitable place to take their noon-day luncheons? Do you know that, although there are football clubs and rowing clubs galore in this city for young men, gymnastic training for girls in a building of their own is almost unknown in Rio de Janeiro? Every resident of this city is interested in these great needs of our community, especially the women themselves and those men who have mothers, sisters or daughters here. The Y.W.C.A. is ready to fill these needs now by the opening of a first-class cafeteria and gymnasium, each under the competent direction of a trained young American woman who has recently arrived. Now, there is lacking only your support in securing the funds necessary for the initial installation. The Association has been waiting patient'y for over a year for business conditions to improve before making its great public appeal, but now it can wait no longer—the need is too great and the time is ripe. The total sum required is 105 contos—if 1050 people were each to give on'y 100\$000, the campaign would be a success and a fine building assured.

Each one of you can give that much, and anyone who can give a conto will be performing one of the most lasting benefits with which he can endow this city where we live. Give as you would if you were at home, and let us set an excellent example of Anglo-American generosity.

Diga que viu no "Brazam". Diga a todos

**EXCHANGE VARIATIONS FOR THE WEEK.**

From the American Foreign Banking Corporation.

	Dollars	Lb.
Sept. 29.....	73280	8 9-32
" 30.....	73860	8 9-32
Oct. 1.....	73840	8 9-32
" 3.....	73850	8 15-64
" 4.....	73850	8 9-32
" 5.....	73770	8 3-16

(NOTE: The above quotations are the buying prices at the close of each exchange day.)

**TURNER'S FAMOUS LION.**

The calcium light swung onto several new Circus "imprearios" this week during the organization activities of the American Patriotic Society, which is promoting the Armistice Day Circus in benefit of the Seamen's Center in this city.

Mr. W.H. Wilkinson, in the capacity of chairman of the committee, has undertaken the organization of a vaudeville performance in connection with the side shows which will form one of the most attractive features of the huge circus which will be given on November 11 and 12. Mr. Wilkinson's committee is preparing a group of side shows that is expected to be a "town topic" for months to come. A large number of high power acts are being arranged for the vaudeville, which alone will justify the trip to the circus grounds in Leme.

Messrs. C.M. Mauzeau and Douglas Calder, also good committeemen, are engaged in training up a hilarious bunch of clowns who will put the fun in the function. A large number of "regular cut ups" are preparing to mix laughs in the batch of thrills which will accompany the dare-devil features of the performance.

Mr. Charles Schwab, heads the committee on melody. The fact that Mr. Schwab is devoting his attention to the musical numbers of the program insures a constant jazz accompaniment to the acrobatics, dances, drills, aerials, equestrian stunts, and other mass and individual features of the circus. It will be done by bands and orchestra, and Mr. Schwab says that "it will be done right".

Messrs. W.V.B. Van Dyck and H.M. Sloat have taken over the principal concessions, which is to say that they will see to it that the huge audiences are well supplied with peanuts, popcorn and pink-lemonade. Napoleon said that an army travels on its stomach. Messrs. Van Dyck and Sloat say that no circus can get anywhere without peanuts, popcorn and pink-lemonade.

Mr. E.E. Barton and Mr. Otto Christoph, of the program committee, asserted this week that the demand for advertisement space on the circus programs exceeds all expectations, from which they conclude that the public interest in the approaching event is reaching fever heat. They calculate that the attendance during the three performances will run well over ten thousand persons. Mr. Barton has made a special trip to São Paulo for the purpose of promoting circus publicity in the neighboring metropolis.

Mr. Louis R. Gray, president of the American Patriotic Society, is active'y engaged in strengthening the circus promotion organization, and in keeping the various committees from overlapping on their work. Mr. Gray has thrown himself into the project with an energy and enthusiasm that guarantees success.

Mr. George Turner, general manager of the performance which will take place under the big top, is preparing an elaborate plan for comfortably seating the enormous crowds who are expected to attend the three performances. The tent furnished by Snr. Floriano Peixoto will receive a large canvas addition to enable the placing of the audiences. The two rings, stage and hippodrome are being staked out at the grounds which the circus will occupy at Leme, near the "Tunnel Novo".

While these preparations in the general organization plan are being made, the directors of the many mass and individual acts, which will comprise the program, are active'y engaged in training their players and performers. It has been found that

the first tentative scheme included more program numbers than could be handled even in a circus of stupendous dimensions. For this reason it has been decided to eliminate the pageant feature, thus releasing many skilled performers for other acts, some of which were being hampered for lack of personnel.

It was rumored this week that the menagerie will contain, among many other unusual features, "Dol'y", the famous old lioness with the false teeth who former'y traveled with Mr. George Turner's circus. The former denizen of the African jungles is said to be one of the most notorious wild animals known to circus people. "Dol'y", according to the press agent of the Turner circus, once did her bit in attracting crowds to the famous "Hagenback" zoological gardens in Berlin. From Berlin she went to South America, traveling with several shows before joining the Turner outfit. One of the acts in which "Dol'y" played was a real thriller. In this act, the trainer put his head in "Dol'y's" enormous mouth, risking his life against the animal's obedience.

While traveling though the interior of this country, however, "Dolly" contracted pyorrhea, as the result of which she lost her teeth, and was thus ruined for her showiest act. In view of the fact that "Dol'y" represented not only an attractive number on his program, but also a considerable investment, Mr. Turner determined to see if it would not be possible to remedy the situation.

With this purpose in view, he visited an American dentist in this city and explained the case to him. The dentist, being of an ingenious turn of mind and also a special friend of Mr. Turner's, decided to make an experiment. Chloroforming the huge beast, he was able to take a plaster "impression", from which he constructed a plate and a set of false teeth.

While this remarkable plate was being built, Mr. Turner had an inspiration. Instead of porcelain teeth, they would put in soft white rubber teeth, which would look like the real thing, and which would be a safe-guard to the trainer who was "Dol'y's" partner in the perilous double act.

From that time, until Mr. Turner disposed of his circus, his trainer worked with "Dol'y" without fear or danger. Mr. Turner says that the soft white rubber teeth often enabled the trainer to give the audience an extra thrill. By rubbing his "pompadour" on the lion's palate, he tickled the animal's throat in such a way that she often clamped her jaws down on his head. But instead of being crushed by the lion's apparently powerful fangs, he was on'y "gummed" by the rubber imitations.

"Hey! Skinny! Whoopee!!! Circus comin' to town!! Whooppee!!"

**RIO DE JANEIRO ATHLETIC ASSOCIATION DANCE.**

The Dance Committee which is raising funds to send the Rio Baseball players to São Paulo in November, has selected Tuesday evening, October eleventh, as the date for the next dance. As this date is a holiday event, it is expected a large crowd will turn out and make the dance more successful than the two previous ones. The floor will be in good condition, all of the latest music will be played by Harry Kozarin and his Jazz Band, and as the tickets are on'y ten milreis, which include one gentleman and two ladies, it is hoped the Rio de Janeiro Athletic Association Club house will be crowded. Money is needed to send the team to São Paulo and also to bring it back, and the Baseball fans here should buy a ticket for the event even though they are unable to attend the dance. Tickets can be purchased at the Club House, Mappin & Webb's, Crashley's, Expresso Federal, and from the members of the Baseball Committee. Buy a ticket—it is for a good cause—and get the other Baseball rooters and your dancing friends to crash through for a single or a brace of tickets.

**UNION CHURCH.**

At the Union Church, Sunday morning, Dr. Harper will have for the subject of his sermon, "God's Modern City". Service to begin at 11 o'clock. Sunday school for children at the same hour. Mrs. F.C. Brown, soloist; Mr. R.E. Fowler, organist. All are welcome.

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### SÃO PAULO NOTES

The São Paulo Graded School is the proud possessor of the following letter which arrived Monday morning, opened by Betty Boyd, and read by Donnel McGimpsey:

"THE WHITE HOUSE, Washington, Sept. 3, 1921.

To the American School, São Paulo, Brazil:—Thank you warmly for your kind letter with its expressions of good will for the President and myself. I was very much interested in reading it and in seeing the photograph, and congratulate you upon the establishment of an American School.

"Under separate cover I am sending you autographed photographs to replace the ones you cut from a paper, and with them go the best wishes of the President and myself for your success and happiness.

Sincerely yours, (Autographed) FLORENCE KLING HARDING

### RIO DE JANEIRO, SOCIAL AND PERSONAL.

Mr. and Mrs. Archie B. Landon are leaving for Buenos Aires upon the "Southern Cross".

—Mr. W.H. Wilkinson, Jr., who has won a host of friends during the year and a half that he has been with the local branch of the National City Bank decided to sail for home on the "Martha Washington", because of ill health.

—Commander and Mrs. B.L. Canaga have moved into a new residence at Rua Prudente de Moraes No. 72.

—Mr. and Mrs. George P. Curtis and Dr. and Mrs. George K. Strode have taken from the first of October the house formerly occupied by Mr. Richard Coit at 682 Avenida Atlantica, Tel. Ipanema 1352.

—Mr. and Mrs. Gorge E. Schilling have moved back to the city from Paquetá and have taken apartments at the Hotel Majestic, 314 Rua Lorangeiras.

—Mrs. Jack Maurice is sailing on the Lloyd Brasileiro s.s. "Curvello" for a visit to her home in Canada. Mr. Maurice is connected with the local office of the Marconi Wireless Telegraph Co. Ltd.

—Mr. J.F. Tippet is now living at Rua Paysandu No. 232.

—Mr. Theodore F. Mead, of the National City Bank, was a passenger on the "Brabantia" for Buenos Aires in the middle of the past week.

—Dr. and Mrs. J.M. Lander and Miss Margaret Lander moved into the family residence at 48, Rua São Salvador, at the beginning of this month.

—Mr. and Mrs. W.S. Cloher were passengers on the "Limburgia", sailing last week for England.

—The many friends of Mrs. W.B. Fletcher have been showering her with flowers and good wishes during her continued illness.

—Rev. and Mrs. Edward E. Lane who have come out under the Southern Presbyterian Church to take up work in the State of São Paulo, arrived on the "American Legion", and left Monday for a short visit in Lavras, Minas. Rev. Lane bears the same na-

me as his father, who was one of the first missionaries to Brazil and who died years ago of yellow fever in Campinas.

—Dr. Wilson G. Smillie, of the Faculdade de Medicina, São Paulo, arrived in this city on Monday and has brought his students in the course in Public Hygiene to this city to inspect the various health services and scientific institutions here.

—The Business Mens' Health Club, of the Y.M.C.A. is arousing unusual interest. The Club meets three times a week on Mondays, Wednesdays and Fridays, from 5:30 to about 6:15 P.M., an hour that enables the man to go directly from his office, get in the necessary concentrated exercise, and still get home for dinner, leaving the evening free. The men of the club enjoy splendid leadership under Sr. Santos, and are given the personal attention of the Director, Mr. H.J. Sims. The program consists of marching, calisthenics, gymnastic dancing, all accompanied by music, relay races and games and special exercises on stall-bars and other apparatus and with medicine balls. After a vigorous work-out which superinduces a heavy sweat, the cool shower makes a man feel fit for a glorious evening. The group is constantly growing both in numbers and regularity. Among those who participate are: Dr. A.W. Shaw, Dr. A. Rous, Dr. J. Brazil Silvado, Dr. A. Falcão, E.M. Grindord, G.M. Sheets Wellington Moore, G.T. Colman, C.K. Stark, L.A. Mahoney, Mitchell Schlesinger, W.A. Haile, Dr. I. B. Harper, Oscar T. Taves, J.F. Tippet, C.A. Barton, A.I. Hasskarl, Frank Bevan, J.A. Thomas, R. Cahn, M.H. Whitman, J.F. Brown, T.S. Mead, George Latimer, and George Pratt.

—The Official Board of the Union Church entertained Bishop Moore and Dr. Tucker at luncheon at the "Sul America" Restaurant on Monday noon. At that time Bishop Moore assured the Board that the American Church may continue to worship in the present edifice on Praça José de Alencar, as long as they may desire. He also announced a very large and generous contribution toward the building of a permanent edifice solely for the Union Church, which can be made use of when it is possible to raise a suitable supplemental amount here.

—A Rose Festival was held at the Palace Hotel last Saturday afternoon, the first of October, from 4 to 7 P.M. in benefit of the Associação das Senhoras Brasileiras. The Organizing Committee were: Mmes. Franklin Sampaio, Castro Maia, Paula Machado, Mario Ribeiro, Chermont de Miranda, Achylles Pederneras, Mario Barbedo, Alfredo Guimaraes, Mello Mattos, Vera de Carvalho, João Teixeira Soares Filho, Souza e Silva, Ildefonso Dutra, and Ferreira de Almeida. A large number of young ladies dressed as pink rose buds, acted as assistants. Among the Americans who attended, were: Mr. and Mrs. Sylvester, Captain and Mrs. Sparrow, Mrs. A.W. Shaw, Miss Anna Shaw, Mr. and Mrs. A.J. Polak, Mrs. Howell, Mrs. William Lowry, and Mr. Gaillard Lowry.

—Mr. J.H. Warner returned on Monday from Recife.

—Mr. Fred. Jacob, Jr., South American manager for the Berger Mfg. Co., Concrete Steel Co., and Detroit Steel Products Co., companies which are united for export with offices in New York, has arrived in this city, after a trip down the West Coast.

—Mr. and Mrs. W.P. Massie have taken an apartment at the Hotel Internacional, Santa Thereza, where they intend to reside for the present.

—W.P. Massie, who formerly resided in this city where he acted as manager for The Equitable Life Assurance Society resigning when that Society decided to discontinue all active business in foreign countries, has returned to Rio and will resume his residence as representative of All America Cables, Inc. Mr. Massie has taken an office at Casa Mauá, Avenida Rio Branco.

—On Armistice Day, November the 11th, a Childrens' Cymkhana has been arranged under the auspices of the British Society, on the ground of the Rio Cricket and Athletic Association which has been kindly lent for the occasion. There will be races and competitions for children of all ages, numerous side-shows, an entertainment by professional clowns and a host of other amusements guaranteed to delight the kiddies throughout the whole afternoon. This popular entertainment will not interfere with your evening programme, so if you live on the Rio side of the bay, there are plenty of "barcas", and the Rio Cricket

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is only five minutes by tram from the Nictheroy Barca Station. The big feature of the entertainment is that it is entirely free and under the patronage of Lady Tilley, and all, old and young, are cordially invited to be present.

—Among the passengers who left Rio for Buenos Aires on the "Arlanza" were Mr. C.H. Walker and Mr. E.J. Stafford. Mr. Walker is visiting the South on business and will probably be away three months.

—The Cricket Team chosen to represent Brazil against the Argentine Cricket Association, leaves Rio for Buenos Aires on the 3rd December. Passages have been very kindly supplied by Messrs. Lampport and Holt, on board the "Vauban". The team anticipates a stay of three weeks to a month in the Argentine, and will play at least three test matches. So far thirteen of the players have been chosen, as follows:

RIO DE JANEIRO:—Messrs. R.N. Nevill, H.C. Morrissey, C.D. Morrissey, L.J. Maurice, R.E. Flinn, C.A.S. Pattison, J.C. Muriel, R.N. Pryor.

SAO PAULO:—Messrs. K. Crewe, J.H. Rushworth, C. Miller.

SANTOS:—J.H. Naumann

PORTO ALEGRE:—L.W. Andrews

—Rev. Archdeacon Hancock having returned from Buenos Aires on board the "Limburgia", recommenced his duties last Sunday. On Saturday the Archdeacon has arranged a Tea Party for the young members of his Bible Class. Lady Tilley has kindly consented to give the prizes.

—Mr. Van Quackebeke and Mr. Thomas Reynolds, lately arrived from Paris, where they successfully exhibited their paintings at the Salon, have just opened their exhibition in this town at the Associação Commercial Building (Stock Exchange). The exhibition is composed of 65 pictures, the subjects chosen being landscapes, marine pictures, flowers, nude, portraits and figure paintings. It is very rare to find an individual exhibition with such a wide range of subjects. Mr. T. Reynolds is above all a painter of nude and figure portraits, and we would point out to our readers his life portrait of the Countess of Leopoldina and others of Epitacio Pessoa, the Brazilian President, and his beautiful picture named "Hope". Mr. Quackebeke's landscapes are wide in range and mostly painted from local scenery. The exhibition will be opened for two weeks, and all are cordially invited.

—Col. and Mrs. C.H. Crawford were hosts at a Buffet Supper at their residence, 954, Rua Copacabana, last Saturday evening, October 1st. After supper, games were played in the parlors, and the guests enjoyed themselves amid the greatest merriment.

—The recital given by Miss Guiomar Novaes on September 30th, at the Theatro Municipal, was a very enjoyable one, and a very large representation of the American colony of this city were noticed in the audience.

—Mr. and Mrs. Thomas H. Swope, of Kansas City, Mo., have announced the engagement of their sister, Mrs. Lillian Moseley Williams to Mr. J. Renton Haney. The marriage will take place at the residence of Mr. and Mrs. Dale M. Parker, Rua Nove de Fevereiro 21, of this city, on Tuesday October 25th, at four o'clock. Mrs. Williams sailed from New York October 1st, on the s.s. "Southern Cross" and will be visiting Mrs. Parker until the date of the wedding.

—Miss Mary Isabel Saunders arrived here Wednesday from Montevideo on the steamer "Avon", and is now visiting her father, Mr. E.E. Saunders, at Rua Gustavo Sampaio, Leme.

—Mr. and Mrs. George W. Mayo and family who have been in England for some time arrived Monday on the "Arlanza" and left here Wednesday night for Morro Velho.

—A dance is to be held a week from tonight at the Rio Cricket Club in Nictheroy. Dancing will begin at 8:30 o'clock and continue for four hours.

—Final arrangements have been completed for the first dance of the Rio Sailing Club, which is to be held tonight at the Salão Nobre in the Club Central. Judging from the advance sale of tickets the affair will be a success and surpass the hopes of the committee. About a dozen members of the São Paulo Sailing Club have accepted the Rio Sailing Club's invitation to be present, and Rio de Janeiro is going to give them a warm welcome.

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The British Ambassador and Lady Tilley and also the British Consul-General and Mrs. MacDonnel, will be at the dance. It is expected that there will be seen some keen sport in Jurujuba Bay on Sunday. The next race of the Rio Sailing Club will be held on the 23rd instant, when the Rider Cup will be competed for.

—Mr. W.J. Potter, who is connected with the Rio staff of the Royal Mail Steam Packet Co. has moved to his new home in Rua Joaquim Nabuco, in Ipanema.

—The Atlantic Refining Company, of Philadelphia, have appointed Mr. Henry R. Weber as General Agent in Brazil with offices at Avenida Rio Branco No 9. The Atlantic Refining Company are the World's largest refiners of lubricating oils and their five refineries have a combined capacity of 100,000 bbls. daily. Mr. Edward Grey is in charge of sales for Mr Weber

**COUNTRY CLUB NEWS**

The tennis courts and swimming tank were kept busy from early in the morning until sunset last Sunday, and an unusual number of members and their guests attended the afternoon matinee. Among those seen dancing were: Com. and Mrs. J.P. Jackson, Mrs. Nothman, Dr. and Mrs. A.R. Shaw, Misses Shaw, Mr. and Mrs. A.R. Seyres, Mr. and Mrs. Gray Harriman, Mr. and Mrs. Lucyd Newell, Mr. and Mrs. Walter Hime, Mr. and Mrs. J.L. Hime, Mr. and Mrs. Ad. Liebermeister, Mr. and Mrs. J.L. Fagan, Mr. and Mrs. J.J. Smyth, Mr. and Mrs. A. Azevedo, Mr. and Mrs. Marcondes Ferraz, Mr. and Mrs. H.H. Hollingshead, Mr. and Mrs. W.L. Schurz, Misses Dolabella, Miss Reading.

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On Tuesday last, Mrs. W.L. Schurz entertained at a farewell bridge-luncheon in honor of Mrs. John J. Riley, who leaves Rio for England where she will visit friends and relatives, before proceeding to the States to meet Mr. Riley. Those present, were: Mrs. Hentz, Mrs. Strode, Mrs. Hiltz, Mrs. Rose, Mrs. Carder, Mrs. Curtis, Mrs. Parker, Mrs. Gaulin, Mrs. Philipps, Mrs. Jungling, Mrs. Stamford, Mrs. Richter, Mrs. Fagan, Mrs. Woolman, Mrs. Calder, Mrs. Hackett, Mrs. Ryan, Mrs. Canaga and Mrs. Crawford.

#### Palace-Hotel.

On Saturday the first, the Associação das Senhoras Brasileiras gave a tea-dance at the Palace Hotel, among the hostesses being Madame Franklin Sampaio, Mme. Mario Ribeiro, Mme. Ferreira de Almeida. Over a thousand guests attended, among them being members of the Corps Diplomatique, and American and British colonies.

#### Municipal Theater.

Among those present at the Municipal Theater on Wednesday evening at the performance given in aid of the "Cruz Pequena", and arranged by Miss Pessoa, were: The Belgian, Spanish, Portuguese and British Ambassadors; The Dutch, Argentine, Japanese, Grecian, Urugusyan Ministers; Capt. and Mrs. Sparrow, Mr. and Mrs. C.A. Sylvester, Col. and Mrs. W. W. Rose, Mme. and Mlle. Benton, Mr. and Mrs. Schochet, Capt. and Mrs. Leach, Capt. and Mrs. McNeil, Col. and Mrs. Crawford, Capt. and Mrs. Falconer, Misses Shaw, Redding, Saville, McNeil, Santos, Dr. and Mrs. Shaw, Messrs. Lowry, Whitman, Perkins, Thoman, Haag, Holgate, Thompson, Spezzi, Sundt, Mollet, Sir M. Bruce, Murrey McCrimmon, Maya, Weston, Gudgeon, Waterman, and many others.

#### AMERICAN PARTICIPATION IN THE CENTENNIAL.

Telegrams from Washington, dated October fourth, announce that the Committee on Foreign Affairs of the United States Senate have reported unanimously in favor of the appropriation of one million dollars for the participation in the Centennial of the Independence of Brazil. The Republican leader, Senator Lodge, requested that the project be brought to a vote with all possible urgency. He reminded the Senate of the fact that Brazil had spent \$600,000 in the preparation of its display at the World's Exposition in St. Louis.

#### ARMISTICE DAY.

President Harding has published a proclamation to all American citizens throughout the world, inviting them to observe two minutes of silent prayer at noon on Armistice Day, when the internment will be made in the National Cemetery at Arlington, of the "Unknown Soldier" killed in France.

#### BANQUET ON BOARD THE "MINAS GERAES".

The commander of the Brazilian cruiser "Minas Geraes", Conrado Heck, offered a breakfast on board the ship in honor of Admiral H.P. Jones, Commander of the American Atlantic squadron, his General Staff, and the Directors of the ship-yards, where the man-o-war has been undergoing repairs for the past thirteen months. The American officers emphasized the esteem in which Commander Heck has been held in the naval and social circles of New York. In reply, the Brazilian officer stated that

the stay of the Minas Geraes besides signifying that the ship has been transformed into the finest unit of the Brazilian navy had served to greatly strengthen the ties of friendship between the two nations. On October 2nd, Commander Heck entertained the personnel of the ship-yards at a "matinee dansant" on board the beautiful cruiser.

#### EFFECTS OF THE "EMERGENCY LAW" IN THE BRAZILIAN CUSTOM HOUSE

In accord with the new interpretation granted under the "Emergency Act" which allows merchandise imported after the date of that law to be entered at the rate of 3\$850 per milreis gold, the movement in the Rio de Janeiro Customhouse has increased greatly. In order to attend to the extraordinary volume of business, the Director has designated five additional men to attend to the gold "vales" and payments, but in spite of that fact, it has been necessary to keep the offices open well into the night.

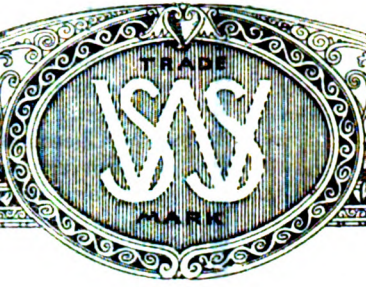


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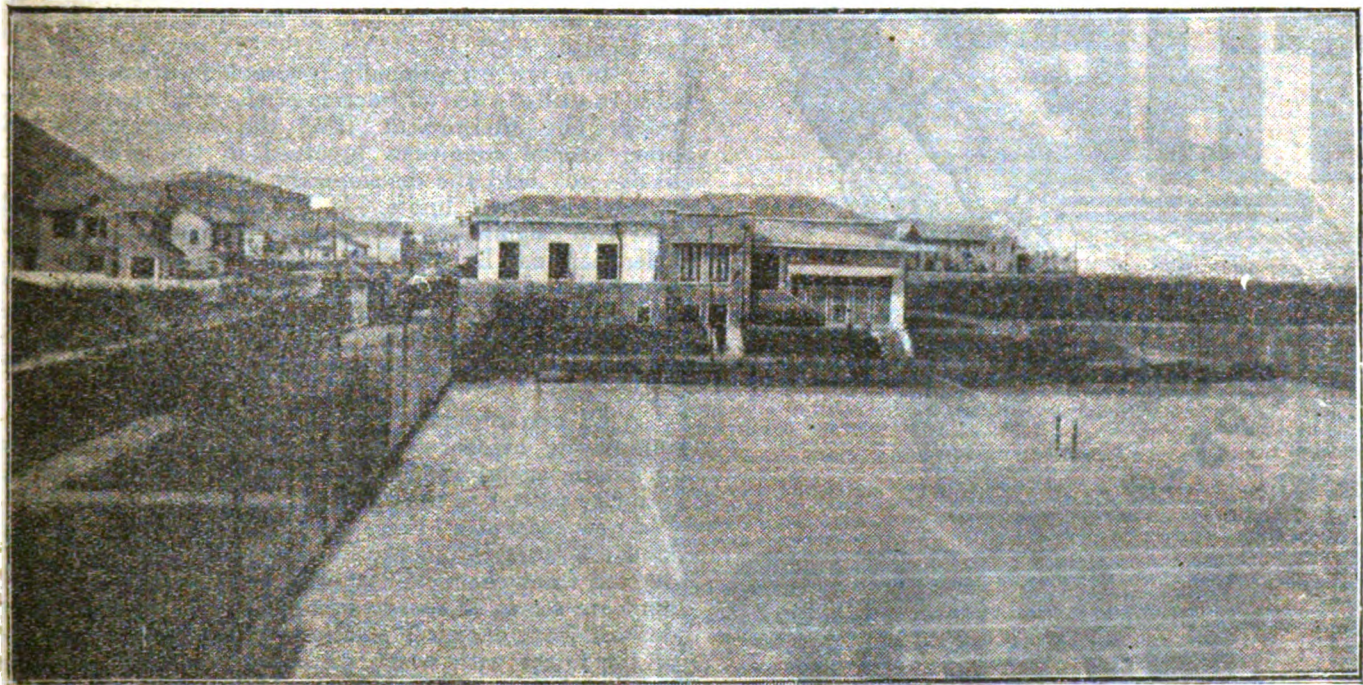
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VIEW OF TENNIS COURTS AT THE RIO DE JANEIRO COUNTRY CLUB. THE CLUB HOUSE IS SEEN IN THE BACKGROUND.

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## NEW SOURCES FOR ENERGY FOR OLD

Among the most important of the future achievements in the fields of chemistry and physics, predicted at the recent important international meeting of the American Chemical Society, is the utilization of energy derived from the rays of the sun, the disintegration of the atom, and from wind and water, to take the place of the world's dwindling supplies of coal, gas, and petroleum. Other prophecies, made by prominent chemists concerned the production of cold light, such as is seen in the firefly, making possible an enormous decrease in the power necessary for lighting purposes, increased yields in chemical synthesis by a better utilization of the possibilities of catalytic action—the acceleration of reactions by substances which do not necessarily change themselves; and methods of causing rain clouds to precipitate.

The most widely quoted of these prophecies is that of Dr. Arthur D. Little, a prominent industrial chemist, in his outline of possible substitutes for the sources of energy at present developed. While indicating the stupendous possibilities of the future, Dr. Little, however, takes occasion to point out that modern civilization is at present dependent on coal and will be for generations to come.

"We are cognizant", he said, "of sources of energy inconceivably greater than any possible requirement of the human race. There is to be considered first of all, the radiant energy of the sun. It seems too little to talk about. It is only three small calories per minute per square centimeter of the earth's surface. But Ciamician has calculated that a surface of only 10,000 square kilometers receives in a year, assuming only six hour as the effective day, a quantity of heat that corresponds to that produced by the burning of 3,650,000,000,000 tons of coal. That is considerably more than double the entire world production. The world awaits the genius who will convert radiant energy into electric current.

"The energy of the earth's rotation is a matter for the astronomers. It is undoubtedly of the order of magnitude to which they are accustomed, but by which chemists and others are confounded. It has been thus far utilized only by Mr. Sperry in his applications of the gyroscope.

"In a few exceptionally favorable locations it is feasible to utilize a trivial fraction of the total energy of the tides. The intermittent flow, the varying head and other special conditions involved in the problem are likely to hold the development of tidal power within closely restricted limits. It is, nevertheless, reported that two significant developments are now under consideration; one by the French Government at St. Malo, where the picturesque River Rance finds outlet in the quaint old harbor, where the tide rises thirty feet; the other at the mouth of the Severn River, by the British Ministry of Transport. Here, again, the tidal range is thirty feet.

"Of extraordinary interest to chemists are the accumulating evidences of inconceivably great amounts of kinetic energy possessed not only by radium but by ordinary matter as the constitutional energy of its atoms. We now recognize that concealed in matter of every kind are stores of energy immensely greater than those derived from chemical reactions or concerned with any kind are stores of energy immensely greater than those derived from chemical reactions or concerned with any of the forces with which we commonly deal. We recognize them as of an altogether higher order of intensity and magnitude than the energy derived from burning coal or liberated from the most powerful explosives.

"So stupendous and far-reaching are the possibilities contained in the suggestion that we may ultimately be able, without destruction, to draw upon this ener-

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gy supply that Rutherford has said. "The human race may date its development from the discovery of a method of utilizing atomic energy".

"Ciamician has estimated that the solar energy stored by plants produces 32,000,000 tons of vegetable matter annually, equivalent in heating power to 18,000,000 tons of coal. The costs of collection deprive these figures of much of their significance, but they point, none the less, to striking possibilities in the production of power alcohol.

"The rising price of coal has tended to focus attention upon water power, although this tendency has been marked and of more stimulative effect abroad than in the United States. General development is likely to be deferred, however, until the best of our coal and oil is gone. Meantime, very important hydroelectric developments are proposed or under way in Europe."

In the meantime Dr. Little points out that our present civilization is based on coal, and will be for many generations to come, despite tendencies which seem to imply that the burden is shifting to petroleum. Since coal must remain for generations our chief energy resource, the line of progress in his opinion, parallels the better utilization of coal.

**SEVEN YEARS OF THE PANAMA CANAL.**

---by---  
**O. P. Austin,**

Statistician of The National City Bank of New York.

Latest reports of the operations of the Panama Canal show that the United States made no mistake in connecting the waters of the two greatest oceans of the world even at a cost of \$367,000,000. That the world needed this short cut connecting the Pacific with the Atlantic is shown by the fact that the number of vessels passing through the canal in the fiscal year 1921 is nearly to and one-half times the number in the first twelve months of its operation, August 1914 to August 1915, and the merchandise carried in 1921 was eleven and a half million long tons against a little more than five million in the first year of its operation. Meantime that other artificial waterway connecting the Atlantic with the Indian Ocean, the Suez Canal, showed but a little increase in the same period, the number of "transits" through the Suez having been 3,986 in 1919 against 3,708 in 1915, and the net tonnage in 1919, 16,014,000 against 15,260,000 in 1915; while the first half of 1920 indicated only a slight gain over 1919.

This big growth in the business of the Panama Canal is not the only reason for the belief that it has proved advantageous to the commerce and industries of the country which spent its money in constructing it. In the year prior to its opening, the fiscal year ending June 30,

1914, the trade of the United States with the sections to which it now gives direct access, Asia, Oceania, and the west coast of South America, aggregated \$620,000,000; and in the fiscal year 1921 was \$2,091,000,000, an increase of 237 per cent while the trade with all the remainder of the world increased but 123 per cent in the same period.

Western South America, Asia, and Oceania buy manufactures and sell manufacturing material, and the opening of a short route between the great manufacturing section of the United States tributary to its Atlantic frontage and the great markets of the Pacific stimulated our sales to and purchases from all of that part of the world. Chile which took twenty per cent of its imports from the United States in 1914 took forty-three per cent of her 1919 imports from this country; Peru took from us thirty-two per cent of her imports in 1914 and sixty-

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two per cent in 1919. Across the Pacific, China, which took seven per cent of her imports from the United States in 1914, increased the share to sixteen per cent in 1919; Japan's taking from the United States increased from sixteen per cent of her total imports in 1914 to thirty-five per cent in 1919; India's share of her imports drawn from the United States increased from 2.6 per cent in 1914 to 9.6 per cent in 1919; Australia took fourteen per cent of her imports from us in 1913 and twenty-eight per cent in 1919; New Zealand's share of her imports taken from the United States increased from ten per cent in 1914 to twenty-six per cent in 1919, and the Dutch East Indies which took two per cent of its imports from us in 1913 took ten per cent in 1918. In their exports all of these countries increased in about the same proportion the share which they sent to the United States. The share of the imports of the United States drawn from Asia, Oceania, and western South America increased from twenty per cent in 1914 to thirty-one per cent in to the fiscal year 1921, and the share of the exports sent that area advanced from ten per cent in 1914 to fifteen per cent in 1921.

This opening of direct communication between the manufacturing section of the United States and the great Pacific markets for manufactures is doubtless one of the factors in the big increase in our exports of finished manu-

factures, which advanced from \$725,000,000 in the fiscal year 1914 to \$2,643,000,000 in the fiscal year 1921, forming thirty-one per cent of the total exports in 1914 and forty-one per cent in 1921.

While a part of the gains of the United States in the markets of the Pacific is doubtless due to the interruption by the war the industrial and transportation facilities of Europe which formerly supplied those markets, there seems every reason to believe that a considerable part of our gains in the Pacific market is the result of the shortening by thousands of miles in the vessel routes between that ocean and the Atlantic and Gulf frontage of the United States, which handles over seventy-five per cent of the imports and exports of the country.

### TRADE CURRENTS ON THE OCEANS RETURNING TO PRE-WAR CONDITIONS.

Trade currents on the oceans of the world are apparently returning to pre-war conditions. During the war, says the Trade Record issued by The National City Bank of New York, the dangers to navigation on the Atlantic resulted in a considerable increase of movement of certain classes of merchandise across the more peaceful Pacific. As a result the share of American imports entering by the Pacific ports greatly increased, while that entering by the Atlantic frontage decreased.

In the year before the war, says the Bank's statement, fifty-five per cent of the merchandise imported into the United States entered through the Port of New York, and seventy-two per cent of the imports entered through the Atlantic ports as a whole. In the fiscal year 1918 with the dangers to navigation on the Atlantic the share of the imports entering through New York had fallen to forty-two per cent as against fifty-five per cent in 1914, and that entering through all the entire Atlantic frontage was but fifty-eight per cent as against seventy-two per cent in 1914. Meantime, the share of the import trade crossing the more peaceful Pacific and entering by way of the Pacific ports had increased from seven per cent in 1914 to twenty-one per cent in 1918, while on the northern border the growth in American purchases of Canadian products resulted in an increase from ten per cent in 1914 to sixteen per cent in 1921 in the imports handled by the northern border ports.

With the termination of the war, however, and the reduction of dangers on the Atlantic the share of American imports entering at the port of New York slowly returned to normal, having increased from forty-two per cent in 1918 to fifty-three per cent in 1921, as against fifty-five per cent in 1914, while the share entering by way of the Atlantic ports as a whole advanced from fifty-eight per cent in 1918 to sixty-nine per cent in 1921, as against seventy-three per cent in 1914. Meantime, the share entering by the Pacific ports fell from twenty-one per cent in 1918 to seven per cent in 1921 as against seven per cent in 1914.

On the export side, adds the Bank's statement, the percentage now handled by the various ports also indicates a return to pre-war conditions of shipping routes. Owing to the demands of Europe for American products and manufactures during the war, the exports which passed out of the port of New York increased from thirty-seven per cent of the total in the fiscal year 1914 to forty-

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SANTOS

eight per cent. in 1917, while the share by the Atlantic frontage as a whole increased from fifty-five per cent. in 1914 to seventy per cent. in 1917. With the congestion of merchandise for exportation at the Atlantic ports and improved facilities at the south, the share of the Gulf ports in the exports increased from eleven per cent. in 1916 and 1917 to twenty-two and a half per cent in 1921. With the reduction, however, in European demand for our merchandise, New York's percentage in the export trade which had advanced from thirty-seven per cent. in 1913 to forty-nine per cent. in 1917 fell to forty-two per cent. in 1920 and thirty-nine per cent. in 1921, while that of the Atlantic ports as a whole which had advanced from fifty-five per cent. in 1914 to seventy per cent in 1916 dropped to fifty-seven per cent. in 1921.

The return of the Atlantic ports to their pre-war share of the trade of the country as a whole, adds the Bank statement, is the more striking when we consider that the present trade with Europe, most of which passes through the Atlantic ports, shows in 1921 an increase over 1914 of only eighty-two per cent. while that with North and South America shows a gain of 195 per cent. and that with Asia and Oceania an increase of 238 per cent. when comparing the fiscal year 1921 with the fiscal year 1914.

## AN EXPOSITION TO SHOW IMMIGRANTS' GIFTS TO AMERICA.

An exposition designed to show something of the contributions of the nations and the races of the world to the upbuilding of the United States will open in New York City late in October. The name of the exposition is "America's Making", and taking part in it are thirty-two active committees representing the various immigrant groups from 1492, when Columbus discovered America, to the present, as well as thousands of New York school children who have been thronging the libraries to find forgotten facts about contributions of this or that group of pioneers to the making of the United States. A feature of the exposition will be characteristic displays by each national group, which have been recently described in an article by the education editor of the New York "Evening Post".

The Greeks, for example, will show in a great tank actual diving for sponges as it takes place on the coast of the State of Florida, where the sponge industry, the exposition people tell us, was not only introduced but is still maintained by Greek labor and Greek capital. The Italians will present as their evening's entertainment an opera, sung, conducted, and put on by Italians, to illustrate one of their most picturesque contributions to American life. At the centre of their statuary exhibit will be a heroic figure of labor, "symbolizing their legion of workers with pickaxe and shovel, who, patiently, for more

than three decades, have dug our subways and tunnels and spaded up the roadbeds of our railways."

A miniature mountain, ten feet high, in the centre of a lake, has been designed by the architect of the Irish section of the exposition, to serve as a basis for the great historical, cultural, and industrial contributions of the Irish group to America. In the water will be steamboats, submarines, and other craft symbolizing the work of marine inventors of Irish extraction, while on the mountain sides will be buildings showing the Irish architectural influence, engineering works in miniature, and historical scenes in which Americans of Irish lineage have taken a prominent part.

The Polish exhibit will include three panoramas representing the industrial contribution of Polish immigrants to the steel, coal, and farming industries.



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The Russian exhibit will contain Russian seeds and plants brought over by Russian immigrants and now cultivated on American farms by American farmers.

The contribution of the Danes as dairymen will be shown by a modern American dairy, where there will be seen in operation cream separators and churns introduced in America by the Danes.

A huge Christmas tree will be the central feature of the exhibits of Americans of German lineage, while a charming cottage equipped with attractive furniture and decorated with specimens of embroidery will show the Lettish contributions in carpentry, cabinet making, and needlework. The Norwegians are planning a colorful mural painting showing the Norwegian discovery of America in the year 1000, and the colonizing efforts from 1003 to 1006, "during which time the first white child of European parents was born on these shores," as the official account puts it.

Members of the Scottish group have organized a chorus which will sing songs brought by Scotch immigrants and made part of the musical literature of America. A lacemaker at work will be a prominent figure of the Belgian section, while the exhibit of the Jugoslavs will illustrate, among other things, the pioneer salmon fisheries of these people in the Columbia River and their orchards in California.

The English will present a pageant illustrating the contributions of English language, law, free political institutions, literature, and education. The Czechoslovaks, one of the best-organized of the groups so far, have under way a program that will include gymnastics, singing, and exhibitions of wood carving, wirework, basket weaving, and agriculture.

A room in an early French mansion of the southern city of New Orleans, entered through a row of columns reminiscent of the architecture of the period, will be the setting for the French exhibit. The French windows in the rear wall will open on balconies inclosed in the familiar wrought-iron railings introduced by the French, and through these windows will be seen the New Orleans of those early days, wharves piled with cotton and sugar, and Negroes at work.

The Dutch will present "Nieuw Amsterdam," now New York City, not only with its crullers, and waffles that have retained their place in American life, but with its beginnings in public benevolence and public education, in higher status for women, and in religious and social tolerance.

The programs of some of the groups have not yet been officially announced, though it is known that all have something definitely planned. Lithuanian weavers at work will be seen in the Lithuanian exhibit. The Swedes will show their gymnastics. Negroes will have exhibits of sugar, rice, tobacco, and cotton, and a chorus of 200 colored singers and present folk songs and modern works of negro composers.

As the setting for the exposition, the architect and director of decorations has selected "a vast temple, its roof a soaring arch of green and gold. The four pillars of this temple, are the pillars of the state, significant of the promise of liberty, cooperation, opportunity, and toleration, each flanked with a burning brazier."





VIEWS OF THE SINGER OPENING, SHOWING MR. WM. G. STEVENS AND THE DIRECTORS ABOVE.

Join The American Chamber of Commerce—Rio—São Paulo—Pernambuco—Santos



THE OPENING OF THE NEW SINGER BUILDING



Fine lace and embroidery work always attract the eye of those who like nice things, especially women, who are fond of needle work. Those who are able to make lace and those who are skilful in the art of embroidering are envied many times by their friends. Many would like to master either one of these arts, but are handicapped either due to poor eyesight or the lack of patience and time. Both of these fine arts can now be conquered by all through the aid of the sewing machine, propelled by foot or electricity.

Since the time the sewing machine was first invented, numerous improvements have been made on it, so that today it is one of the essentials of the home. And the universal use of electricity as a power has made sewing a pleasure instead of the "dread" that it was formerly looked upon by the feminine sex. Sewing today, either with the aid of electricity or foot power, is a pleasure. The sewing machine made today, can do everything housewives formerly thought could never be done except by hand. Lace work and embroidery work is now done by a sewing machine, in one eighth of the time that it takes by hand and to the entire satisfaction of those who follow either one of these two arts.

Machines for this kind of work are now in Brazil and right here in Rio. These two types attracted considerable attention among the large crowd who attended

the inauguration of the new Singer Sewing Machine store, Rua do Ouvidor, 63, last Saturday afternoon. Although a number of machines displayed on the spacious floor of the new home which was built along American lines, the embroidery and lace-making sewing machines were the center of attraction. Both of these machines are built for either electric or foot power and the operator can work out any design she desires. The lace-making sewing is not entirely new in Brazil, but the embroidery sewing machine was exhibited for the first time at the inauguration. Judging from the interest shown in this machine, it would not be surprising to find a number of them in Brazilian homes in the near future. At the exposition two pictures were shown one of a "Flower Girl" and another showing a Dutch scene. Both of these were made on a sewing machine and exceedingly well done.

In addition to these two pictures, six pillows and about 50 pieces of different designs, embroidered by Singer machines, were also on exhibition and these were made by local students who attend classes organized by the company in connection with its five stores in this city.

Mr. William G. Stevens, general Brazilian representative of the Singer Sewing Machine Company, was a busy individual last Saturday as were his assistants receiving the congratulations of friends, on the opening of such fine headquarters. In explaining about the new store, Mr. Stevens said: "We now have an ideal place and visitors will always be welcome to come in to watch the students at class or wait for friends who they expect to meet in the city. They will be welcome at all times, regardless of whether they are interested in buying a machine or any of its parts."

On the ground floor of the building, twenty-four machines will be set aside for the students. Each class

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**ROYAL**  
EM DEMONSTRAÇÃO

**CASA EDISON**  
OUVIDOR 135

will have twelve pupils and will work under the supervision of competent lady instructors. In the center of the room there are two leather column settees. Toward the rear of the store the Sales Department for all accessories has been located, as well as a ladies rest room, which has been furnished in good taste. The executive and accounting offices will occupy the entire first floor while on the second floor will be found the Legal Staff and Spare Parts department. In the new building, twenty-five people will be employed.

Mr. Stevens, the representative, has been in Brazil for the past ten years for the Singer Sewing Machine Company and one thing he called to the attention of his many friends was the collection of gold, silver, bronze medals and silver cups the Singer machines had won in various countries of Europe since 1864.

The new store was decorated with flags and flowers and during the reception refreshments were served. Over a thousand people visited the new building.

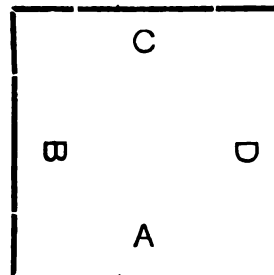
**AUCTION BRIDGE**

by  
MR. BERNARD P. BOGY, JR.

Answer to Bridge problem appearing Sept. 24:  
The problem is as follows:

Hearts J-9  
Clubs A-6  
Diamonds Q-5  
Spades 4

Hearts 10  
Clubs K-7  
Diamonds J-2  
Spades K-J



Hearts 6  
Clubs 3  
Diamonds —  
Spades 10, 9-8-7-6

Hearts—  
Club 10-9-8  
Diamonds-8-7  
Spades-A-Q

Hearts are trumps. "A" must lead and take all of the remaining seven tricks, regardless of how B and D play their hands. The author and the "BRAZAM" offered a prize of 50\$000 to the first person to work out the above unassisted, within a period of one half an hour. The one sending in the first correct solution was to be the winner. The prize was won by—

MR. F. DODD,

and his solution is as follows:

"Trick 1.—"A" leads a club, which B will evidently not cover (if he does it makes matters much easier); C wins with Ace

Trick 2.—C leads Jack of hearts. A discards a club.

Trick 3.—C leads 9 of hearts. A discards a diamond. The rest of the play depends on B's discard.

If a DIAMOND C goes on with Q and 6 of diamonds. On the 6 of diamonds A discards his last club, and B is forced to discard again. If B's discard be a club, C makes his 6 of clubs. If a spade, A makes his ace and Queen of spades.

If a CLUB, C goes on with 6 of clubs won by A, thus again forcing B to discard with similar results.

If a SPADE C goes on with 4 of spades, enabling A to make his Ace and Queen of spades and forcing another discard from B, so either A will make his last club, or else C will make both his diamonds."

The above is entirely correct and was worked out in four minutes without the aid of cards. We wish to congratulate Mr. Dodd on the cleverness and completeness of his solution.

Others who sent in correct solutions, were: Messrs. C.P. Jungling, Donald H. Collins, D.R. (name not given), P. Wennestrom, and one other, the solver requesting that the name not be mentioned.

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Numerous other solutions were sent in but none of them were right, because they all had B go up with the King of Clubs on the first club lead. In arriving at this solution they lost sight of the fact that it was stated that all the cards were exposed. This being true, B would certainly refrain from playing his King of Clubs.

It will be a pleasure to deliver the prize to the winner, if he will send in his address or call in person.

Other problems will be published from time to time.

**CHAPTER III.**  
**Finessing.**

THE finesse is one of the most essential, important, and easiest features of the game. True it sometimes requires a good amount of nerve to attempt it, but on the other hand, as an offset it should be known that a finesse should never be attempted unless it is necessary. When playing the hand and you see it is impossible to go game, even with a successful finesse, and you can make your contract without trying the finesse, then naturally you should make your contract before attempting the finesse. If, however, you are sure of making your contract without the finesse, but you must risk it in order to go game, then it is permissible to try for the game by taking the finesse. Some writers advise making your contract first and then going after game by using the finesse. This is of course up to the individual player. In the opinion of the author, it seems to be better bridge to take a chance on going down one or two by attempting the finesse, because if it works you go game which is

very desirable. This only applies when the cards are so situated you will be able to go game if the finesse is successful. It is not recommended when the contract has been doubled, or doubled and redoubled, except in unusual cases. If you can make the contract sure and then take the finesse for game, then you should naturally make the contract first. It often happens, however, that it is impossible to do this as in order to get game you may have to try the finesse before assuring yourself of the contract.

Many players have a mistaken idea of what a finesse really is. For example, with the Queen of Spades, and no other honors, in declarer's hand, and ace in the dummy declarer may lead the queen through the player to his left, up to the Ace. This is not a finesse in any sense of the word. If the player to the left has the King he will cover in order to make his or his partner's honor or honors good. If he has not got it, then the player to the right will make the King. In this case, the proper play would be to lead a small spade from dummy and play the queen, hoping that the player and the right has the King. In this manner two tricks can be made in the spade suit. The proper definition of a finesse is taking a trick with a card when there is a higher card out against the card that takes.

With ace-king in either hand, it is perfectly alright and a good finesse to lead a small one to the queen. If in leading thus to the dummy and the king is on the left, both the ace and queen make. If it is on the right, there is no possible chance of making the queen.

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### Legal Section

BY RICHARD P. MOMSEN

Member of the Bar of Brazil

#### **A Company Established In a State, With a Deposit In The Federal District, Is Not Subject To The Industries And Professions Tax In The Federal District.**

In the case of the Union vs. The Companhia Fabrica de Tecidos São Pedro de Alcantara, the Supreme Court has decided that a company established in a State, with only a deposit for the sale of its goods in the Federal District, is not subject to the Industries and Professions tax in the Federal District. The factory of the Companhia São Pedro de Alcantara is located in Petropolis, State of Rio de Janeiro. The company maintains a selling office and deposit in the Federal Capital.

The Court held that neither the Union nor the Federal District was permitted to collect such a tax, the Union being prevented by article 9, section 4, of the Constitution, from collecting an industries and professions tax, and the Federal District being able to collect this tax only on deposits belonging to factories situated within its territory.

#### **State Tax On Foreign Goods, After Being Exposed For Sale, Not Unconstitutional.**

Macedo, Costa & Co., and other merchants of Bahia, petitioned the sectional judge of the state for an injunction against the State of Bahia, to desist from the collection of internal revenue taxes on certain goods such as cigarettes, soda water, salt, etc., stored in their warehouses, and to leave the plaintiffs in undisturbed possession of these goods.

The internal revenue taxes in question were provided for by the budget law of 1920, and regulations were issued in decree No. 2,351, of November 20, 1920, governing the collection of the taxes. According to article 1 of this decree, the taxes were to be levied "not only on products of the State, but also on products of other States and of foreign origin, which are exposed for sale within the State."

The plaintiffs held that this law was unconstitutional inasmuch as it taxed products of other States and of foreign origin, before being sold, and before they constituted objects of the internal commerce of the State.

The sectional judge of the State of Bahia refused to grant an injunction, and the case was appealed, the plaintiffs basing their appeal on law No. 1,185, of June 11, 1904, which provides "that States can only tax foreign goods or domestic goods produced in other States when such goods already constitute objects of the internal commerce of the State and are incorporated in its own wealth".

The Supreme Court replied that if the revenue taxes were collected only after the articles were offered for sale, such taxes were within the law, inasmuch as the articles, having been offered for sale, already constituted objects of the internal commerce of the State.

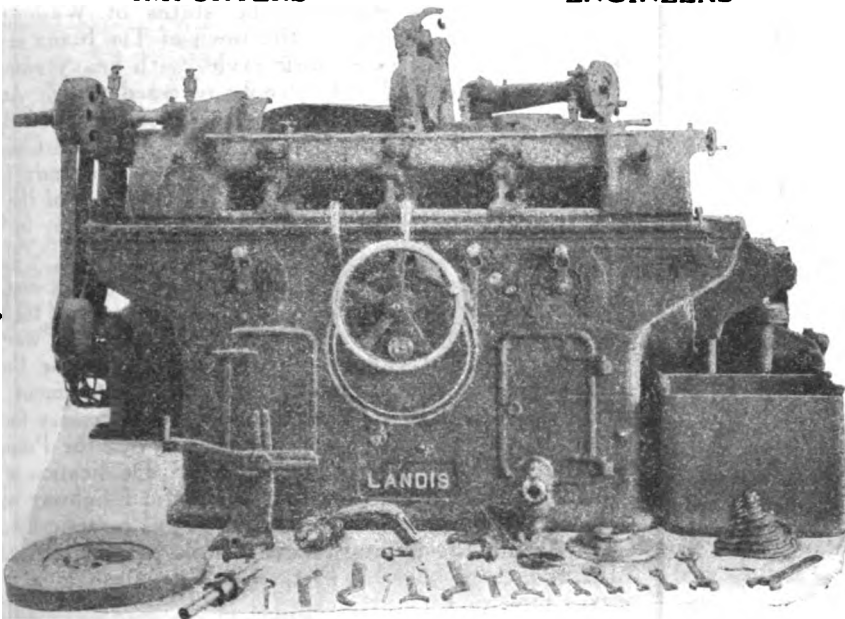
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**THE BRITISH SUBSCRIPTION LIBRARY.**  
(Continued.)

The present condition of the collection of books on the shelves of this popular institution, leaves much to be desired. Many of the books have suffered from the attacks of inquisitive "bichos" with a taste principally for the older volumes bound in calf; others have, on account of their popularity, been very roughly handled by their readers, and upon the whole the collection is in a wretched state. Over 3,000 volumes require the services of a bookbinder, and the sum required to put them in good order will be about 7 contos of réis.

In order to assist subscribers on their choice of readable matter, catalogues are necessary. Each subscriber could be furnished with a catalogue, and the work will require at least 2 contos. Shelving and other furniture would probably absorb about 2 contos, and at least 5 contos would be spent in the purchase of new books.

In order to provide this sum, an appeal is hereby made to subscribers to contribute towards the desired amount, in the following words:

**Centenary Restoration Fund.**

"A fund is being raised for the purpose of re-arranging, cataloguing, and re-binding the very valuable collection of books that have accumulated during the past 95 years of this institution. Though self-supporting, the annual subscriptions do not provide a surplus of sufficient value to keep the collection of books in the order which it merits, and consequently the committee has decided to appeal to members, and others, for donations to be devoted to the able purpose, as well as to the general improvement of the present fixtures and furniture.

"All well-wishers are cordially invited to assist in this very necessary work."

and it is to be hoped that the funds required will be forthcoming during the next five years, to enable the British Subscription Library to start the second century of its existence with renewed vigor and increased popularity.

There are at present 450 names on the list of subscribers and in addition to the sum accruing from this source, many of the principal firms have added an annual contribution, and this enables their employees to subscribe at a reduced rate.

That the Library is popular, is shown by the number of daily exchanges of books that takes place. The average daily attendance is about 60 persons, and on Saturday, twice this number, each taking an average of two books.

The present librarian, Mr. E. Knapp, has been in office about three years, and during this period he has shown that he has the interests of the institution thoroughly at heart, and by his courteous endeavors to assist his visitors in selecting the books that they require, he has succeeded in considerably increasing the subscription list.

Where is the BRITISH SUBSCRIPTION LIBRARY—is a question frequently asked not only by visitors to the capital, but by old residents as well.

The address is RUA DOS OURIVES, 105 and 107, over Clark's Boot Store, entrance Rua Sachet 39, and there is an elevator for the convenience of visitors. The doors are opened daily at 9 A.M., and closed at 6:30 P.M., Sundays and holidays excepted.

How to find it? Turn down the Ouvidor at the "Colombo" corner. After passing Clark's Boot Store

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you will find the RUA SACHET on the right. The entrance to the Library is the first door on the right hand side of the street, and the elevator is at the back of the passage. Stop on the second floor and on leaving the elevator, take the first door to the left. THE END.

### "PEACE PORTAL" BETWEEN UNITED STATES AND CANADA IS DEDICATED.

An international arch commemorative of more than 1100 years of peace between the United States and Canada along their 3000 mile border, has been recently dedicated with imposing ceremonies in the Far Northwest. This arch, called the Peace Portal, rests partly on American, partly on Canadian soil and spans the two-thousand-mile Pacific Highway which runs from Vancouver, in British Columbia, through the states of Washington, Oregon, and California, to the town of Tia Juana in Mexico. It is in massive Doric style, with heavy swinging doors that fold back into deeply recessed walls. Across the top of one of them is inscribed: "Open For 100 Years"; across the other, "May These Doors Never Be Closed". Across the base on the American side is the legend: "Children of a Common Mother"; across the base of the Canadian side are the words: "Brethren Dwelling in Unity Together".

Plans for a Peace Portal between Canada and the United States were made in 1915, but because of the war, construction did not begin until last year. It was originally intended that the Governments of the United States and Canada should build the monument, but they delayed action, and the \$80,000 necessary for the building of the arch was contributed by the President of the Pacific Highway Association. Dedication of the Peace Portal and dedication of Pacific Highway occurred at the same time. This highway is practically completed, and the paving of every mile of it is assured by 1925.

### Recent Estimates on Cotton Crop.

Though cotton growing in the United States has just suffered the most disastrous month in its history, the fact that a large part of last year's crop was carried over because of the low prices prevailing, softens the effect of this condition on the cotton growers. The indicated crop, according to a recent report of the United States Bureau of Crop Estimates, will reach a total production of 7,037,000 bales of 500 pounds gross, amounting to a loss of 1,116,000 bales in prospective production since the July forecast. The present forecast indicates an acre yield of 127 pounds for the United States as a whole. Never in the last fifty-six years has this figure been so low. The nearest approach was 129 in 1866.

In making public this report, the bureau says that "everything seems to have gone wrong with the cotton crop". Ravages of the boll weevil are principally responsible for the condition of the crop, the army worms prevalent throughout three states, and in two states there has been a severe drought.



LANDSCAPE IN MINAS

Diga que viu no "Brazam". Diga a todos



**United States Shipping Board**

FROM THE OFFICE OF CAPTAIN E. P. ERCKENBRACK, GENERAL AGENT FOR BRAZIL

President Harding announced September 9th that there would be an early conference with the full Shipping Board for the consideration of broad general policies. The question of making effective the two sections in the Merchant Marine Act of 1920 providing for the introduction of preferential rail rates on goods to be exported in American bottoms and the granting of lower duties on

goods to be imported in vessels of American registry will be discussed, it was learned. The exact date of the conference has not been fixed, but it will be in the near future.

There is strong sentiment among the commissioners of the Shipping Board for the early application of Section 28, which will prohibit railroads from granting export

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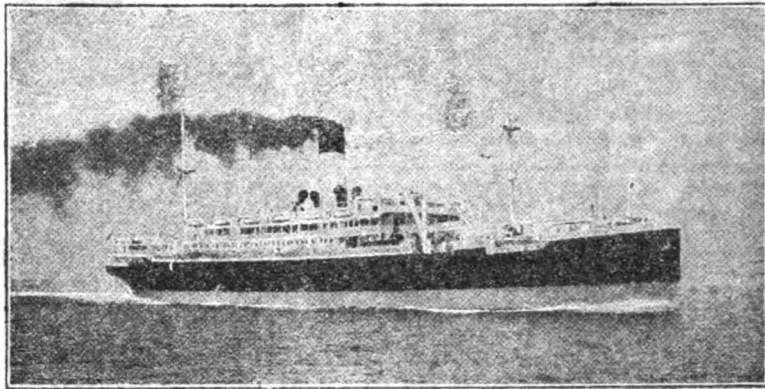
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## For New York

VESTRIS  
22nd Oct.  
VASARI  
9th Nov  
VANDYCK  
27th Nov.  
VAUBAN  
18th Dec.  
VESTRIS  
8th Jan.



## From New York

VASARI  
13th Oct.  
VANDYCK  
11th Nov  
VAUBAN  
2nd Dec.  
VESTRIS  
23rd Dec  
VASARI  
15th Jan.

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Santos, F. S. HAMPSHIRE & Co. Ltd.  
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## LAMPORT & HOLT Ltd.

rail rates on goods which are not exported in American vessels. The matter has been brought up this week in the board meetings and the indications are that it will be pressed to a decision. It is understood that the Shipping Board commissioners think it would be unwise to consider the determination of tonnage prices for the merchant fleet until the Administration has indicated their position with regard to these two sections, which it is contended will make American merchant ships far more valuable.

Joseph W. Powell, former president of the Bethlehem Shipbuilding Corporation and now senior vice president of the Emergency Fleet Corporation, conferred with President Harding Thursday, accompanying Chairman Lasker. Mr. Powell is an outspoken advocate of invoking these discriminatory provisions of the Merchant Marine Act. The members of the Shipping Board, who are in favor of making the two sections effective, have estimated that the value of the Shipping Board Fleet, would be enhanced by \$1,000,000,000 if the American shipowners were assured of these preferentials.

The approaching conference with President Harding is regarded here as one of great moment because there are several pressing questions upon which the Administration has not thus far indicated its views.

The Shipping Board recently laid down a firm policy regarding labor when its managing agents at Mobile and New Orleans were instructed to use whatever labor was available in loading steamers which the Longshoremen's Union had refused to work because the freight previously had been handled by non-union labor. The board pointed out: "That while the board must scrupulously observe all the provisions, moral and written, of contracts with labor organizations undertaken by operators of United States Shipping Board vessels, such

organizations must also observe the letter and spirit of such contracts."

The adoption of the resolution resulted from an issue raised on the Gulf at Mobile and at New Orleans where the Shipping Board has insisted that its managing operators should scrupulously observe the wage provision adopted last October and expiring October 1, 1921, even though certain operators in local ports had declined to sign the agreement in the preceding months, however operating under the wage scale embodied therein.

The Shipping Board at a recent meeting definitely advised operators of Shipping Board vessels to respect the agreement expiring October 1 until that date, and that no operator should vary from those arranged provisions regardless of the action of operators of other than Shipping Board vessels.

Following this declaration of policy, which was communicated to the unions involved and the managing operators of Shipping Board vessels, members of the longshoremen's unions refused to load cotton on vessels of the United States Shipping Board because the cotton previously had been handled by non-union labor in warehouses and refuse to load timber at Mobile because the timber had been rafted from booms by non-union labor.

The question of stevedore wages was not involved. T.V. O'Connor dispatched a telegram to the Mobile union officials and urged them to proceed with loading two steamers. His appeal was flatly turned down. As a result of such position taken by members of the Longshoremen's Union the Shipping Board, on motion of Commissioner Frederick I. Thompson, accredited from the Gulf division, and seconded by Vice Chairman T.V. O'Connor, accredited from the Great Lakes, adopted the resolution setting forth the policy.

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BY UNITED STATES SHIPPING BOARD STEAMERS

### ARRIVALS. FROM NEW YORK

### DEPARTURES, RIO TO NEW YORK

SOUTHERN CROSS..... Oct. 13th.  
 AEOLUS..... Oct. 30th.  
 HURON..... Nov. 10th.

AMERICAN LEGION..... Oct. 19th.  
 SOUTHERN CROSS..... Nov. 2nd.  
 AEOLUS..... Nov. 17th

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After reciting that the New Orleans longshoremen had refused to load cotton in violation of the agreement now in effect between operators of Shipping Board vessels and the union, and that the Mobile dock workers were refusing to load timber solely because of the fact that freight to be loaded had previously been handled by non-union men and, "whereas, the United States Shipping Board considers such refusal by members of the Longshoremen's Union as a violation of the agreement now in effect between operators of the United States Shipping Board vessels and the Longshoremen's Union, therefore, be it resolved, that the vice president in charge of operations be directed to instruct chiefs of divisions of operations in ports on the Gulf that managing operators be directed to use whatever labor is available in loading vessels of the United States Shipping Board where and when members of the longshoremen's unions, in violation of their agreement now in effect, refuse to load vessels of the United States Shipping Board.

### STEAMER NOTES

Commercial men who arrived here and others who were in transit for Montevideo and Buenos Aires on the Lamport & Holt steamer "Vestris", which arrived here a week ago Friday, were of the opinion that a slow but steady improvement could be looked forward to in the business world. They were unanimous

that the period of depression had passed, and that the question of unemployment was beginning to solve itself. Many who had been out of work were willing to take a moderate salary and adjust themselves to general conditions, while others who made large salaries during the war cannot believe the period of inflated prosperity is over

Mr. John F. Fowler, Vice-President of W.R. Grace and Co., who is making a tour of the east coast offices of his company, and Mr. G.W. Koenig, of the Foreign Sales Department of the International Harvester Company, were both optimistic about the future. Both of these gentlemen, however, were of the opinion the recovery would be slow but steady, as was Mr. Albert L. Mason, sub-manager of the New York branch of the London & Brazilian Bank. On arrival here, Mr. Fowler was met by Mr. Hunt, manager of the local office of Grace and Co., and assistant manager Mr. Rodrigues. Mr. Fowler intends to return to Rio early in January as it was his desire to visit the southern republics first. Mr. Koenig spent his time here with Mr. H.A. Miller, Brazilian representative of the International Harvester Company but intends to return to Rio about the middle of November before returning home.

Mr. John E. Thompson, Brazilian representative of the Burroughs Adding Machine Company, was among the returning passengers. "Although I have been in the United States for some time," declared Mr. Thompson, "I am happy on being back in Brazil and especially Rio. Conditions are improving at home, and the bankers and manufacturers are still optimistic about Brazil. A proof of that is the quick manner in which the Brazilian loans were floated. People at home are really inte-

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rested in Brazil and the general belief is this country will make a most rapid recovery when readjustment conditions throughout the world really get down to a solid foundation. In the centennial next year, the Burroughs Adding Machine Company will have an exhibition at the event."

Two days out from New York, the passengers of the "Vestris" saw a water spout and it was the first many had seen. In speaking of this sight, Cesare Cravina, of São Paulo, and a noted moving picture actor, said: "The spout was an unusually large one and fully thirty-five feet in diameter. It shot high into the air, and we saw tons and tons of water fall." Captain Davies, of the "Vestris", bore out the actor's statement and incidentally the genial skipper said it was the third he had seen on this run in the last three years. Mr. Cravina was in the United States for the past four years, and has played with many of the foremost screen stars, among them being Mary Pickford, Clara Kimball Young, Mary Doro, Louise Lovely and Pearl White. Those who saw the film "Follish Wives" which was recently exhibited

in this city will remember Mr. Cravina. On his arrival here he was met by his wife.

Mr. Carlos Lisboa who was one of the Brazilian Government representatives at the Centennial in Peru, was also on board. After remaining here a few days, Mr. Lisboa will proceed to Buenos Aires, where he is attached to the Brazilian Legation. Another passenger was Mr. William R. Lindsey, a noted Brazilian singer, who has been in the United States for some time. Mrs. Mary E. Sturgis and her son Paul, who have been home on vacation, were also on board, and were met by Mr. Sturgis, of the Rio Light & Power.

The "Vestris" made the trip from New York in fourteen days and four hours, and brought eighty passengers for Rio, of which twenty-two were in first class, and had forty-nine in transit.

Those who disembarked here were: Mr. Henry Cox Beardall, Mr. and Mrs. Henri Cadeau, Mrs. Edith P. Cathiard, Mr. and Mrs. Edward Elcock, Miss Vera Elcock, Miss Magdalena P. Knecht, Mr. Seymour Lang, Mrs. Honorina da C. Luehsinger, Miss Martha Luehsinger, Mr. Fritz Luehsinger, Mr. and Mrs. Albert L. Mason, Mr. Thomas McKenzie, and Mr. Francisco Valladares.

Those who sailed from here for Buenos Aires, were Mr. G. Bruce Kittle, Mr. and Mrs. Juvenal Saldanha and daughter, Mrs. Seraphina S. Pinto, Mr. and Mrs. H. W. Sloper, Mr. Charles H. Walker, and Mr. Adalberto Correa.

—Mrs. Arthur Gibbons, of the Hotel Hygino, Therezopolis, who has been in England France and Switzerland for the past six months, returned Monday on the Royal Mail liner "Aranza".

—The "Southern Cross" of the Munson Line, which left New York a week ago today is expected to arrive here next Thursday.

—Captain John Byrne, one of the veteran skippers of the Lampport & Holt Line, who is well known to commercial travelers to South American ports, is said to have been made skipper of the new "Vandyck", which is due here about November eleventh.

—A friend of Captain Ernest C. Cromack, Company pilot of the Royal Mail in this port, had the following note handed to him by a friend who arrived from England last, Monday, who told him it was exact copy of a communication received by an English bank from one of its customers: "DEAR SIR—For the following reasons I regret being unable to reduce my overdraft. I have been held up, held down, sandbagged, walked on, sat upon, flattened out and squeezed by our income tax, the super-tax, the excess profits tax, war loans, war bonds, war saving certificates, the automobile tax, and by every society and organization that the inventive mind of man can invent to exact what I may or may not have in my possession. By the Red Cross, Blue Cross, St. Dunstan's, the Children's Home, the Y.M.C.A., the Y.W.C.A., the Salvation Army, the Belgium Relief, the Austrian Relief, the Black Cross, the Double Cross and every hospital in town or country

"The government has governed my business so that I do not know who owns it. I am inspected, suspected, examined and re-examined, informed, required and commanded, so that I don't know who I am or why I am here at all. All that I know is that I am supposed to be an inexhaustible supply of money for every

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BOOST BRAZIL'S CENTENNIAL — 1922

known need, desire or hope of the human race, and because I will not sell all I have and go out and beg, borrow or steal money to give away, I am cussed, discussed, boycotted, talked to, talked about, lied about and held up, hung up, robbed and damn near ruined, and the only reason I am clinging to life is to see what will happen next."

—On board the "Vestris" which arrived here last week, was Mrs. A.J. Mitchell, her two children and her father, Mr. Albert Cornwell. They were met by Mr. Mitchell, the Rio representative of R.G. Dun & Co.

—Among those who sailed from this port, Thursday, for New York on the Munson Line steamer "Martha Washington", were: Mr. A. Lee Evers, Mr. W.H. Wilkinson, Jr., Mr. Robert T. Mantz, and Mr. Christian Wassard.

—Mr. Swain Smith, who has been in Paranagua for the past five months in the interests of the Gilbert Transportation and Chartering, is expected to arrive here tomorrow morning.

—The steamer "Birmingham City", is now loading manganese at this port, and will be despatched early next week for Baltimore by Wm. Lowry.

—The United American Line, Inc. steamer "Kermanshah" is expected here Monday from Hamburg, with general cargo. She is consigned to Theodor Wille & Co.

—Mr. Louis Bolin, of the Spanish Diplomatic Corps, arrived here Wednesday from Montevideo, on the Royal Mail steamer "Avon" and is now registered at the Palace Hotel.

—P.S. Nicolson & Co. expect to dispatch the steamer "Dundrennan" the latter part of next week for New York. At present she is loading coffee at Santos.

—The Booth Line steamer "Dunstan" left here Thursday for New York and Boston, with a full cargo of coffee.

—The Rotterdam-South America Line steamer "Albor" consigned to E. Johnston & Co. Ltd., arrived here Monday from Rotterdam, with general cargo.

—The "Deseado" of the Royal Mail line is to leave Liverpool next Tuesday for Rio. She is expected about November 6.

—The "Waldemar Skogland" is expected here about Oct 15, from Hamburg, with general cargo.

—P.S. Nicolson & Co. will send the steamer "West Maximus" for New York and Philadelphia about October 20.

—Among those who sailed from here for England on the Royal Mail liner "Avon", which left here Wednesday were: Mr. and Mrs. Emil Sagalli, Capt. Frank V. Lockey, Mr. Ralph Grut, Mr. John H. Brooks and Mr. Georges Byers.

—Marquis Queensbury is now at the Hotel Palace. He arrived Wednesday from Buenos Aires on the Royal Mail steamer "Avon". In addition the steamer brought seventeen other first-class passengers for this port.

—A cable dispatch from New York stated the United States Shipping Board has assigned three other vessels of the "American Legion" and "Southern Cross" type to the Munson Line, to be employed in the South American service. The names of the vessels have not yet been announced.

—The Lamport & Holt steamer "Vasari" cleared from New York last Thursday for Rio.

—Mr. Hippolito de Vasconcellos, former Brazilian Consul in Southampton, is now on his way to Rio, on the "Almanzora" of the Royal Mail line.

—E. Johnston & Co. Ltd. expect the Wilhelmsen Line steamer "Troubador" from New York the latter part of this month with general cargo.

—The steamer "Hassel" is now in dry dock and will later proceed to Santos to load coffee for the United States. Capt. Charles W. Gilbert is the agent.

—The new Munson Line steamer "Southern Cross" on her initial voyage to Rio is expected here from New York about the middle of next week.

—Announcement was made this week that the Gilbert Transportation and Chartering has been appointed agent in Rio de Janeiro, for the Aftiebolaget Norske Lloyd Steamship Line of Guthenburg, Sweden. This line intends to run a triangular service from Sweden, Brazil and the United States, and the first vessel is expected here sometime next month. At present the line has four steamers and more are to be acquired in order to establish a monthly service. The present plans call for a vessel to leave Gothenbourg for South American ports and at the same time to have one leave for the United States. The appointment of the local firm was made by Mr. Anilio de São Felix Simonsen, Brazilian Consul at Gothenbourg, who has full power to appoint agents in Brazil.

—Mr. Frank M. Wright, well known in this city and who makes annual trips to Brazil arrived Monday from England, on the Royal Mail liner "Arlanza".

—The Lloyd Real Belge steamer "Olympier" is due here about the middle of the month from Antwerp with passengers and cargo.

—Mr. M.A. Glover, and Mr. Carlos Clausen, of La Real Otorgada, sailed Wednesday for Bahia, on the "Avon", of the Royal Mail line.

—The Booth Line steamer "Hubert" is due here next week from New York with passengers and general cargo and will later proceed to Rio Grande do Sul.

—P.S. Nicolson & Co. expect the Moore-McCromack steamer "Hoboken" October 23, and she will load back to New York at Santos, Rio de Janeiro and Victoria.

—Messrs. Lamport & Holt, Ltd. announced last Saturday that they are now selling return tickets between here and the United States at one and three quarters fare for first and second-class passengers.

—The "Lake Ellsworth" left here Wednesday for New York and Boston, and the "Lake Furley" after complete loading here will be dispatched next week by the Gilbert Transportation and Chartering, for Victoria, Galveston and New Orleans.

—The Kerr Line steamer "Mar Tirreno" is expected here Tuesday by P.S. Nicolson & Co., from Hamburg and Antwerp, and will load back to Rotterdam, Hamburg and Antwerp.

—The "Torlak Skogland" is loading at Victoria for Baltimore and New York. The "T.H. Skogland" and "Laura Skogland" are both loading at Santos, the former to be sent to Galveston and the latter to New Orleans.

Say you saw it in the "Brazam"—Tell everybody.



## MAIL LIST

### BOATS CARRYING MAIL

#### ARRIVALS:

- First Half October—From Buenos Aires, "Procyon"  
 " " " — From River Plate, "Taurus"  
 Oct. 8 — From River Plate, "Massilia"  
 " 9 — From Europe, "Ré d'Italia"  
 " 9 — From South Brazil, "Curvello"  
 " 9 — From Europe, "Sierra Ventana"  
 " 11 — From Europe, "Darro"  
 " 11 — From Northern Ports of Brazil, "Bahia"  
 " 12 — From New York, "Southern Cross"  
 " 12 — From Europe, "Orita"  
 " 12 — From Europe, "Highland Piper"  
 " 14 — From Europe, "Principessa Mafalda"  
 2nd Half October—From River Plate, "Poeldijk"  
 " " " — From River Plate, "Jethou"  
 Oct. 16 — From Europe, "Macapá"  
 " 17 — From Europe, "Almanzora"  
 " 18 — From River Plate, "Duca Degli Abbruzzi"  
 " 19 — From Buenos Aires, "American Legion"  
 " 19 — From River Plate, "Arlanza"  
 " 20 — From River Plate, "Brabantia"  
 " 21 — From Europe, "Formosa"  
 " 22 — From Buenos Aires, "Vestris"  
 " 23 — From River Plate, "Mendosa"  
 " 23 — From New York, "Vasari"  
 " 24 — From Europe, "Principe di Udine"  
 " 27 — From River Plate, "Ré d'Italia"  
 " 27 — From Europe, "Gelria"  
 " 28 — From Europe, "Duca di Aosta"  
 " 29 — From New York, "Aeolus"  
 " 30 — From Buenos Aires, "Darro"  
 " 31 — From Europe, "Araguaya"  
 End October—From River Plate, "Tricolor"  
 Nov. 1 — From River Plate, "Sierra Ventana"  
 " 2 — From River Plate, "Southern Cross"  
 " 2 — From Buenos Aires, "Almanzora"  
 " 3 — From River Plate, "Principessa Mafalda"  
 " 3 — From Europe, "Cordoba"  
 " 5 — From River Plate, "Lutetia"  
 " 5 — From Buenos Aires, "Principe di Udine"  
 " 9 — From River Plate, "Vasari"  
 " 10 — From Europe, "Limburgia"  
 " 10 — From New York, "Huron"  
 " 10 — From River Plate, "Gelria"  
 " 11 — From Europe, "Ré Vittorio"  
 " 11 — From New York, "Vandyck"

- " 12 — From River Plate, "Belle Isle"  
 " 15 — From River Plate, "Duca di Aosta"  
 " 16 — From Buenos Aires, "Araguaya"  
 " 17 — From Buenos Aires, "Aeolus"  
 " 17 — From Europe, "Valdivia"  
 " 21 — From Europe, "Tomaso di Savoia"  
 " 22 — From New York, "American Legion"  
 " 23 — From Buenos Aires, "Cordoba"  
 " 24 — From River Plate, "Limburgia"  
 " 27 — From Buenos Aires, "Vandyck"  
 " 29 — From Buenos Aires, "Huron"

#### DEPARTURES:

- Oct. 8 — For Northern Ports, "Itapuhy"  
 " 8 — For Pelotas, Rio Grande do Sul, "Itaipava"  
 " 8 — For Europe, "Massilia"  
 " 9 — For Porto Alegre, R. G. do Sul, "Itapura"  
 " 9 — For River Plate, "Ré d'Italia"  
 " 9 — For River Plate, "Sierra Ventana"  
 " 10 — For Manáos, "João Alfredo"  
 " 10 — For Northern Brazil, "Itaituba"  
 " 11 — For River Plate, "Darro"  
 " 12 — For New York, "Curvello"  
 " 12 — For the Plate, "Southern Cross"  
 " 12 — For Europe, via Panama Canal, "Orita"  
 " 12 — For River Plate, "Highland Piper"  
 " 14 — For River Plate, "Principessa Mafalda"  
 " 15 — For Rio Grande do Sul, "Pará"  
 " 15 — For Rio Grande, R. G. do Sul, "Pará"  
 " 15 — For Pará, Brazil, "Minas Geraes"  
 2nd Half October—For Europe, "Poeldijk"  
 " " " —For New York "Jethou"  
 Oct. 17 — For River Plate, "Almanzora"  
 " 18 — For Europe, "Duca Degli Abbruzzi"  
 " 19 — For New York, "American Legion"  
 " 19 — For Europe, "Arlanza"  
 " 20 — For Europe, "Brabantia"  
 " 21 — For River Plate, "Formosa"  
 " 22 — For New York, "Vestris"  
 " 23 — For Europe, "Mendosa"  
 " 23 — For River Plate, "Vasari"  
 " 24 — For River Plate, "Principe di Udine"  
 " 27 — For Europe, "Ré d'Italia"  
 " 27 — For Buenos Aires, "Gelria"  
 " 28 — For River Plate, "Duca di Aosta"  
 " 29 — For the Plate, "Aeolus"  
 " 30 — For Europe, "Poconé"  
 " 30 — For Europe, "Darro"  
 " 31 — For Buenos Aires, "Araguaya"  
 End October — For New York, "Tricolor"

#### AMERICAN BOATS; WEEK'S ARRIVALS:

- Sept. 24 — "Lake Ellsworth", from Santos, with coffee;  
 " 29 — "American Legion", from Montevideo; general;  
 Oct. 2 — "St. Augustine", from Santos; coffee in transit;

#### AMERICAN BOATS; WEEK'S DEPARTURES:

- Sept. 28 — "Lake Ellendale", for Galveston, with coffee;  
 " 28 — "Robin Gray", for Baltimore, with manganese;  
 " 29 — "American Legion", for Montevideo; general;  
 " 30 — "Robin Hood", for Balto., Md., with manganese.  
 Oct. 4 — "St. Augustine", for New Orleans, with coffee;



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**LAMPORT & HOLT, LTD.:**

"Vestris", from New York arrived Rio 2. a.m. 30th September; left Rio noon 1st October, for Montevideo and Buenos Aires;  
 "Vestris", leaves Buenos Aires 18th October, for Rio, Barbados and New York; arrives and leaves Rio 22nd October;  
 "Vasari", leaves New York 6th October, for Rio, Montevideo and Buenos Aires; due Rio 23rd October;  
 "Vasari", leaves Buenos Aires 5th November, for Rio, Barbados and New York; arrives and leaves Rio 9th November;  
 "Vandyck", leaves New York 27th October, for Rio, Montevideo and Buenos Aires; due Rio 11th November;  
 "Sallust", from New York, and North Brazilian ports, due Rio 6th October;  
 "Raphael", from Rosario and Santos due Rio 6th October for Victoria and New Orleans;  
 "Euclid", sailed from Liverpool 17th September, and Leixões 21st September, for Bahia, Rio and Santos; due Rio 7th October.  
 "Biela", left London 17th September, for Rio, Santos and River Plate; due Rio 7th October;  
 "Boswell", sailed from New York 25th September, for Rio, Santos and River Plate; due Rio 31st October;

**Sailings of Passenger Steamers for New York:**

"Vestris" ..... 22nd October  
 "Vasari" ..... 9th Nov.  
 "Vandyck" ..... 27th Nov  
 "Vauban" ..... 18th Dec  
 "Vestris" ..... 8th Jan'y

**THE FEDERAL EXPRESS COMPANY:**

**Passenger Steamers from New York:**

"Southern Cross", sailed from New York October 1st, expected Rio October 12th;  
 "Aeolus", due to sail from New York October 15th; expected Rio October 29th;  
 "Huron", due to sail from New York October 27th; expected Rio November 10th;  
 "American Legion", due to sail from New York November 10th, and expected Rio November 22nd;  
 "Southern Cross", due to sail from New York November 24th; expected Rio December 6th;

**Passenger Steamers for New York:**

"Martha Washington", sailed for New York October 7th; due New York October 22nd;  
 "American Legion", due to sail from Buenos Aires October 13th; from Santos October 17th; from Rio October 19th;  
 "Southern Cross", due to sail from Buenos Aires October 27th; from Santos October 31st; from Rio November 2nd;  
 "Aeolus", due to sail from Buenos Aires November 10th; from Santos November 15th; from Rio de Janeiro November 17;  
 "Huron", due to sail from Buenos Aires November 22nd; from Santos November 27th; from Rio de Janeiro, November 29;  
 "American Legion", due to sail from Buenos Aires December 9th; from Santos December 12th; from Rio, December 14th;  
 "Southern Cross", due to sail from Buenos Aires, December 21st, from Santos Dec. 25, from Rio Dec. 27.

**Cargo Boats:**

"Sagaporack", loading at River Plate;  
 "Ossining", loading at River Plate;  
 "Mercer", sailing from Philadelphia October 20th, for Rio and Santos;  
 "Amcross", loading at River Plate;  
 "Northland" (schooner), in port, for repairs;

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**WILSON SONS & CO. LTD.** Bahia

**WILSON SONS & CO. LTD.** Pernambuco

"Quittacas", sailing from Mobile October 14th, for Brazil and River Plate ports;  
"Lafcomo", sailing from Mobile end of October, for Brazil and River Plate ports;  
"Liberty Glo", sailed from New York Sept. 23rd, via Hampton Roads, with 3,500 tons coal for Pernambuco; 270 tons general for Rio, 1450 tons of kerosene for Santos; steamer will berth Santos, Rio for Boston, New York late October, early November;  
"Newburgh", arrived Pernambuco September 28th, for water and repairs; sailed for Rio October 1st, and arrived here October 6th

**E. JOHNSTON & CO. LTD.:**

"Procyon", from Buenos Aires, in Rio de Janeiro 1st half October, calling Santos for Rotterdam and Hamburg; space available, 10,000 bags; no passages; carries mail;  
"Poeldijk", from River Plate, due Rio 2nd half October, for Rotterdam and Hamburg; calls Santos; cargo space available, 10,000 bags; no passages; carries mail;

**P. S. NICOLSON & CO.:**

"Mar Tirreno", due here about October 11th, with general cargo from Antwerp and Hamburg;  
"Hoboken", due here about October 18th, with cargo of grain from New York;  
"West Maximus", loading in Buenos Aires, for United States; will complete at Rio about October 15th;  
"Bay Head", loading at River Plate for United States; will call at Rio for bunkers about October 10th;  
"St. John's County", loading at River Plate for United States; will call at Rio for bunkers about October 15th;  
"Dundrennan", loading at Santos for New York;  
"Seattle Spirit", unloading at Santos; will load at Paranagua;

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**THE ROYAL MAIL STEAM PACKET CO.:**

"Arlanza", left Santos 5th October, arriving Montevideo 8th, on way to Buenos Aires;  
"Almanzora", left Lisbon 4th October, due Rio 17th, calling Madeira, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;  
"Aragurya", leaving Southampton 14th October, due Rio 31st, calling Cherbourg, Vigo, Leixões, Lisbon, Madeira, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;  
"Andes", left Lisbon 5th October, arrived Vigo 6th, calling Cherbourg for Southampton;  
"Avon", left Rio 5th October, arrived Bahia 7th, bound for Southampton, calling Pernambuco, Lisboa, Leixões, Vigo and Cherbourg;  
"Darro", left Lisbon 26th September, due Rio 10th October, calling Santos and Montevideo for Buenos Aires; mail, 53 bags for Rio;  
"Deseado", leaving Liverpool 18th October, here 6th November, calling Corunha, Villagarcia, Leixões, Lisbon, Rio de Janeiro, Santos and Montevideo for Buenos Aires;  
"Deana", left Vigo 29th ulto., arrived Liverpool 2nd October, for Liverpool;  
"Highland Piper", left Vigo 26th September, due Rio 12th October, calling at Montevideo, bound for Buenos Aires;  
"Ortia", left Lisbon 28th September, in Rio 11th October, calling Santos, Montevideo, Port Stanley, thence West Coast Ports to Liverpool via Panama Canal;  
"Oruba", sailed from L'pool 6th October, due Rio 26th, calling La Rochelle, Pallice, Corunha, Vigo, Leixões, Lisbon, Rio de Janeiro, Santos, and Montevideo, Port Stanley thence West Coast ports to Liverpool via Panama Canal;  
"Silarus", leaving Rio Grande 12th October, in Santos 14th October, calling Rio, Bahia, Las Palmas, Rotterdam and Hamburg for London;  
"Severn", left Bahia 3rd October, due Las Palmas 10th, calling Le Havre and Antwerp for Liverpool;  
"Sambre", left Bahia 5th October, arrived Pernambuco 7th, calling Maceio, Las Palmas, Rotterdam, Hamburg and Hull for London;  
"Sabor", left Pernambuco 2nd October, arrived Rio 6th, for Santos;  
"Sarthe", left Swansea 29th September, arriving Rio Grande 19th October, for Rio Grande direct;  
"Tyne", left Cowes Roads 1st October, arrived Lisbon 7th Oct., calling Pernambuco and Rio, for Santos,

**WM. LOWRY; U.S. & BRAZIL S.S. LINE:**

"Robin Grey", left Rio de Janeiro for Baltimore Sept. 29th.  
"Robin Hood" discharging at Baltimore;  
"Birmingham City", loading at Rio de Janeiro;  
"Strinda", left Rio for Baltimore September 22nd;  
"Craster Hall", discharging at Baltimore;

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**S.O. STRAY & CO.:**

"Songvard", motorship, sailed from Jacksonville 12th Sept., due Rio 4th October, calling Rio de Janeiro, Santos, Montevideo, La Plata and Buenos Aires for Rosario; no passages; no mail;

"Songdal", motorship, loading Santos and Rio for Boston and New York end of October.

**PRINCE LINE; HOULDER BROTHERS & CO. LTD.:**

"Glenaffric", October loading, New York-Brazil;

"Glen'yon", loading in Santos for River Plate;

"Orange River", loads Rio de Janeiro 13th Octlber, for New York and Boston;

"Tudor Prince", loads second half November, for New Orleans;

**PACIFIC-ARGENTINE-BRAZIL LINE; HOULDER BROTHERS & CO. LTD.:**

"Pallas", October loading for San Francisco, Cal.;

"West Notus", sailed from Los Angeles 17th September, for Brazil and River Plate, via Panama Canal;

**SOTA & AZNAR LINE; HOULDER BROTHERS & CO. LTD.:**

"Altobiskar Mendi", loading in Rio de Janeiro for Bilbao, Antwerp, Rotterdam and Hamburg;

"Atzeri Mendi", loading mid October for Antwerp, Rotterdam Hamburg, and if cargo offering, for Bilbao;

"Abodi Mendi", in the River Plate;

"Ariada Mendi", loading in Bilbao for Brazil;

**HOULDER BROTHERS & CO LTD.:**

"Rhodesian Transport", left Cardiff 16th September, for Santos;

"American Transport", expected in Santos mid October;

**THEODOR WILLE & CO.:**

"Kermanshah", left Hamburg September 18th, direct for Rio de Janeiro; expected Rio about October 10th;

"Teutonia", left Hamburg direct for Buenos Aires, September 14;

"Niederwald", arrived in Santos September 27th, and left for Montevideo and Buenos Aires October 1st;

"Kermit", loading River Plate for Hamburg;

"Steigerwald", loading River Plate for Hamburg; expected to leave about October 10th;

"Tucuman", arrived September 26th, 6 p.m., and left for Santos September 29th, 1 p.m. having left Santos for Paranaguá September 30th, 6 p.m.;

"Argentina", left Santos for Hamburg September 28th.

**THE GILBERT TRANSPORTATION & CHARTERING CO.:**

"Lake Ellendale", sailed for New Orleans and Galveston on Sept 29;

"Lake Ellsworth", due to sail for New York on October 4th;

"Lake Furley", at Santos, loading coffee for New Orleans;

"Lake Frazee", at Rosario de Santa Fé, loading for Santos;

"Hassel", at Rio; will load coffee for New Orleans;

"Fageraas", due end November;

"Landaas", due end December.

**WILSON, SONS & CO. LTD.:**

"Dunstan", due Rio from Rio Grande do Sul 5th October, for Pará, Boston and New York; cargo on'y;

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"Hubert", from New York October, for Santos and Rio Grande do Sul; carries passenger;

**Boats from Japan to Buenos Aires:**

"Panama Maru", due Rio 19th October;  
 "Seattle Maru", due 5th December;  
 "Mexico Maru", due Rio 7th January, 1922;  
 "Chicago Maru", due 6th February, 1922;  
 "Canada Maru", due 9th March, 1922;

**Boats from Buenos Aires to New Orleans and Japan,  
 via Panama Canal:**

"Canada Maru", due Rio 14th September;  
 "Tacoma Maru", due this port 17th October;  
 "Panama Maru", due 27th November;  
 "Seattle Maru", due here 14th January, 1922;  
 "Mexico Maru", due 16th February, 1921;  
 "Chicago Maru", due 18th March, 1922;  
 "Canada Maru", here 17th April, 1922.

**LLOYD REAL BELGA, BRASIL, S.A.:**

"Australier", in harbor; loaded for Montevideo and Buenos Aires; sailing 4th October;  
 "Erinier", left Buenos Aires 4th October; loading Santos 10th October; loading Rio 14th October;

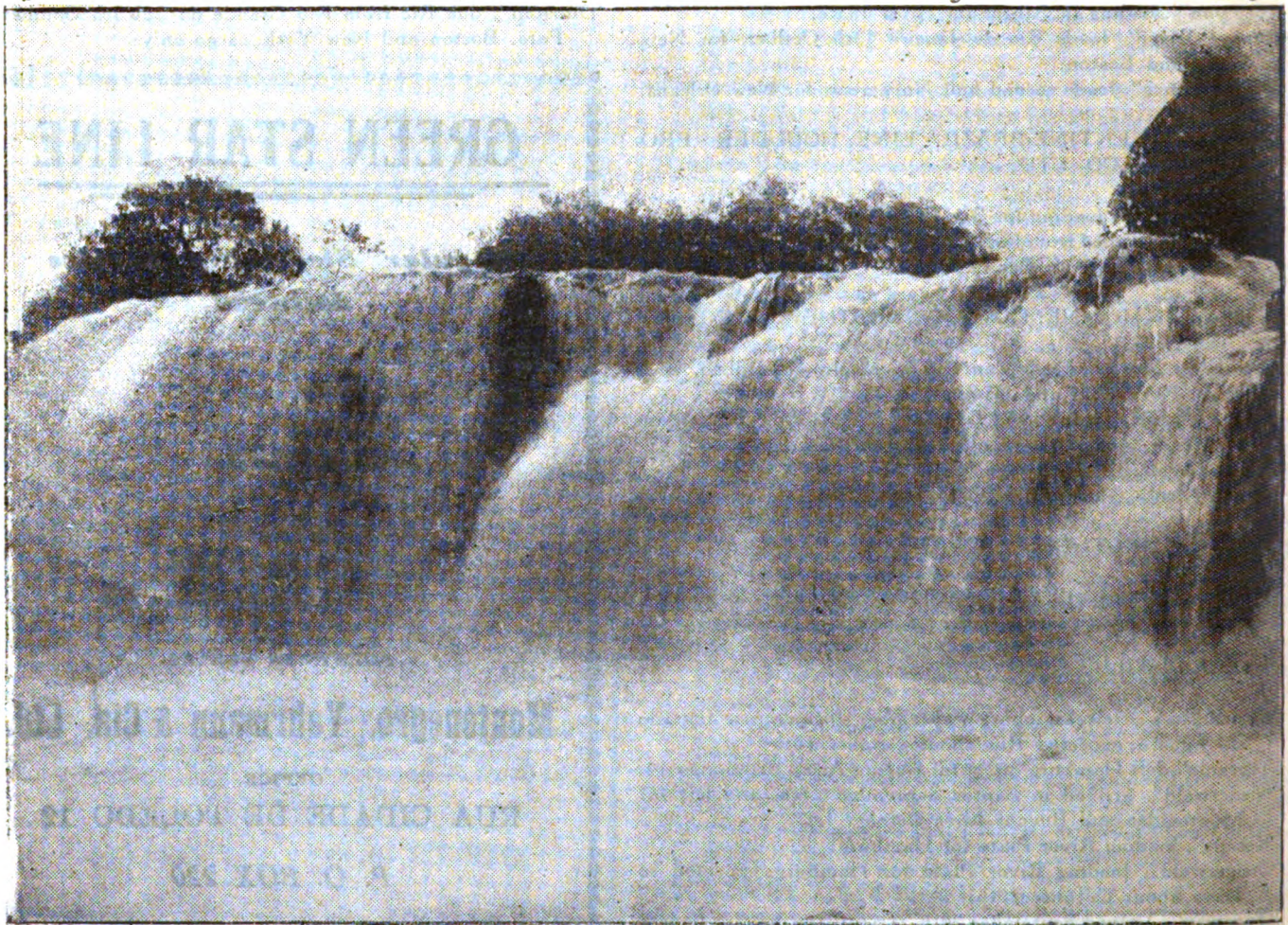
"Flandrier", leaving River Plate 15th October; loading Santos 21st; loading Rio end of month or beginning November for Antwerp;

"Olympier", sailed Leixões 27th September, en route for Maceio Alagoas; due 12th October; loading and proceeding to Rio where expected 16th loading here for Buenos Aires; only taking first-class passengers;

"Patagonier", sailed from Antwerp 23rd September, en route for Paranaguá, fully engaged for Montevideo and Rosario de Santa Fé;

"Bolivier", sailed from Antwerp 28th September, for Rio Grande do Sul via Cadiz; will load Paranaguá beginning of November for Montevideo and Buenos Aires;

The Brazilian freight market is showing interest for United States. Rates continue firm at eighty cents per bag for coffee for New Orleans and New York. It is probable the Conference will raise the rate to one dollar, as soon as bigger lots come into the market. Santos is shipping some coffee to European ports, but at present there is an oversupply of tonnage. The local market shows little interest for Europe. Bahia and Pernambuco continue quiet and only small parcels offering. The cocoa movement from Bahia to New York has not yet commenced. The River Plate market is still weak. Tonnage has been closed for United Kingdom ports for October-November loading, at about 22-23 shillings per ton.



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E. JEAN BATTY, General Secretary

### AIMS OF FREEMASONS.

Judging by some extracts from the daily press, it would appear that Freemasonry, Politics and Religion are inseparable. Such, however, is not the case with Masonry as practised in English-speaking Lodges both here and in other countries, where neither Political nor Religious discussion are permitted in Masonic bodies. In this connection we have been requested to publish the following letter from the Grand Secretary of the United Grand Lodge of England, dated 5th August, 1920, which was published in several English papers last year.

"To The Editor of the 'Birmingham Post': SIR: As a great deal of misapprehension appears to be entertained in some quarters concerning the aims and relationships of the United Grand Lodge of Ancient, Free and Accepted Masons of England, I have been desired by the Grand Master to make the following statement regarding them.

"The Grand Lodge of England, of which H.R.H. The Duke of Connaught has been for twenty years Grand Master, in succession to the late King Edward VII., himself Grand Master as Prince of Wales—from 1875 to 1901—has held strictly aloof throughout its history, which dates from 1717, from participation in public or political affairs, either national or international, considering itself precluded from taking any share in discussions on State policy. While thus standing aside from party divisions, it has always inculcated patriotism in the citizen, and loyalty in the individual. It had not long been established when it publicly gave assurance of this to one of His Majesty's principal Secretaries of State. The assurance thus given in the reign of George I. is emphasised in a special decree in that of George V. Everyone who comes into Freemasonry is strictly enjoined at the outset not to countenance any act which may have a tendency to subvert the peace and good order of society, to pay a due obedience to the law of any State in which he resides, and never to be remiss in the allegiance due to his Sovereign.

"No secret is attaching to these duties, which are of the essence of Masonry as practised under the jurisdiction of the United Grand Lodge of England, as well as by the Sister Grand Lodges of Ireland, Scotland, Canada, Australia and New Zealand, and, I have reason to believe, of the remainder of the English-speaking world.

"Every English Lodge at its consecration is dedicated to God and to his service; no one can become a Mason until he has declared his faith in the Supreme Being. As a consequence, men of every shade of political opinion and ministers of all religious denominations are members of and office-bearers in our organization, and Masonry thus provides a platform on which men of all conditions, classes, and creeds can work together for the common welfare. In Masonic Lodges, all discussions on topics of a political or theological nature are strictly forbidden.

"Because of its determination to preserve the position it has upheld for over two centuries, the Grand Lodge of England never takes part in any Masonic or quasi-Masonic gathering in which the fundamental ancient landmarks of Freemasonry—which have been indicated above—are allowed to be regarded as open

"Signed, P. COLVILLE SMITH, Grand Secretary."

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We have received the following clipping from the "Public Ledger", Philadelphia:

### SOUTH AMERICA TEAM IS KNOCKING AT THE WORLD'S SERIES DOOR.

**Won Baseball Title of Zone and Might Play October Winner in Midwinter Series at Panama.**

By Cullen Cain.

"While the two New York entries are struggling against Cleveland and Pittsburgh to decide which two of the four will battle for the baseball championship of North America next October, the championship of South America has already been settled for the season. Posi-TIVE-ly! The São Paulo team won the title of the Fourth of July from the Rio de Janeiro stars. My friend O'Donnell, former member of the Germantown Boys' Club but now first mate of a Rio freighter, sent me a Rio magazine (the BRAZILIAN AMERICAN) containing the story of the Tropics title game.

"The final score was 5 to 4. And most of the nations of the earth were represented by the players on the winning team. Talk about your cosmopolitans! The old American game, flashed on the equator screen in the Brazil metropolis, drew a pitcher from far-off Japan. Ireland furnished the shortstop in the person of Hogarty, the star batsman of the day; the second baseman is English and the catcher came from German stock. Enklea, the right fielder, may be from Italy and again he may be from Spain, and as for the first baseman, Pontius, by my faith, I hesitate to name his nativity; his name hath a Roman flavor, but for all I know he may well have journeyed to Brazil via Cuba.

"But anyway, the São Paulo team won what the BRAZILIAN AMERICAN designated as the championship of the South American Continent when it annexed that hard-fought game. And the paper gave it a page and a half, and whoever wrote up the game might well have worked in the sports department of some daily a long way north of Brazil.

"It is a fact that the Latin American takes to baseball more kindly than either the Briton or the Gaul. Cuban players have starred in our own major leagues. Porto Rico just about regards baseball as its national game. And now they are holding what they call championship contests in Rio. Where do we get this stuff about our "World Series" classic? Let the winner in the October series challenge São Paulo and play the midwinter series at, say, Panama, before embracing the earth in its title claims.

"For my part, I want to see Sassahara, that Jap flinger for São Paulo, the cove who held Rio to three petty singles, perform against the Buccaneers, or the Indians, or whoever wins premier honors of Northern balldom, before summing up the finals of the season."



Diga que viu no "Brazam" Diga a todos.

**BRAZIL'S DRIVE ON TUBERCULOSIS.**

—by—  
Bartle Trott Harvey.

The National Public Health Service under the powerful direction of Dr. Carlos Chagas (Director Geral), and his able staff of energetic associates, have begun a determined and well planned campaign against the dreadful "White Man's Burden".

At present, the death rate from tuberculosis in Brazil is abnormally high. For this reason, the Federal Government has followed the lead of other countries, and will probably reduce the mortality rate of this disease by fully 50% within 15 years.

**Organizations Fighting Tuberculosis.**

1. National Public Health Service;
2. Brazil's Red Cross;
3. Brazil League Against Tuberculosis;
4. Various State Health Departments;
5. Various Private Institutions.

The above associations are doing good work in their respective fields but by far the most important step is the agreement for full harmony and complete co-operation among these various organizations, under national direction, for the same good end. And here again, Dr. Carlos Chagas has shown both tact and vision in making this a working reality. Thus a uniform and concentrated action of nation-wide importance is assured.

**Cause of Tuberculosis.**

In 1882 at Berlin, Germany, Dr. Koch demonstrated that the disease (Phthisic) which formed small tubercles or bubble like growth in the lungs, and other parts of the human body, was directly caused by a small bacillus, which was both contagious and responsible for



Dr. Placido Barbosa, Inspector of the Section on Tuberculosis.



the death of a large percent. of the population each year. He, furthermore, proved that other domestic animals especially cows, also suffered from the same disease.

**Mortality of Tuberculosis.**

The "White Plague" attacks all parts of the human body but usually the lungs and steadily kills from 15%—60% of the population in all civilized countries. Its ravages were especially severe in Europe, during the World War, and have continued to be so ever since.

**How Tuberculosis is Transmitted.**

1. By kissing, shaking hands, coughing, sneezing, breathing, etc.
2. Using clothing, instruments, towels, dishes, drinking cups, combs, brushes, pencils, etc., of tubercular patients.
3. Sleeping or living in the same room with an infected person.
4. Drinking milk that carries the germ of the bovine or cow, form the tuberculosis which is easily transmitted to man, especially to children.
5. Breathing dust carrying the germs of tuberculosis.

**Symptoms of Tuberculosis.**

1. General weakness and indisposition;
2. Loss of appetite;
3. Loss of weight
4. Dry cough, often with expectoration of discolored mucus
5. Night sweats, afternoon fevers, chills, etc.
6. Continued irritation in throat, lungs, etc.
7. Constant soreness or pains in upper chest, or in back under shoulder blades.
8. Flushed cheeks, blue white lips and glassy stare in eyes, etc.

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## Preventative Measures.

### A.—By Individual:

1. Boil all milk;
2. Wash hands and face before eating;
3. Wash fruit and vegetables before eating;
4. Wash mouth, teeth, throat and nose daily.
5. Avoid all tubercular persons;
6. Never use instruments, clothing, dishes, or personal articles after tubercular patients;
7. Avoid dusty, close, gaseous or impure air;
8. Avoid overwork, nervous strain, coughs, colds, etc.
9. Keep all food covered and protected from insects and animals;
10. Keep house free from flies, mosquitoes, bedbugs, lice, fleas, cockroaches, ants, rats, mice, etc.
11. Exercise, sleep and eat sufficiently each day.
12. Have your lungs and sputum examined at least once a year.

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Inquiries should include exact specifications, giving quantities desired, particulars as to size, weight, packing, country of destination, etc. and purposes for which the materials are required.



Dr. J. P. Fontenelle, Assistant Inspector of the Section on Tuberculosis

### B.—By Nation, State or City:

1. Systematic examination of entire population with care and treatment of all cases;
2. Rigid enforcement of pure food, short weight and measure, laws;
3. Systematic plans for cleaning and watering city streets, daily, just before greatest business activity begins, namely 10 a.m. and 4 p.m.;
4. Improve living conditions and shorten working hours to 8 hour day.
5. Compulsory instruction in public schools in personal and public hygiene;
6. Compulsory disinfection of all houses and rooms before being rented to a new occupant;
7. Promote clean sport and daily exercise in all public schools;
8. Instruct the private citizen that his duty to humanity is to keep healthy by avoiding and preventing sickness and disease;
9. Intensify propaganda by means of public lectures, posters, picture shows, literature, visiting nurses, etc., for the education of the general public.

Diga que viu no "Brazilian". Diga a todos

**Cure for Tuberculosis.**

1. Absolute rest with no exercise for first few weeks or months;
2. Abundant food of good quality;
3. Plenty of sleep;
4. Much sunshine and pure air;
5. Firm resolution on part of patient that he will be cured;
6. Happy and cheerful state of mind produced by agreeable and comfortable surroundings.
7. Dry atmospheres, moderately high altitudes and cold climate are thought to be beneficial but, not necessary for the cure of tuberculosis;
8. Avoid all fake advertisements, quack doctors, and patent cures, for they merely deceive, explore and waste valuable time of the patient, often preventing his recovery.

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This task is colossal and in every sense, humanitarian. Their life is one of great personal sacrifice with very little remuneration. Welcome and support this great movement with all your heart.

**PREHISTORIC CORN DISCOVERED.**

Corn that grew in what is now the State of Tennessee in prehistoric times, possibly before Joseph put away his seven years' supply in Egypt, was unearthed recently by a member of the Bureau of American Ethnology, and sent to the United States Department of Agriculture for identification.

During recent excavations in this state a number of stone slab graves containing mortuary vessels were discovered. Some of these held specimens of charred maize in fairly good condition. From the size and shape of the grains it was possible to identify the variety as Many-Rowed Tropical Flint, a form about half way between true flint and popcorn.

The same type of Indian corn occurs in the West Indies, and there is said to be no question in the minds of scientists but that there was a very early communication between the West Indies and North America.

**EDUCATIONAL CAMPAIGN TO PREVENT LOSS AND DAMAGE TO FREIGHT**

Employees of the Southern Pacific Railroad, which has just finished an educational campaign among shippers to teach them the value of proper marking, packing, and loading, have organized to educate themselves in methods of handling freight without loss, damage or errors.

This campaign will last for a month and will be engaged in by all Southern Pacific Company employees on its Pacific system.

Attention has been called recently throughout the United States to the vast amount of money that has been paid out by the railroads in the settlement of loss and damage claims. The amounts by which the net earnings of Class I roads have been reduced through loss and damage payments without any corresponding benefit to shippers of freight, increased from \$23,346,965 in 1916 to \$104,398,930 in 1920.

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### AMERICAN NEWS LETTER.

Sept. 11th, 1921.

Elmer Luehr.

### Charlie Chaplin Goes Home.

England is movie mad. Charlie Chaplin's royal reception at his home-coming during Sept. might be interpreted as pride in owning him as a native son, but the tremendous welcome to Douglas Fairbanks and Mary Pickford on their honeymoon last year disposes of that. The celebration for Charlie began with wireless messages as the "Olympic" neared Southampton where a "review" took place along every street. At the Ritz in London where he engaged a suite a crowd, for which he spoke and "appeared" from his balcony window, blockaded the traffic in Picadilly and made work for a group from Scotland Yard. When he left the hotel for Kennington slums, his birthplace, he used a side entrance, a special body-guard and a taxi but his ruse was discovered.

### Prices Up.

Food prices are going up in these United States. A Sahara dry summer withered the potato plants and the resulting scarcity of tubers has boosted the price to 75 cents a peck. Lemons sold for five cents a piece just when we needed lemonade in the hot season.

### Tacna-Arica.

The determined attempts to bring the Tacna-Arica question before the League of Nations and the violent protest of Chile and her forceful declaration not to be bound by any settlement so arrived at have a new bearing. It will be remembered that when shortly after the Armistice a war threatened over this old problem President Wilson calmed the angry waters. The present administration seems determined that there shall be no interference in the matter and declares that the Monroe Doctrine rules out any arrangements by the League of Nations.

### Krupp in Chile.

The recent concession by Chile to the Krupps for the construction of a modern steel mill in that country seems likely to fall through because the Chilean Government will not guarantee a clear title to the enormous property. Legal suits extending over fifteen years would be necessary to settle ownership which dates back to land grants from the Spanish crown. Moreover squatters now claim title by disseizin. The valuable water rights, too, were already conceded to others to the disappointment of the Krupps.

### First Snow.

Montana reports the first snow fall which is heavy and stormy with declining temperature. Autumn is early and brief. Two mild winters in succession are too much to hope for unless one believes in miracles.

### Muscle Shoals.

Ford's proposition to develop this source of power, which is rated along with the Niagara Falls and Keokuk Dam among the three greatest hydro-electric producers in the United States, has not been finally settled. The Secretary of War has been waiting for better proposals to come. Despite the many bitter newspaper articles, pointing out alleged cheapness of Ford's offer, no one seems inclined to unertake it on a better basis. Two offers were made: one based its terms on the Ford proposition; the other made an independent bid. Neither were serious and nothing further has been heard from them. Both were in the nature of the fool who likes to see the fire department in action and phones in a false alarm to get the effect. General Beach, the army expert, assigned to look into the matter reported favorably to Ford.

Diga que viu no "Brazam". Diga a todos'.

**Russian Caviar**

One ton of the famous Russian delicatessen has reached the outside world after a three year lapse in shipments. The consignment started out as two tons but one ton and much vodka were dispensed as bribes to get the fish-eggs safely out of the country.

**SEEING BY EAR**

The skill shown by bats in avoiding objects during their flight is familiar. Says a writer in "The Lancet" (London),

"Three views have been propounded to explain this phenomenon. (1) That bats are endowed with very keen sight, which enables them to see when everything is dark to man. (2) That their sense of touch is extraordinarily acute, particularly at the wing-tips. (3) That they possess some sense the knowledge of which is not possessed by men. In a recent number of the Journal of Physiology" Dr. Hamilton Hartridge criticizes and discards all three views, in view of his own experiments. On summer evenings pipistrel bats — sometimes between one and two hundred at a time — used to fly through the open windows into the adjacent rooms communicating by an intervening door, capable of being illuminated by electric light or completely darkened. As a rule, in the rooms the bats all flew roughly in the same direction, but even when the electric light was turned off nothing indicated that collisions occurred. Even when threads were placed in their path it appears that bats in full flight and in what seems to us absolute darkness can not only steer round a room and avoid one another, but can avoid obstacles such as threads. Further, that they can tell whether a door is shut or open wide, or just sufficiently wide open to allow them to pass. The hypothesis is advanced that the flight of bats is directed by a special sense of hearing, since the sound-waves of short wave-length which they are known to emit are capable of casting shadows and of becoming sound-pictures".

**HOOVER SAYS GERMAN COMPETITION IN FIELD OF FOREIGN TRADE IS WEAKENING.**

German competition in the field of foreign trade, which has been felt especially in the South American markets, now shows signs of weakening, according to a recent statement of Secretary of Commerce Hoover. While the reports to the Commerce Department tell of German commercial activity in various parts of the world, the Germans are having difficulty in handling the business obtained through their attractive price quotations.

In particular, the Secretary explained, the Germans are finding it impossible to produce goods up to their pre-war quality, while at the same time they are unable to execute large numbers of contracts. In Argentina, he said, the Germans were compelled to throw up a contract for large quantities of steel which they could not deliver.

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### AUCTIONING THE UNEMPLOYED.

The "slave market" recently held on the historic common of the city of Boston in which unemployed men, stripped to the waist were auctioned off to the highest bidder by an eccentric friend of unfortunate humanity who calls himself "Mr. Zero" has startled the American public. Mr. Zero's object in thus exploiting the troubles of others, was to awaken the heart and mind of the nation to the dangers of the present unemployment situation. The crowd attracted by the presence of human beings on a public auction block telling the story of their lives to gain the interest of a possible bidder, proved, however, more sceptical or curious than sympathetic. Very few bids were made, many bids were made in jest, and one man is reported to have gone for as little as \$2 a week. The "slave market" is, however, only one aspect of Mr. Zero's efforts on behalf of the unemployed. A more practical expression of his interest in those whom he calls the "shorn lambs of labor" in his Jobless Hotel and Church for the Unemployed in Boston, in which he houses 200 penniless and homeless men.

Great publicity has attended all his demonstrations and some newspapers believe they have evidence that the "slave market" is an advertisement for a new play in which there is a slave auction scene. But this Mr. Zero denies. Whether they are right or not, the dramatic appeal of the idea has submerged any possible advertisement value in the auction, and not only have there been imitations of the auction in other cities, but Mr. Zero himself is attempting to hold another such auction in New York City. Mr. Zero's real name is Urbain Ledoux and he is described as a man of education. He is well known in New York City where he was identified last year with the score of homeless men who sought and found shelter in a downtown church and he is not welcomed by the city authorities who have forbidden him to stage a "slave market" in New York.

### AN ATHLETIC COMPETITION BY TELEPHONE.

Conducting an athletic meet by telephone is a novel and, as it proves, very convenient method of deciding intercollegiate contests, though it may lack in the excitement produced when the competitors are visible to one another. Not long ago Amherst and Wesleyan, two well-known colleges in the State of Massachusetts, held a telephone track meet, in which Amherst took the honors. According to "The Wesleyan Alumnus":

"As an event was run off at either college the result was wired to the other and posted on a large bulletin. Thus the spectators at each field knew how the meet was progressing. The final score was 8-5 in favor of Amherst. Ten men were entered by each college in each event, their total times or distances added and these figures used in judging the events. The new idea originated with Wesleyan's head coach, inasmuch as he desired to have the colleges compete on a larger scale than has been the custom in past years.

"In all probability, if it can be arranged successfully, Wesleyan will compete with both Amherst and Williams in track events next year by this novel method."



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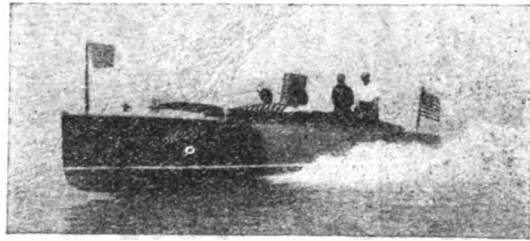
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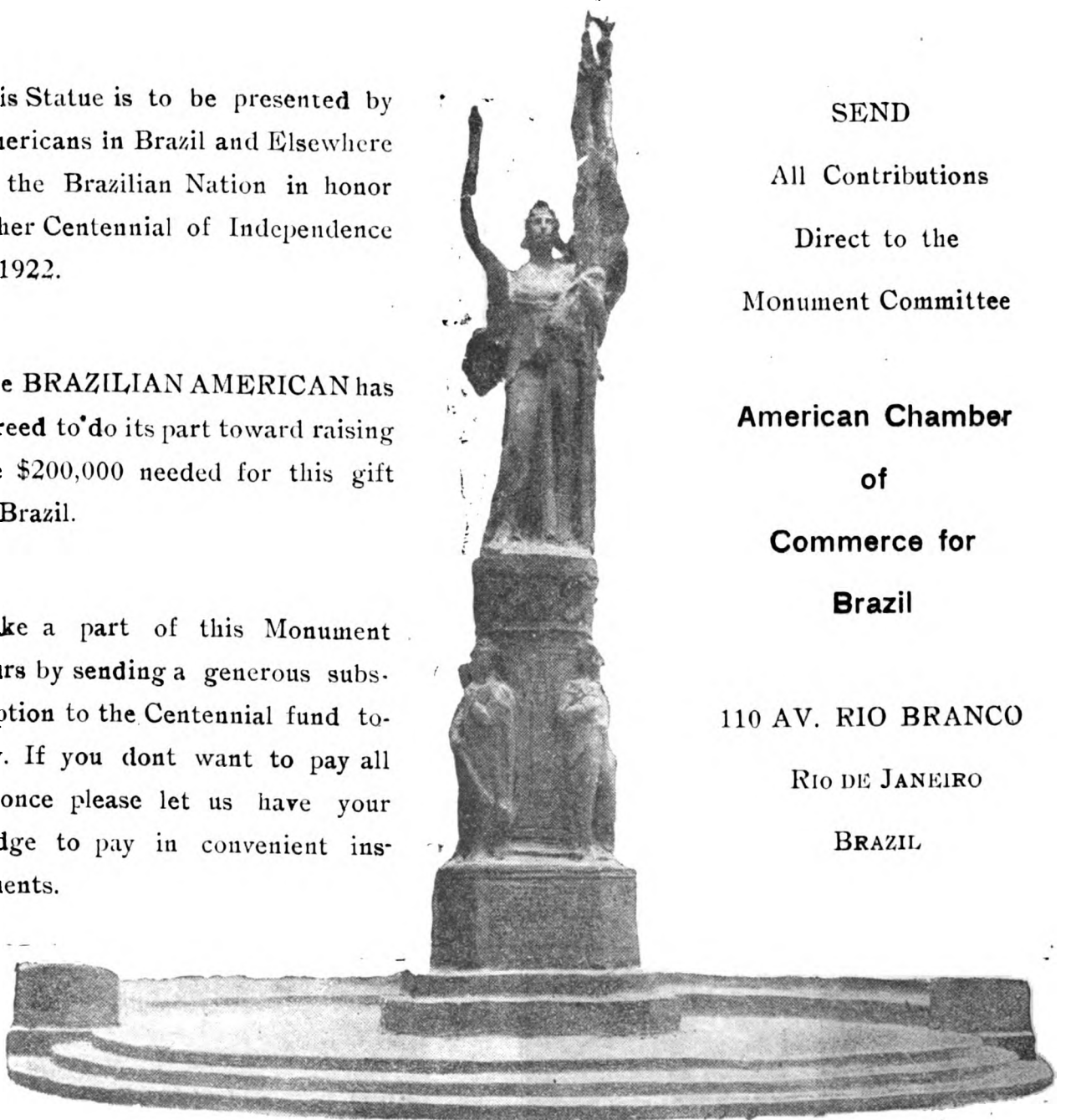


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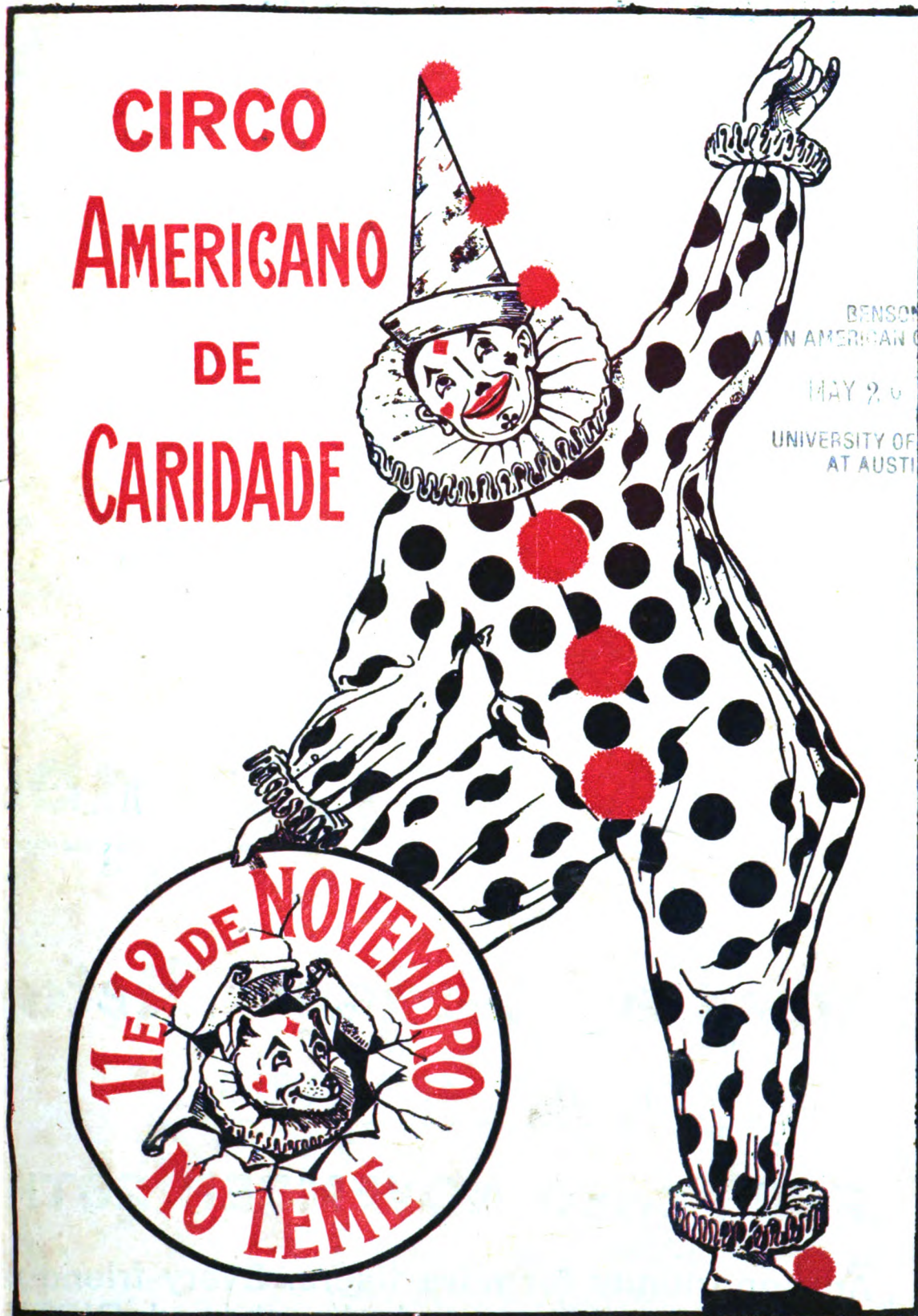
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# BRAZILIAN AMERICAN



## BRAZIL'S CORNUCOPIA OF FRUIT.

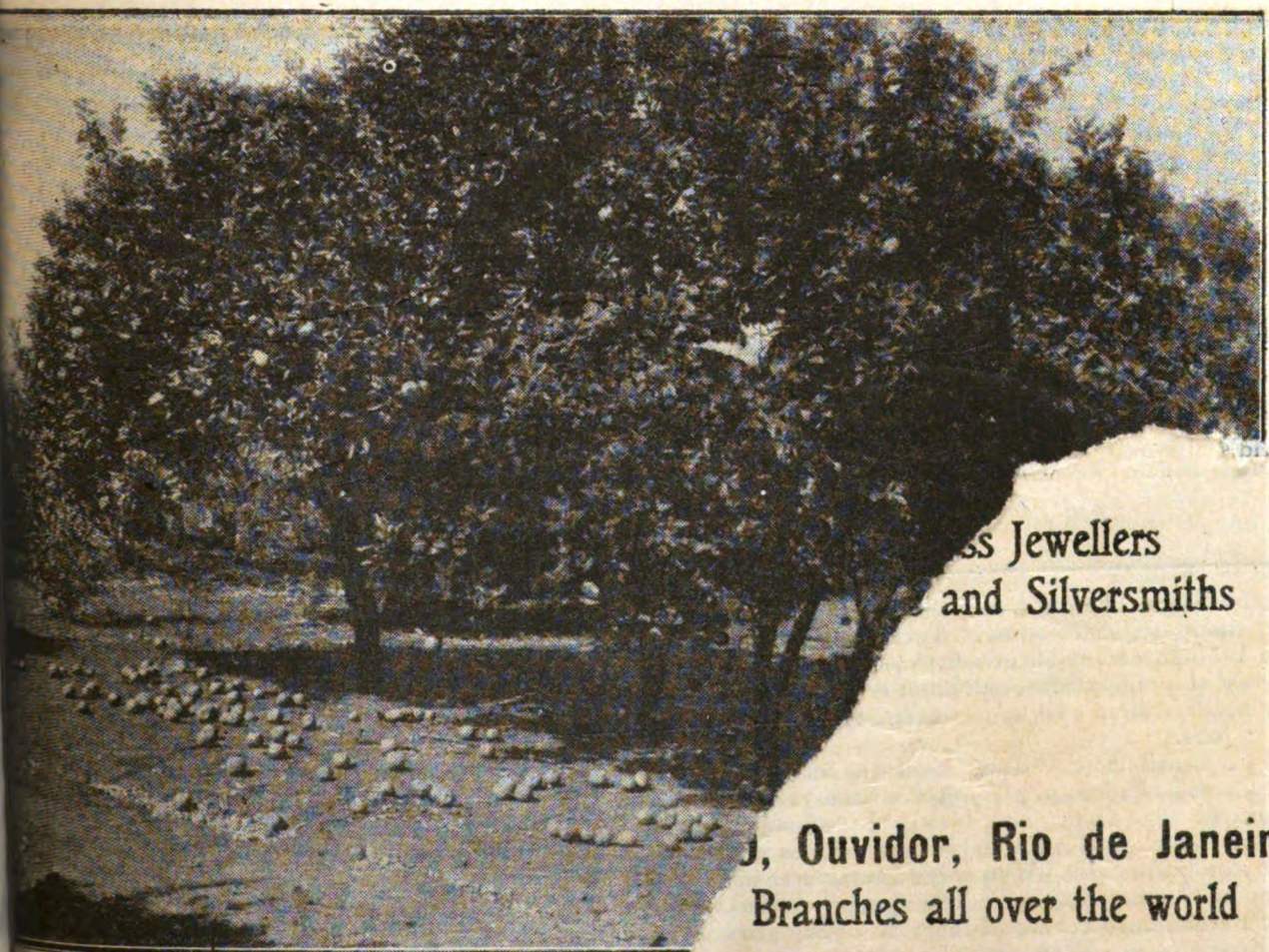
by F. A. G. Pape.

A very significant news item going the round of the American press not long since contained the information that after satisfactory preliminaries a consignment of Chilean Fruit had been sent to New York via the Panama Canal. It was said this was mainly feasible owing to the difference in ripening seasons of the Northern and Southern Hemispheres.

But, does not this same apply to Brazil? And is Brazilian far better, and much more accessibly situated for World Fruit trade than the Pacific coast of South America? Just look at a map!

All within a distance of between 3000, to 4000 miles from N.E. Brazil you have within reach, and all by water, the World centers of New York of New Orleans, Mobile, Savannah, while on the other side of the water there is Liverpool, Rotterdam, Hamburg, Bordeaux, Marseille, etc. And water-carriage is from 1-8th to 1-10th the cost of railrage. That is to say, you can ship Brazilian Fruit all the way by water from the place of origin to the ultimate destination, at lowest figures. And Brazilian fruit has beside superior quality the further advantage of growing right upon the flat sea-board, so that it is

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almost possible for, say, oranges, to be "rolled from the orchards into the ships hatches".

The principal exportable fruits of Brazil are: oranges and limes, bananas, pineapples, alligator pears, grapefruit, mangoes, guavas. All of these are in great and constantly increasing demand in the temperate zone of the world. There are altogether some five hundred million inhabitants of the temperate zone in America and Europe. California, Florida, the West Indies, etc., will in a few years' time not be able to supply the demand of all these peoples. Brazil will be called upon in due time to supply her fair quota of it, and it is a wonder that she has not long ago attempted it. And when that time comes, it will be up to the most progressive and far-sighted of the world's statesmen to have arrangements ready to carry out.

Oranges are comparatively easy to carry.

Active traveller that he enjoys

to go for instance, for about

Careful selection, speed to get "up at home"?

and Bacon that tenderly mostly tasteless pulp.

Active approval, pay? And yet the

Majestic here, is hardly ever

tenderly, by the road-

Ma, have to coddle

old fries among

that needed

## PUBLISHED

An opportunity for  
Brazilian will be represented  
NUMBER. Send in your

And climate

every-

be coun-

prev-

Amer-

with

will

mend it. Whoever has had the lucky chance above fellows to visit Bahia will surely have tasted the famous Navel Oranges of that place. I think nobody will claim at this day and date that the monks and Missionaries of Bahia and further North possessed Navel-oranges many decades before we had them in California. But in Bahia they have not deteriorated. They are after all this lapse of time just as large and juicy and thin-skinned as the originators knew them long ago and intended to be. Bahia is less than half the distance from the Equator that California is, being around latitude 16°.

And in such a climate everything grows twice as fast as it does in the temperate zone. Most things give two and three crops per annum. The soil of N.E. Brazil is diversified. Some light and some heavy, all adapted to the various manifold crops that are being grown. There are, however, many millions of acres in the immediate coastlands which consist of friable loams, medium heavy, with a good deal of alluvial deposits, clays, sand and decomposed vegetable matter. These soils are comparatively preponderatingly suitable for citrus tree culture. The soils are made and rejuvenated by the very frequent heavy precipitations causing erosion and distribution of the decomposing vegetable matter from the most exuberant forest everywhere.

The topography of this N.-E. Brazil country is generally low-lying, with undulating gentle hills up to an altitude of 300'. Very numerous creeks and rivers meander through the landscape. They are met with every few miles and are hardly ever dry, because the rains are very copious and amount in some localities to as much as 75" (Pernambuco), to 120" (Bahian coast). In Natal, R.G. do Norte, they have 35". Of cultivation projects such as we understand it at home, there isn't anything particularly worthy talking about.

—Diga a todos.

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There are of course, some exceptions, principally in the larger population centers, in order to supply the steady demands. But at least 80% of all the citrus acreage abouts is virgin. And virgin land fit for the purpose is abundant and cheap! So cheap indeed that mention of the price would make good Americans shudder. And like that Boy of Soap Fame—"not be happy until he gets it". One may safely say that this land is yet cheaper than land of similar kind (and not worse) in the United States. Now, then! No crowding! Ask the Foreign Trade Attaché about it.

Citrus fruit culture should in the not distant future be to be one of the major industries of N.-E. Brazil. There are so many orange trees all about the countryside that in a good many localities the natives extract commercially very valuable essential oil from the pips and rinds of the fruit. The trees must attain a very old age, for it is not seldom that one encounters specimens thirty feet high and of similar spread of branches. The fruit falls to the ground in thousands. It is a sorry spectacle to witness this, but as yet the country is sparsely populated and there are none to consume or use the fruit. A young orange tree from a seedling will bear fruit in three years. There is but little attention paid to grafting or pruning, except in the localities near to large centers.

American orchardists with their modern methods and experience are sure to make quick and lasting successes in this field. Labor is very cheap but not very much so to steady application. The influx of Portuguese and Italians, who know this work well and have attained great influence in California would soon change the aspect of this phase and serve to teach the locals as well. The climate is right enough as long as one is willing to live in a moderate and sensible way. There are instances of North Europeans and a few Americans too who have lived in comfort in this region for many long years.

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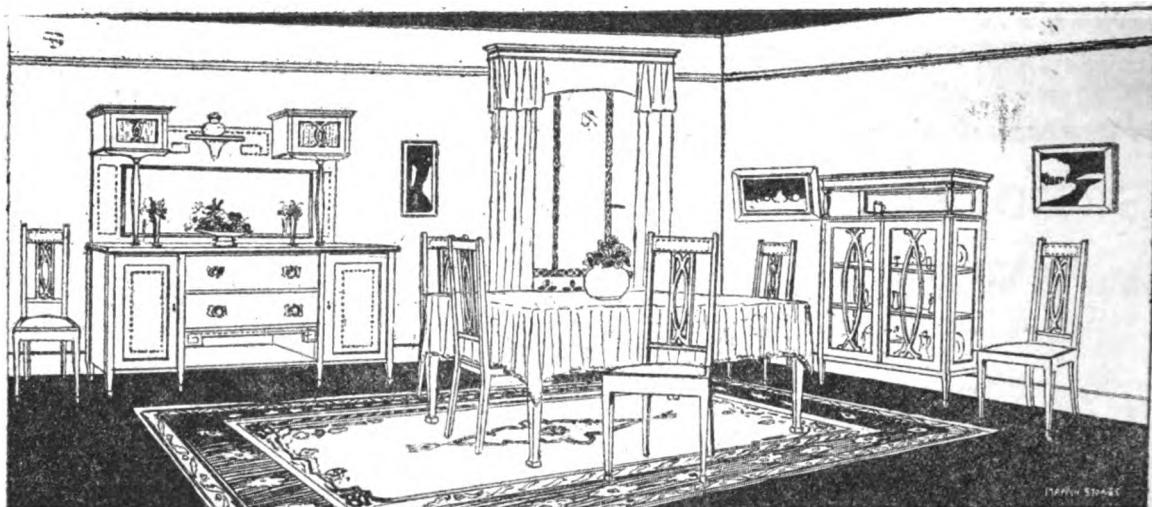
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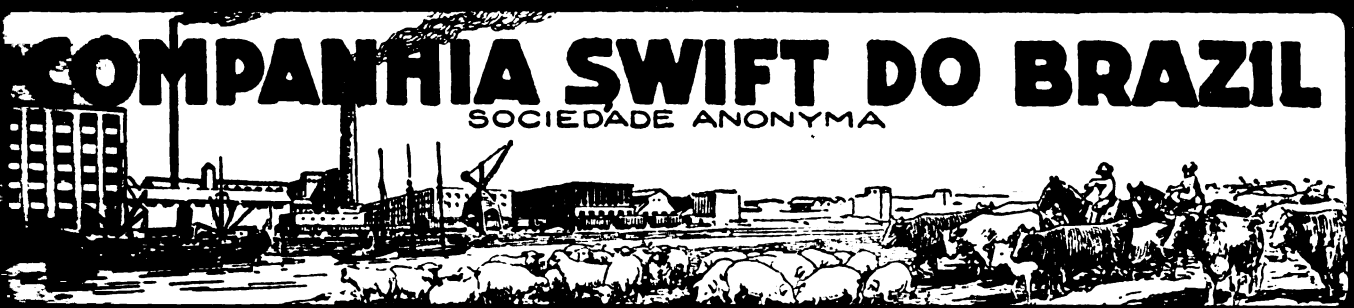
As for food: There are millions of chickens, who get along without artificial feeding. Turkeys thrive amazingly, and I would not be surprised to see this region some day a great shipping place for all kinds of poultry and eggs. It only needs system and management to bring all these things to pass.

N.-E. Brazil is only about half the distance from world centers as China, yet we receive each year millions of dozens of eggs from the Flowery Kingdom. Brazil is full of "chick-feed"; China is not. Pineapples are another exportable fruit which should receive the serious attention of Northern capital. The "pines" of the coastlands of Pernambuco are world-famous. They grow best on the riparian lands of the litoral. Almost without any attention being given them, except the setting of new ones as the demand arises. The N.-E. Brazil Pine is generally a large species. It is not well to compare them with others because there has been so little influx of noted species from elsewhere. But the flavor, and color,

and richness of aroma is incomparable. It is not seldom that one finds pines weighing 12 lbs. in the market. They cost a few pence now, but what if the trade in the that was so happily inaugurated before the war, is resumed again? There was an instance in Recife where after much reluctance a local trader, an Englishman, by the way, was induced to send a few bbls. of "pines" to Covent Garden, London. Back came an order for just ten times as much; and in the course of a few months the man was swamped with orders to such an extent that the local supply gave out. Not any preparation for such a contingency, you see. Then came the War. The market died, and that is as far as things are at this moment. Fine chance, however, to resume it now.

This light, well ventilated soil, in which these prime quality pineapples grow in these parts, extends for scores of miles along the coast and there is ample room for the most ambitious plantation schemes. Outside of weeding the very young plants, there is not much cultivation necessary to bring pines to maturity. And local labor should quite suffice for all the work required. Pineapple-growing is from every standpoint an attractive business. Next in importance, as far as the American market is concerned is the grape-fruit. Very little relished or cared about in its native home. Because the Brazilians, and nearly all other tropical dwellers consider it too coarse and acid for ordinary relish. Although it is stated here that the grape fruit of Brazil is much sweeter than that of latitudes further north and away from the line. There is not much attention or space devoted to this fruit now. But, if an energetic American came along to start that culture, he would undoubtedly do very well at it in a short time.

Of Bananas, there are very many species grown. Particularly the fine, soft-skinned ones, which are not much favored for shipping. But that is only a matter of choice. The right kind, most suitable for transport, could easily be introduced and assimilated. Bananas could



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planted in many localities. And always adjacent to  
bors and shipping. It only takes the pluck to start.  
and it would not call for very large capital, either. If one  
d about \$20 provided per acre, would suffice for a good  
rt, be it to plant 10 acres or 1,000 acres. Come and  
ve a look at it all!

Alligator Pears grow in great profusion all over the  
ion. They could be cultivated along with oranges,  
ons, sweet limes. There are many hundreds of thous-  
s of acres of soil suitable, and always in proximity  
the coast and to shipping.

The mangoes of N.-E. Brazil are verily like the Gold-  
Apples of the Hesperides. Great in size, luscious in  
e and very beautifully colored. Mango culture takes  
e. It is more trying and laborious than any of the  
going, but then a good crop means a small fortune.  
Dr. Samuel Hardman, of Recife, who is an enthus-  
t and very successful grower and merchant in this

There is finally one thing that should not be lost sight  
in connection with this N.E. coast fruit-growing oppor-  
tunity. It is the propinquity of high and cool plateau  
country right at the back of the hot coast lands.

From Recife, Pernambuco Capital, for instance, one  
can mount in a six hours rail ride to an altitude of 4,000  
feet above sea-level, where the temperature is like a  
winter in Florida. The Government are building a motor  
road up there now, and it is probably nearing completion  
at this writing. The hill station is called "Garanhuns",  
4,000' above the sea. It would be hard to find a lovelier

spot. Roses of many hues and species cover the houses  
completely, roof and all. Violets peep in profusion from  
every flower bed, and can be had cheaply in Recife. But  
from the utilitarian viewpoint, also the place is very fine.  
For many years now very fine potatoes have been grown  
there and detailed at Recife, also supplied to the ship-  
ping. All kinds of garden truck thrives amazingly. To-  
matoes, lettuce, etc. Even though the newcomer should  
make his main effort at planting on the coast, he can still  
have his "Buytenzorg" up in the hills. Garanhuns is  
the hill station and sanatorium combined, for the two  
states of Alagoas and Pernambuco. There is a similar  
place in the Borborema range further North, at Banna-  
neiras, which serves the States of Parahyba and Rio G.  
do Norte. We have ships running from New York to  
Rio de Janeiro in eleven days now—that would mean an  
eight day trip from U.S. to this fruit region. And it is  
reasonably certain that as soon as things generally begin  
to hum again in industry and trade, that this time of  
transit will be still further reduced.

The ships of all nations pass so close to the palm-  
fringed shores of this fruitful, wonderful N.-E. region  
that at day-time one can easily perceive anything such as  
plantations clearly without glasses. Is it too much to  
hope, therefore, that when in a few years from now the  
traveller passes that way, his sight may be gladdened with  
a multitude of extensive patches on the shore indicating  
that energy and pluck and foresight have made of this  
riotous tropical wilderness a well-ordered spot, full of  
plenty, whence the argosies of the nations carry among  
other things, vast store of delectable dainties in the shape  
of luscious, wholesome fruit.

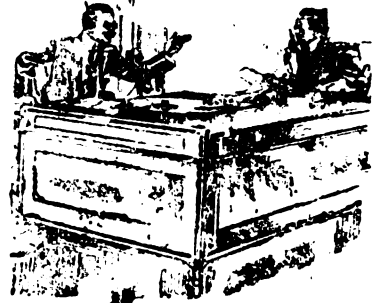
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### BASEBALL, OUR GREATEST NATIONAL TONIC.

It is a compliment to Brazil's hospitality, courtesy, and fair dealing that three thousand or more Americans, in the shifting census of a foreign colony, live in such peace and comfort that the worst charge to be brought against them by all newcomers is an apparent lack of patriotism for their native land. As great a likeness as is possible between a Latin and an Anglo-Saxon race exists between the Brazilian racial consciousness and ours, and Americans find conditions of Brazilian life so comfortably adapted to their needs and adapt themselves so easily to necessary slight differences that there is a spirit of content amongst Americans in Brazil to be found in few of our groups living abroad. Thus it is true that the usual stimulant to patriotism that arises from surroundings which are irritating to a national temperament and create the longing for "things as they are at home" is lacking in Brazil. And the number of Americans living in this country necessary to the prosperous interchange of the products of the two countries are at ease and do not exhaust their energies in either trying to conform with alien surroundings or to fight the influence of a condition of life antagonistic to their own.

We do lack sufficient active exercise of our patriotic emotions.

Baseball in Brazil is the fine wholesome tonic for keeping alive our bond of birth. We may never have attended a Big League Game in the States, as is true with some of us. Our only acquaintance with the intricacies of the game may have been "ole cat" in an empty lot or our own back yard, twenty years ago. But in Brazil, to stand on a bench with a thousand other like-minded creatures, born with the same traditions, and shout ourselves hoarse while something very near the heart flops over and back again, and then to sit down in a slump of despondency while the opposition fans throw up their hats, to drag out from obscure corners of the memory forgotten rich stores of slang and wrap the tongue around the gay phrases, our contribution to the English language, is the true exercise of our birth right. It leaves a happiness like a day's exercise in a wild high place or a long voyage at sea.

Such a stirring of the blood and momentary uniting of emotions which we all have in common makes us forget our differences and takes us back to our fundamental kinship, and when we have so few occasions to express together our nationalistic tendencies, Baseball should be a treasured institution of our community life.

The Rio-São Paulo Championship games which were a feature of the early day American activities in Brazil were revived with the game played in São Paulo a year and a half ago on the Fourth of July. Enthusiasm had been reawakened by several months of propaganda by the Brazilian American, which departed from its normal functions so far as to organize and run the first game. Since then games have been played at intervals of six months, alternately in Rio and São Paulo, Americans share with the people of their adopted country the intense rivalry between the cities which has given spice to the opposition between the two teams. The Rio team has the advantage of a more settled organization kept up through ball practice during the years of drought; and through having a line-up which has played the game longer and more steadily. But São paulo plays fine ball and too the cup back with them from Rio on the Fourth this year. The teams are sufficiently well matched for the betting crowd to get even money and for excitement to run high at all games. When the Rio team went to São Paulo last week they took with them a crowd of Rio fans sufficient to fill with the team two chartered cars on the Nocturno a crowd carefully chosen so that what they lacked in numbers could be made up in lung power. They were stung by their last defeat and determined to win back the championship. Fortunately for the continued interest in the contest they won, it and expect to challenge the São Paulo team to take it away from them in Rio. The games have steadily gained in interest since the revival. They are managed under the auspices of the Rio de Janeiro Athletic Association, and the São Paulo Baseball association, and are sufficiently well organized to become a permanency provided they receive sufficient support and interest from the rest of us.

Probably the best result of Baseball in Brazil is that practice and interest in the games provide one of the wholesome interests in the life of the young Americans who come to Brazil without their families and find existence "triste" deprived as they are of their normal amusements at home. In our defense of Baseball we feel that this alone is worth all the effort and money which is necessary to keep the game going.

Open up your pocket books, and open up your minds. pay for the game and patronize it if you cannot actually play yourselves. There is no better investment can be made in the future of American activities in Brazil than BASEBALL.

MONTAGUE

BOOST BRAZIL'S CENTENNIAL—1922

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## BRAZILIAN AMERICAN NEWS COMMENTARY

In one of the latest numbers of the *BRAZILIAN AMERICAN* we published a legal opinion given by Dr. Adelmar Tavares, Curator of Residual Estates, which attracted great interest on the part of all its readers; we were asked to inform whether that opinion had been espoused by the Judge and therefore we will give here below the sentence proffered by the learned Judge Dr. Ovidio Romeiro who has thereby not only answered the dictates of the law but has furthermore shown that he is endowed with an advanced and liberal state of mind. This is the decision given in the matter:

"I agree with the grounds submitted in communication filed as folios 7-12 and thus I order that the will on folio 3 be fulfilled.

"The interpretation given by the Curator of Residual Estates of Sect. 11 of the Preliminary Title of the Code of Civil Laws, as justly stated by him is the meaning which is mostly in conformity with the liberal traditions of our Law and it combines with the intendment and the tendencies of private international law."

"Section 19 of the Preliminary Title of the original Proposition of C. Bevilacqua provided that, 'The authentic form of "public" or "private" deeds is regulated according to the law of the locality where they are performed,' and it is established in Sect. 39 that "The form of the will is regulated according to the law of the locality where it is drawn up," and the substance according to the testator's own national law in force at the time of his death."

"In the Bill as revised by the Clovis-Epitacio Commission, the said provisions were maintained and constituted Sects. 17 and 38 of the Preliminary Title.

"When the matter was brought before the Special Commission of the Chamber of Deputies, it fell to Dr. Azevedo Marques to submit his report on the Preliminary Title and he proposed an alternate text for his Title in substitution of the former, but still maintaining in Sects. 13 and 33 the provisions above mentioned separated as follows: "Sect. 13.—The extrinsecal form of public or private deeds is regulated according to the law of the locality where they are performed." "Sect. 33.—The form of the will is regulated according to the law of the locality where it is drawn up and its effects according to the testator's own national law in force at the time of his death." (Proposition for the Brazilian Code of Civil Laws, The Acts of the Special Commission of the Chamber of Deputies, vol. 3, pages 24, 32 and 34).

"This report having been submitted for discussion by the Special Commission of the Chamber of Deputies, at the meeting held on the 4th of October, 1901, Dr. Andrade Figueira sought to collect in one and the same amendment all the matter dealt with in those two Sects. and organized Sect. 10 with the following text: "The extrinsecal form of public or private documents, of wills and of agreements or contracts and the continuance thereof, like that of quasi contracts, delicts and quasi delicts, is regulated according to the law of the locality where they occur excepting in such cases as are excepted by law, such acts or deeds as bear upon real estate situated in Brazil when drawn up by Brazilian citizens at the seat of Brazilian Consulates and Legations."

"In supporting this substitute text Dr. Andrade Figueira called attention to the fact that he had merely 'collected the subject matter of the two sections of the Proposition to form one sole and the same section on the matter of probation.' (Proposition for the Code of Civil Laws of Brazil, as above, Vol. 4, page 33.)

"At the meeting held on the 7th of October, 1901, C. Bevilacqua stated in support of his proposition that the said amendment submitted by Dr. Andrade Figueira appeared to him to be somewhat obscure and complicated, to which the latter replied—that he had done nothing beyond collecting into one those three sections,—which made C. Bevilacqua observe that—"Instead of venturing on a domain which is foreign to the maxim—"locus regit actum"—it would be much more convenient, since

there is a desire to add something, that the amendment should be to solve more clearly some of the questions which have formed the object of controversy" in regard to that maxim. In fact there has been a controversy of long standing as to whether that maxim is optional or binding.' (Proposition for the Brazilian Code of Civil Laws, as above, vol. 4, pg 47); and after having expressed the opinion of the different fields on that controversy, C. Bevilacqua thus concluded: "The proposition had adopted the liberal doctrine, that is to say, the doctrine of the "validity" of acts or deeds performed by national citizens abroad in order to avoid the injunction of his national law, "making an exception" to the law ever in the matter of marriage, and this is the reason why the matters relating to marriage were detached in order to form a special section, so as to avoid the possibility of anyone crossing the borders of Brazil to contract matrimony in a different manner than that established by the national law.

"In view of the lengthy debates concerning the preliminary Title of the Proposition for the Brazilian Code of Civil Laws and the great number of amendments submitted, Dr. Azevedo Marques organized a 'second substitute-text,' in which he modified under Sect. 11 the subject matter of the aforementioned Sects. 17 and 38 of the Revised Proposition, omitting to mention any particular reference to "Wills," "Contracts" or "Agreements," etc. whereas all of these acts are comprised in the expressions—"public and private acts" or deeds—thus: "Sect. 11.—The extrinsecal form of public and private acts or deeds shall be regulated according to the law of the locality and time at which they shall be performed", and in Note 11 he explains that the said Sects. 11 and 12 establish more clearly the same provision established in Sect. 10 of Andrade Figueira's substitute-text."

"At the meeting held on the 18th of October 1901, the sections of the said substitute-text were approved. (Proposition for the Brazilian Code of Civil Laws, as above, vol. 4, pages 131 and 132).

"The conclusion to be derived from the above is that the elimination of the precept contained in Sect. 38 of the Revised Proposition (Sect. 39 of the original Proposition) merely answered the intention "to simplify," by gathering the two sections, Sects. 17 and 38 of the Revised Proposition into one sole and the same section.

"In proceeding as above, it was not the intention of the Special Commission to decide in any manner the controversy as to whether the rule—"locus regit actum"—is optional or 'imperative' according to the very wise statements of C. Bevilacqua in his answer to Dr. Andrade Figueira.

"Therefore, in the face of the Brazilian Code of Civil Laws whose Sect. 11 of the Preliminary Title is worded as follows: "The extrinsecal form of the acts or deed, whether public or private, shall be regulated according to the law of the locality in which they shall be performed"—the said controversy remains 'res integra' and must be decided by the adoption of either one of the two opinions mentioned above.

"In ordering the fulfilment of the Will appended on folio 3 this Court is following the opinion of Clovis Bevilacqua perfectly supported in his work—Principios Elementares de Direito Internacional Privado, page. 35—'where he maintains that the general tendency of the doctrine bears in the sense of considering that rule to be optional.' "Looking at the facts in their natural simplicity we cannot fail to acknowledge that the rule is 'optional' in regard to such acts or deeds as the individual is capable of performing, "according to his personal law, without the interference of a public officer." (C. Bevilacqua, op. cit. par. 35, page 187).

"It was always decided thus during the rule which preceded the advent of the Code Civil Laws (Ferreira Alves, Consol. das Leis da Provedoria, 5th Edition, vol. 1, Par. 152, Note 62; Ferreira Alves—Successão Testamentaria No. 62 and Note, transcribing several judgments considering the rule—"locus regit actum"—it would be much more convenient, since

Diga que viu no "Brazam"—Diga a todos,

actum—to be 'optional' for foreigners who being in Brazil are qualified to testate by adopting the formalities prescribed either by the laws of the country or by the laws of his country or origin, and Judgment rendered by the Court of Justice of São Paulo, on the 16th of February 1907, published in the Revista de Direito, Vol. 6, page 417). The same opinion is followed by C. Bevilacqua, in his work 'Direito das Successões,' 1889 Edition, Par. 67. Page 247."

RIO, October 11th, 1921.—OVIDIO RONEIRO

An excellent impression was felt among all social and commercial circles on the report that Mr. Merrill, the President of All America Cables had taken in the United States of America the position of leader of the Committee which is collecting the means to present Brazil with a monument on the occasion of the completion of her first Centennial. Mr. Merrill is an old friend of Brazil, and we are already now indebted to him for the earnest efforts which he has employed in conducting the campaign to connect the American Nations by a submarine cable. His presence on the Committee is a sure guarantee of victory for that gathering of friends of Brazil who have been earnestly engaged in affording to Brazil this further evidence of the friendship of the great people of North America

Rio de Janeiro has received on the 11th of October the official Mission of the French Government headed by General Charles Marie Emmanuel Mangin, one of the most prominent figures of modern military circles in France and one of the number of those to whom the whole world is mostly indebted for the victory of Civilization and of Right in the Great War.

Irrespective of the high authority with which he has been invested on the occasion of this visit to this country, General Mangin is a most prominent and brilliant component of the French Army.

Endowed with an organizing and discipline enforcing mind, owing to his present position to actual service rendered in contact with the troops under the most ungrateful and difficult circumstances of the military career, all this has not had the power to deprive the great French soldier of those high qualities of tactfulness, of subtleness, of acuteness and a clear and prompt insight in the face of all situations and of this he afforded ample evidence during the operations of the late European War.

His character is at one time energetic and forbearing, his his valor is unmarred by reckless impulses, calm when necessary, decided and impetuous under the most discouraging circumstances, General Mangin will outlive in the History of France as a characteristic type of the French soldier of the World War endowed with all the qualifications of intelligence and of initiative of his race, the brilliancy of his noble conduct and of his unselfishness, the force of his will and of his creative patriotism.

The life of the worthy leader who visited us and whom all Brazil has welcomed with the most vivid enthusiasm rendering him the most significant homage for his personal deserts and for the glory of the nation he represented, is one of the most beautiful and engaging examples of a military career, of devotedness, of sacrifice and of love for his country.

It was to General Mangin to whom it fell, through a coincidence of restless Destiny, which is almost always just as a reflexion of the divine power which rules the world, to hold under his command at the end of the conflagration the largest number of divisions which were to make the great offensive rush in Lorraine for the recovery of Metz and Sarrebourg where he himself had been born in 1866 of a family composed of military men and magistrates and from whence his family after undergoing persecution had been expelled by the insolent enemy in 1870 after the painful events of Froeshwiller and the withdrawal of the French troops under the pressure of the irresistible impetus of the invader.

The military traditions of his family constituted for him a heavy burden which he has found a means of honoring in a glorious manner.

A few days ago São Paulo again afforded an important example in economical matters: on the 28th of the last month

and for the first time in Brazil an electrically-driven train was made to circulate and this train travelled in São Paulo territory.

On that day, and between the stations of Jundiáhy and Louveira, the first electric train of the Companhia Paulista was organized to run the definite test, the partial tests already made having produced the most satisfactory results.

Before the middle of next year, an extensive and electrified section will be inaugurated between Jundiáhy and Campinas.

According to the statements of technicians and economists, the electrification of Brazilian railroads not only represents a great improvement but it also marks the beginning of a new economical era, for Brazil will thenceforth require much less foreign coal, and the requirement of foreign coal is today and will be to a greater extent tomorrow economical slavery.

São Paulo therefore has once again the honor to give out this loud cry of independence economically, as it had the honor to see the cry of our political independence break out in its territory one hundred years ago.

The Interstate Conference on behalf of the Primary Schools is being held in the lecture room at the National Library.

This Conference was convened by the Government with the purpose of investigating matters relative to development and nationalization of primary schools in Brazil, and of suggesting such measures as might be found convenient in view of present conditions and requirements of the country.

Such a patriotic and commendable initiative is due to the efforts of the late Minister of Justice, Dr. Alfredo Pinto Vieira de Mello who when presiding over the work of the Centennial celebration, by virtue of his office at that time, considered that the approach of this great national date was an indication that the proper moment had arrived when something practical and efficient should be done towards solving this extremely serious problem of instruction and education of the people of Brazil.

The inaugural meeting was presided by the President of the Republic and the official address was delivered by Dr. Ferreira Chaves, the present Minister of Justice. Dr. Tavares Cavalcanti addressed the meeting on behalf of the representatives of the various States.

The Conference was called upon to consider the following theses:

1. The extensive development of primary schooling. A form of the Government assisting on behalf of the Union the extensive development of that schooling. Primary schooling to be made relatively compulsory; the corresponding conditions.
2. Country schools and town schools. Period of attendance in respect of country and town schools. Simplification of the corresponding programs.
3. The organization and uniformity of upper-schooling in the country. The formation, duties and guarantees of primary school teachers of the Nation.
4. The creation of the "National Primary School Patrimony" to be formed under common control between the Municipalities, the States and the Union. Sources of financial support.
5. The nationalization of primary school teaching. Primary schools in Municipal districts of foreign origin. Foreign schools; their supervision.
6. The creation of a National Board of Education; its objects and organization.

The following are members of the Conference: The President of the Republic, as Hon. Chariman; The Minister of Justice and Home Affairs, as Chairman; the General Counselor at Law of the Republic, the Representatives of the various States and of the Federal District, the Representatives of the Union who previously formed the Preparatory Committee and the Representatives of the Institutes convened by the Minister of Justice

Herbert Moore

FORGET THE EXCHANGE!

Say you saw it in the "Brazam".—Tell everybody



## United States Commercial Notes

FROM THE OFFICE OF THE AMERICAN COMMERCIAL ATTACHE

New York University has opened a course in Oriental Politics and Commerce, and the director will be Professor Jeremiah W. Jenks, an authority on Oriental politics and finance. Courses in commercial Russian, the Mandarin dialect of China, and other languages will be given, as well as a course conducted by Rajani K. Das, on the land, the people and the industries and resources of India and the Middle East, the Malay peninsula and Dutch India. The course in Far Eastern geography will be conducted by Alfred M. Nielsen.

The Silk Association of America and the Silk Travelers' Association have announced that the Second International Silk Exposition would be held from February 5, to February 15, 1923, in the Grand Central Palace, New York City. Charles H. Green, who managed the first show, will again act as manager.

## Notes on Canadian Affairs

FROM THE OFFICE OF THE CANADIAN GOVERNMENT  
TRADE COMMISSIONER

A communication from Toronto dated October 6th states: During the past ten days a renewed confidence has made itself felt in the iron and steel market. One large steel merchant reports that if the next two weeks continue to be as good as the ones which have passed, it will be the best months business in over a year.

Very little British steel is being imported. Canadian and American mills seem to be furnishing the trade successfully. Some small rush orders for steel have been shipped to Europe, but such a condition is not expected to last long.

In the Montreal market, second hand tools are more active than new machines. The prices on machine tools have been cut somewhat recently, and it is expected that such machines will move faster in the near future.

Bars, Shapes and Plates are now the center of interest in the matter of prices. The demand for these products, in proportion to the productive capacity, has been much smaller than the demand for lighter products.

The finished steel market seems to have rounded the turning point. Prices are getting on a better basis and some think that prices will go up further in a few months from present date.

Hoops and bands are now well established at \$2.25. Bars are quoted at \$1.60c to \$1.65c; shapes and plates 1.60c to 1.60c to 1.75c, blue annealed sheets 2.50c; black sheets 3.00c; galvanized sheets 4.00c, and tin plate at \$4.75 to \$5.25.

Boiler tubes are down in price this week. The changes are shown in our quotation sheets.

The sheet industry is now operating at about 75 per cent capacity. This is its best rate in over a year, and best rate shown for any finishing branch of the steel industry.

### MEMORIAL SERVICE.

Armistice Day will be celebrated at the British Church by a celebration of the Holy Communion at 7:45 and by a very brief service at 10:45 in order that the two minutes' silence may be observed around the War Memorial, which has inscribed upon it the names of the fallen heroes and also of heroes who served. At this service a wreath will be placed on the memorial by H.B. M.'s Ambassador or his representative. We understand that the Hymn by Arkwright, "The Supreme Sacrifice" will be rendered.

**FURNISHED HOUSE**—To let for 6 months. Has every comfort; hot and cold baths and a shower bath &c. Four rooms on second story; garden. Will let to a careful family. For particulars telephone Norte 222.

## AMERICAN LEGION POST TO BE ORGANISED IN SAO PAULO.

On October 26th a number of American Ex-Service Men convened in the Halls of the American Chamber of Commerce under the presidency of Consul E.M. Lawton, for the purpose of discussing the organization of an American Legion Post in this city.

Some twenty eight circulars were distributed prior to the meeting, resulting in the attendance of twelve Great War Veterans, who unanimously passed a resolution to the effect that an American Legion Post be organized and that officers, be chosen and the Charter applied for at the next meeting, which should be called at the discretion of the Acting Secretary, Mr. C.M. Kinsolving.

Mr. R.M. Franke, of the National City Bank of New York, Mr. James L. Taylor, of the Consolidated Steel Corporation, Mr. Paul V. Shaw, of the Y.M.C.A., and Mr. Robert Patterson (formerly a member of the Rio Post) of Davis & Co., have been appointed as an Organization Committee.

The list of Ex-Service Men in São Paulo numbers thirty four, and it is to be expected that an active institution will soon be in process of organization.

The next meeting of the São Paulo Post will probably be held within the next two weeks at which meeting Post Officers will be elected and a committee appointed to draw up the Statutes of the São Paulo Post.

## THE COFFEE MARKET IN NEW YORK.

United Press despatches of October 29th state that a sensation was caused in American coffee circles on Thursday of last week when the report began to circulate that the New York market had placed an order for from 40,000 to 50,000 sacks of coffee. It was understood that the greater part of the order was for delivery in December.

As a result of the circulation of this report quotations in that market began to rise immediately, and the largest transaction in coffee reported for that day was for the sale of 100,000 sacks, which was in marked contrast with the largest previous sale of recent date which was of 6,000 sacks. Experts generally believe that these transactions will result in a rise in quotations, which may reach even a splendid figure for coffee to be delivered in December.

The following are the causes which are thought to favor an increase in the price of coffee.

(1). The stock of coffee now available scarcely suffices for the present world consumption, and the stock now existent in the United States is more or less fifty per-cent less than that in the corresponding period of last year.

(2). Brazil has demonstrated that she knows without the least doubt how to maintain the prices which she has stipulated in the coffee valorization scheme.

It is believed that this movement in the coffee market will result in orders upon the part of retailers throughout the country who will be obliged to purchase stocks in order to fulfill their obligations for future deliveries. It had recently been the policy for merchants in the interior of the country to place orders sufficient only for the needs of one month.

## EXCHANGE VARIATIONS FOR THE WEEK.

From the American Foreign Banking Corporation.

	Opening Rates.	
	DOLLARS	POUNDS
Oct. 27.....	7\$780	7 7-8
Oct. 28.....	7\$880	7 13-16
Oct. 29.....	7\$850	7 27-32
Oct. 31.....	7\$780	7 7-8
Nov. 1.....	—	—
Nov. 2.....	—	—

Diga que viu no "Brazam"—Diga a todos.

**FESTIVAL AT THE THEATRE MUNICIPAL.**

A magnificent display was organized and arranged in aid of Charity by Mrs. Albert Landesberg at the Theatre Municipal on Wednesday October 26, 1921. Every seat in the house was sold and nearly everyone who had bought seats were present. The City of Rio de Janeiro was represented by Mme. Sampaio, the wife of the Prefect, with Mlle. Sampaio and several friends in the Prefectorial box. Sir John and Lady Tilley were in their box, and Mr. Benton with Mrs. Benton and Mr. Ryder occupied Mr. Morgan's box. The Corps Diplomatique was well represented, the French ambassador, Belgian ambassador, British Ambassador, Uruguyan Minister, with most of the junior members and attachés of the various staffs being present. The performance opened with an Overture from Bizet and the Marcha de Tannhauser heralding the Chess pieces, who arranged themselves on the prepared board. Among the performers in this act were Meses. Gilbert Landesberg, Norman Shaw, H.A. Falconer, Messrs. Thompson, Nabuco, Ridgeway, Lodge. After the Chess came a Fantasia Ingleza then a dream of Famous Operatic Characters; this closed the first section of the programme. The second part was devoted to a charming display of dolls and some very pretty and effective dancing. Among others performing in this part were: Madames Carl Sylvester, H.A. Falconer, Mlles. Elizabeth Tilley, Maud Tilley, Maria Elisa Silva Costa, May McNeill, Lillian McNeill, Mary Dias, Mabel Shaw, Betty Orr, Eleonor Potter, Messrs. Lodge, Sampaio and Guimaraes. The part was given over to Tableaux Vivants. After the performance supper and dancing took place in the Asyrio which had been reserved for the night, and continued until 4 o'clock. Among the many dining we noticed: The Marchoness of Queensbury, Mrs. Nothman, Mrs. Falconer, Mrs. McNeill, Mrs. G. Landesberg, Lillian McNeill, Sara Ramos Monteiro, Brod. Pryor, Messrs. H.A. Falconer, Victor Nothman, Sr Michael Bruce, Bart., Kirk McNeill, R. McNeill, Gaston Nothman, Hegg, Davies, and Ryder. The proceeds are said to have been over 50 contos of réis for the Theatre alone. Mrs. Landesberg is truly to be congratulated on her wonderful powers of organization, and arranging

**CHILDREN'S GYMKHANA**

The Children's Gymkhana organized by the British Society promises to be an exceptional fine entertainment for the kiddies. It is to take place on the grounds of the Rio Cricket and Athletic Association kindly lent for the occasion. The programme commences with an entertainment by professional artists, and is guaranteed to make old and young laugh. Tufty, the famous Australian Comedy Cyclist will be there together with many more popular entertainers. The crowning feature is that most of the performers speak English. The music has been very kindly supplied by Admiral Pedro Frontin, Chief of the Brazilian Naval Staff, who has kindly given permission for one of the popular Brazilian Naval Bands to play during the afternoon. The Gymkhana will be under the patronage of Sir John and Lady Tilley. Miss Tilley will be one of the many willing helpers. The entertainment is entirely free and all are heartily welcome. The Gymkhana will start at 2:30 P.M. and will be over in time to allow you to go to the American Circus at Leme or the Comrades at Dinner at the Club Central. The Childrens Gymkhana has been organized by the British Society.

**AMERICAN CONSUL KILLED.**

The Secretary of State has announced that Mr. Lloyd Bingham, American Consul at Salina Cruz, Mexico, was attacked and stabbed while within the offices of the Consulate, on the night of October 24th. Sr. Pani, Minister of Foreign Affairs of Mexico, has sent to Washington an expression of official regret regarding the occurrence.

**UNION CHURCH.**

At the Union Church, Sunday morning, the sermon will be delivered by Dr. W.M. Huff, of Sioux City. Hour 11:30. All invited to attend.

**COUNTRY CLUB NEWS.**

The "Cha Paulista" given under the auspices of the Woman's Roosevelt Memorial Association last Saturday proved a huge success, as shown by the reception taken in. The entire Club House was attractively decorated for the affair with palms, and ferns, while artistic Japanese lanterns adorned the drop lights in the ball-room and verandas. The terrace was crowded with people the entire afternoon, tea being served there, as well as in the Club. At 6 o'clock and again at 10 o'clock a performance was given consisting of the following program: Dolly and Debussy, Misses Anna and Gene Shaw respectively; Butterfly Chase, Mrs. Sylvester; Roughrider, Miss Edith Saville. The entertainments were thoroughly enjoyed by everyone present, as this was evident by the way they were received. A supper-buffet was served at 8 o'clock to which a great number of persons stayed, after which dancing was enjoyed and continued until the closing and the Committee are to be congratulated on the success of the Fete.

Sunday was a rather off day at the Club, many people being out of town over the holidays; nevertheless quite a few attended the afternoon tea-dance. Among these were: Dr. and Mrs. Barbosa de Rezende, Mr. and Mrs. A.F. Hiltz, Mr. and Mrs. A.M. Souza, Dr. and Mrs. Theophilo de Azevedo, Mr. and Mrs. Adolpho Liebermeister, Mr. and Mrs. E.P. Erckenbrack, Mr. and Mrs. Marcondes Ferraz, Mr. and Mrs. A. Azevedo, Minister S.G. Pezas of Greece and Mrs. Pezas, Miss McMurtrie, Dr. and Mrs. Rezende Carvalho, Messrs. Greenwood, McKinley, Allen, Greenleaf, Anjos, Treat, Bogue, Frey, Stevenson, Werneck, Do'abella, Teixeira, Freitas, Carriker, Vernacci, Queiros, Kirk, Gallert, Thomson, Buzon, Syboth, Hartman, Chisbohm, Webb, and Huttman.

Mr. Bento Dias Pereira entertained a party of friends at a dinner-dance on Monday last. Covers were laid for thirty.

**PRESIDENT HARDING IN BIRMINGHAM, ALABAMA.**

President Harding, who at the present time is making an excursion throughout the Southern States, pronounced an important speech during his visit in Birmingham, Alabama. He declared himself favorable to complete political, economic, and educational equality between the white and the black races, emphasizing that his opinion is the only one in accord with justice and the national welfare.

The President pointed out that the United States has reached the point of limiting its growth in population through the restrictions upon immigration, and thus the country is forced to depend upon its present citizens for its labor resources.

Referring indirectly to the threatened railroad strike, Mr. Harding declared that he did not intend to take sides with the laborers, but desired that each man might be given employment to earn an honest living.



PUT A BRAZAD IN THE "BRAZAM"

Say you saw it in the "Brazam"—Tell everybody.

# Rio Wins The Championship

Once again the Baseball Championship of Brazil is held by Rio de Janeiro. The representatives of the Capital duplicated the stunt of the New York Giants, only in a most impressive manner, by handing out a triple defeat to Sao Paulo players on the latter's own stamping ground, the first part of this week. As a result of the victory, the Parc Royal Cup, the Baseball Championship Emblem of the country of "Ordem e Progresso" is again in Rio. The new champions played good ball, hitting when hits counted most and made the best of all the breaks that came their way. The São Paulo players did excellent work in all three contests but when hits meant runs which would have kept the title in São Paulo, they were unable to connect their willows with the horsehide with telling consistency.

John Collins of the American Foreign Bank, was the hero of the series. His big war club played a most prominent part in the outcome. Four times he registered with safeties in the second game out of five trips to the plate and in the third game it was his telling double to right field which enabled Thomas to ring the register with the winning tally and gave the Rioites the championship. The third setto was a lively batting one and the Rio players swung their willows with a vengeance. In the ninth with three men on base and São Paulo leading, Roy Peterson batted for Sturgis. He came through with a single to right which scored two runs, and gave the local representatives the lead. Covington did the Babe Ruth act by walloping a home run and two runners scored before he dented the tallying pan.

Big Bill Embry, manager of the baseball team was the individual star of the first setto. His war club accounted for two of the four runs while he tallied the other two counters himself. Embry played good ball throughout the series and his leadership was a prominent factor in the final outcome.

São Paulo players in their turn at the bat gave the Rio players heart disease by tying the score. They chased four runs home through the aid of some timely bingles and some poor fielding, by the then coming champions. In the next round, however, the Rio team put the game safely into the refrigerator.

In the initial game Jewell and Sasahara both pitched good ball, but the former was as steady as the rock of Gibraltar in pinches.

The second contest was a free hitting affair, especially for the champions. Squires who did the mound work for he first seven innings had a baffling assortment of curves and he had São Paulo players puzzled. Jewell relieved him in the eight stanza and it was in this same round that the Rio players made certain of the outcome by scoring four times.

All three games were well attended and afforded much excitement for the spectators. From a Rio point of view the outcome was entirely satisfactory but the São Paulo fans were keenly disappointed, especially to think that their former champions did not bag at least one of the games.

The Rio Baseball Team defeated São Paulo three straight games and was given the Parc Royal Cup which São Paulo had won on the 4th July in Rio. The games were played in São Paulo on Monday, the 31st October, Tuesday, November 1st, and Wednesday November 3rd. The weather was perfect on these three days and a very large crowd of baseball fans attended these games.

The first game seemed to be the most important of the series as there was a lot of money at stake, but it was necessary to win two games in order to win the Cup. The following is a summary of the three games played with some of the important features that took place.

**1st Game:**

Innings	1	2	3	4	5	6	7	8	9	10
São Paulo	0	0	0	0	0	3	0	0	3	8
Rio	3	0	0	0	1	0	0	0	0	4

Batteries: Jason, Sasahara and Smith; Smith and Van Dyck; Umpires: Bittenger and Hoeg.

The feature of this game was the pitching of Sasahara and Jewell, Sasahara having relieved Jason in the second inning  
**2nd Game:**

Rio	6	0	0	3	0	0	4	0	13	16	7
São Paulo	2	0	0	1	0	0	4	0	7	6	5

Batteries: Squires, Jewell and Paterson; Sasahara and Smith

The batting of the Rio team was the feature of this game Collins making 4 hits out of five times at bat, and Messrs. Embry, McCready, Sloat and McManus two hits apiece; one of McCready's hits was a home run in the eighth inning with tree on bases. The battery work of Squires and Peterson had São Paulo buffaloed for seven innings when Squires was relieved by Jewell after Peacock batted for him in the eighth inning. During the last two innings of this game, São Paulo was unable to score off Jewell.

**3rd. Game:**

Rio	1	1	0	0	0	0	1	8	1	12	11
São Paulo	0	0	2	1	1	3	0	0	4	11	12

Batteries: Covington and Whitman; Patterson, Jason, and Smith.

The feature of this game was the steady pitching of Harry Covington and Patterson, and the batting of Roy Peterson, Covington and Collins who delivered hits when they were needed. With three on bases in the ninth inning Roy Peterson batted for Sturgis and singled to right scoring two runs for Rio, which gave them a lead of one run, and Covington followed by making a home run which scored three more for Rio. This gave Rio a four run lead in the ninth, but São Paulo was not beaten yet and with a few hits and two errors they were able to tie the score, thus making the game go extra innings. In the tenth inning Thomas walked and went to second on a pass ball and scored on Collins' two-bagger to right field which won the game for Rio. During this game São Paulo had many rooters which put plenty of life into the game which was really the most interesting of the series.

The general play of Thomas, McCready, Collins, Covington, Roy Peterson and Embry, was the feature of the series. Also the umpiring of Mr. Hoeg of the Expresso Federal was appreciated by all the players

**Second Game:**

Rio	Pos	AB	R	H	SB	SH	PO	A	E	SO
Covington	1B	5	0	1	0	0	5	0	0	0
Thomas	LF	5	1	2	0	0	3	0	0	1
Peterson	C	5	3	1	0	0	7	0	0	0
Embry	2B-CF	4	2	2	0	1	4	0	1	0
Collins	CF-RF	5	3	4	1	0	1	1	0	0
McCready	SS	5	2	2	1	0	5	2	1	1
Sloat	RF-2B	5	1	2	0	0	0	0	3	2
McManus	3B	5	1	2	0	0	2	3	2	1
Squires	P	3	0	0	0	0	0	4	0	0
Jewell	P	1	0	0	0	0	0	0	0	0
Peacock	P	1	0	0	0	0	0	0	0	1
		44	13	16	2	1	27	11	7	6

Rio	6	0	0	3	0	0	4	0	13	16	7
São Paulo	2	0	0	1	0	0	4	0	7	6	5

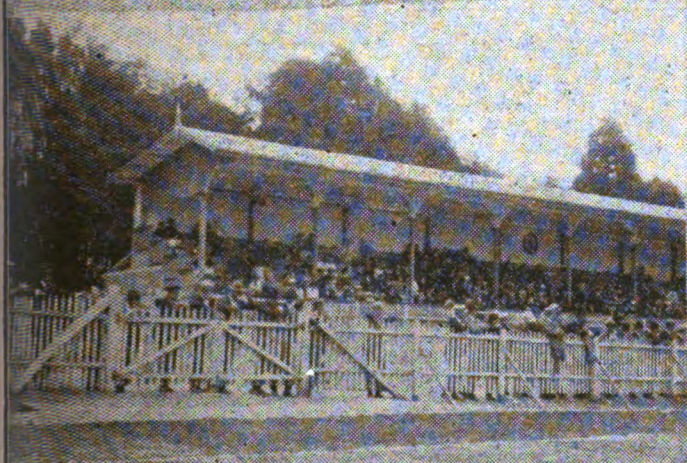
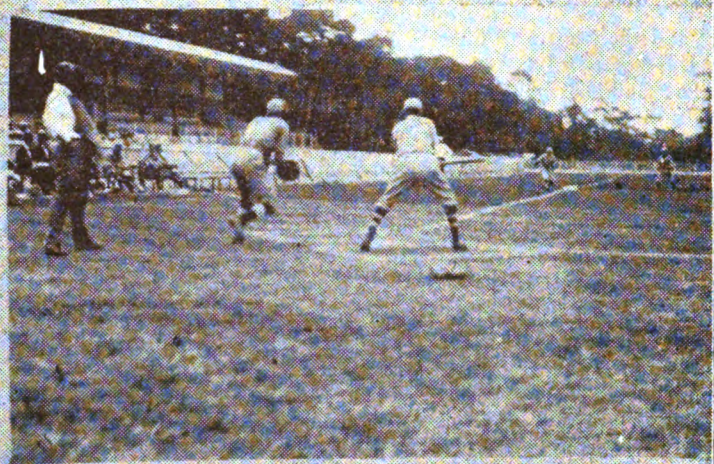
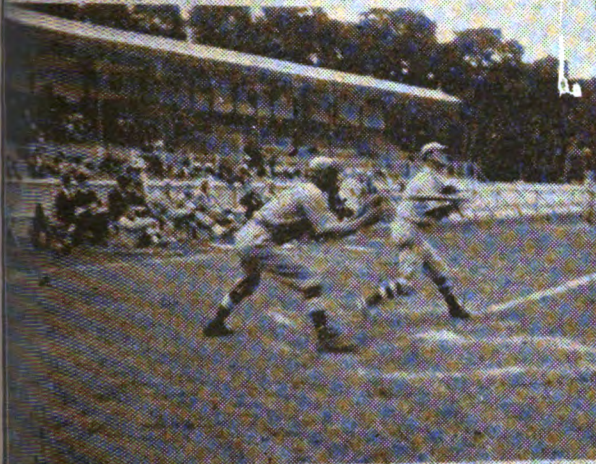
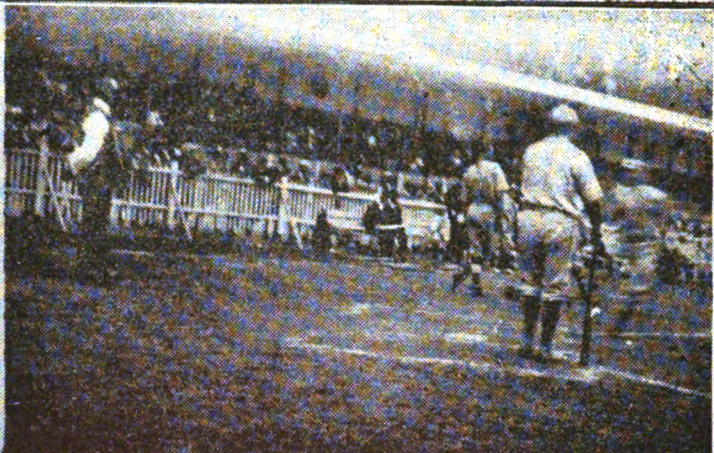
**São Paulo**

São Paulo	Pos	AB	R	H	SB	SH	PO	A	E	SO
Kinsolving	3B	5	1	1	2	0	3	2	0	0
Hogarty	CF-SS	3	1	1	1	0	2	2	1	0
Ingram	RF	1	0	0	0	0	0	0	1	0
Harrey	RF	4	0	0	0	0	1	0	0	0
Smith	C	3	1	0	0	0	7	1	0	1
Herron	SS-CF	4	1	1	1	1	2	0	0	0
Gillette	2B	4	0	0	2	0	2	0	1	2
Henna	1B	5	1	1	0	0	17	0	0	0
Brown	LF	5	1	1	0	0	2	0	0	3
Sassahara	P	5	0	1	1	0	0	8	0	0
		39	7	6	7	1	27	13	5	6

Hits off, Squires 6 in 7; Jewell, 0 in 2; Base on Balls off Squires 4 in 7; off, Jewell, 0 in 2; Hit by Squires, 1 in 7; Jewell, 0 in 2. \* Batted for Squires in 8th inning. Struck out by Jewell 2 by Squires, 2.

Diga que viu no "Brazam". — Diga a todos

Rio-São Paulo Baseball Game



SÃO PAULO

RIO

**RIO DE JANEIRO, SOCIAL AND PERSONAL.**

Mr. and Mrs. Massie who have been living at the Hotel Internacional, have leased the residence of Dr. Lothario Hehl at Rua Raul Pompeia 129, Copacabana.

Miss Marian Kuhn has returned from Petropolis and taken up her work as Supervisor of Health Visitors under the Saude Publica of this city.

Mr. and Mrs. Glenn P. Martin of São Paulo spent the past week-end in this city as the guests of Mr. R.C. McClements.

Thursday evening of last week was the occasion of the bi-weekly dance at the Hotel Central. The large dining halls were entirely filled with dinner parties, among whom was one composed of Mr. and Mrs. Gaulin, Capt. and Mrs. Sparrow, Bishop and Mrs. Kinsolving, Miss Kinsolving, and Mr. Carriker. At another table were seated Mr. and Mrs. Hollingshead, Miss Fletcher and the Messrs. Stevenson, Sloat and Stephenson. Mr. and Mrs. Lee King were entertaining as their guests Dr. and Mrs. Carlos Chagas, Miss Williams and Mr. and Mrs. Croze. Another large party was composed of Mr. and Mrs. Lackey, Mr. and Mrs. Colman, Mr. J.F. Bown, Mrs. Stephens, Miss Lander, Miss Kennedy, Miss Rockwell, Miss Stoltz, Miss Hixson, Miss Kuhn, Miss Gage and the Messrs. Whitman, Leonard, Holt, Bailey, McClements, Bellows and Kean.

The Guild of the Union Church were entertained on Thursday afternoon, November 3rd, by Mrs. Tucker and Mrs. Motta at 155, Rua Paysandú. A great treat was enjoyed by the members in the form of a talk by Mrs. Parsons who has been in charge of important Rural Health Work in Texas, and who has come to this city under the auspices of the Rockefeller Commission.

A group of six American girls who are nurses, coming in large part from Texas, are expected to arrive in this city about Christmas to undertake Health Visitation Work in the homes of the poorer classes of this city. The nurses are to be in the employ of the Federal Health Service of Brazil, but they have been secured through the co-operation of the Rockefeller Commission.

More than forty persons comprised the jolly party which left for São Paulo on the first "nocturno" last Saturday night in order to cheer the Rio Baseball Team in its matches against São Paulo. The team was composed of Messrs. Van Dyck, Jewell, Walsh (Secretary), Embry (Manager and Coach), McCready and McManus (Assistant Managers), Covington, Peterson, Cass Stevens, J.A. Thomas, Squires, R.H. Brown, De Pierre, Whitman, Collins, Sturgis, Peacocke, Wisely, Turner, Dunn and Hoeg. The rooters who went along were: Mr. and Mrs. Elmer Barton, Mrs. Jewell, Mr. and Mrs. R.C. Brown, Mr. and Mrs. A.P. Lawrence, Mr. and Mrs. Fagan, Mr. and Mrs. Lambert, D.C.O. Wilson, Mrs. Wilson, Elizabeth Wilson, Miss Lander, Miss Cunyus, Dr. Fordham, Messrs. Herlick, Noll, Xanthaky, Mote, Horne, Pullford, S. Garcia, and Otto Christoph. The party were looking forward to a very enjoyable festivity on the "Southern Cross" at Santos, Monday night.

Mr. Hatch, representing the F.S. Buffum Company of New York City is spending some months in this city at the Central Hotel.

Mr. R.G. Pointer, engineer from São Paulo, has come to Rio de Janeiro.

Mr. W.S. Edmondson, General Manager of the Continental Products Co. of São Paulo come to this city to meet Mr. and Mrs. Leopold Plaut and accompanied them on the "Lutetia" to Santos.

Mr. Gaston Waltjens, Manager for McClements and Company in Bahia, returned on the "Itaquera" to the northern city.

Mr. J.C. Morgan, Chief Engineer of the Continental Products Company and formerly of Buenos Aires has arrived to take up his work in São Paulo after an extended vacation in the States.

Mrs. Boies C. Hart and son are expected to arrive the latter part of this month to join Mr. Hart, who is Manager of the branch of the National City Bank in Pernambuco.

Mr. and Mrs. Fraser, of Pernambuco are enjoying a three-weeks vacation in Rio, Therezopolis and São Paulo. Mr. Fraser is connected with the National City Bank, and the couple plan to return to their home city in the middle of November.

Friday afternoon of last week, a Halloween Fancy Dress party was held at the Graded School. It was given by the R.C. S. Literary Club, which is composed of the pupils of the eighth grade. Some seventy children were present, all in costume. Prizes were given for the best costumes. Some of the prize-winners, were: Miss Rory Shaw, Miss Viola Matzner, Master Harold Church, Master Fred Brown, and Master Laster Kosarin. Two main features of the party, were the initiation of some candidates into the Halloween Club, and a motion-picture show. Refreshments were served to the guests and parents present. Judging from the noise, the party was a big success.

The engagement is announced of Mr. B. Dias Neias of this city and Miss Olympia Dias. No date has yet been set for the wedding.

A week ago Tuesday, a daughter was born to Capt. and Mrs. McNeill, at the Strangers' Hospital.

Mr. Robert Zander, representative of the Universal Winding Company, with offices at 70, Esmeralda, Buenos Aires, has arrived in this city after a trip overland with stops at Montevideo, Porto Alegre and the smaller cities en route.

The Chá Paulista which was given at the Country Club on October 29, by the Women's Roosevelt Memorial Association, directed by Mrs. C.A. Sylvester, and Mrs. W.W. Rose, was a great success. Tea was served on the terrace in the afternoon. Dancing continued from 5 P.M. until midnight. At 6:30 P.M. and again at 10 P.M. the following very enjoyable program of dances was presented: 1—Butterfly Chase, Mrs. Sylvester; 2—The Roughrider, Miss Edith Saville; 3—Dolly, Misses Anna and Jean Shaw. A buffet supper was served beginning at eight o'clock, consisting of cold meats, delicious salads, Boston Baked Beans and Brown Bread, sherbet and cakes.

Mr. Ralph T. Poole, representing the Looseleaf Binder Co. of Kalamazoo, Mich. is now in Rio, and is registered at the Palace Hotel. After remaining here a few weeks, Mr. Poole will continue to Buenos Aires and return home via the West Coast.

Announcement was made this week by Dr. and Mrs. A.R. Shaw, of Avenida Rio Branco of the engagement of their daughter Miss Jean Shaw, to Mr. John W. Thomas of Richmond Hill, L.I. Mr. Thomas is connected with the Inspection Force of the National City Bank of New York. No date has been set for the wedding.

A daughter was born to Mr. and Mrs. Frank B. Ford, a week ago yesterday at the Strangers' Hospital.

Mr. L. Nathan and Mr. Mollett returned to Rio Thursday from Therezopolis.

A son was born to Mr. and Mrs. Victor J. Schochet, a week ago last Monday at the Strangers' Hospital.

Mr. and Mrs. Gay Harrimann, spent the recent holidays at Therezopolis. They returned to Rio Thursday.

Mrs. E. Macdonnel, wife of the British Consul-General, left here Tuesday for Petropolis, and then motored from the summer capital to Therezopolis. Mrs. Macdonnel arrived home today.

Bishop Every is the house guest of Mr. and Mrs. H. Robinson at their residence in Cosme Velho.

Mr. and Mrs. Alfred Taylor and their daughters, Misses Elsie and Edna returned Monday to their home in Nictheroy after a ten-day stay at Therezopolis. Over the week-end, they were visited by Mr. William Clemense, of Icarahy.

A wellcoming home celebration is being arranged for Miss Aileen Murley, and Miss Marion Hogg, who are to arrive Monday from England on the steamer "Deseado".

Word was received here a week ago last night, of the death in Bello Horizonte, of Miss Bertha Raborg, eldest daughter of Mr. and Mrs. C. Raborg, of Morro Velho. At the same time, it was stated, the youngest daughter Miss Diva Raborg was critically ill.

Mr. Charles L. Hoover, former American Consul in São Paulo has been appointed Consul-General at Danzig, Germany. Mr. Hoover is now at his new post, having left New York early last month.

Diga viu que no "Brazam"—Diga a todos.

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Rio de Janeiro

BOOST BRAZIL'S CENTENNIAL—1922

— The Anglican Bishop paid his annual visit to Rio de Janeiro last month arriving by the "Arlanza", from Buenos Aires on Oct. the 19th. He was met on embarking by Archdeacon Hancock, Mr C.H. Lloyd, and Mr. McMurtrie. At a very short notice, a reception was arranged in the Church Hall and several well known friends assembled to welcome the Bishop. The evening was entirely of a social character, to enable members of the congregation and friends to have an opportunity of speaking to Dr. Every. Among the guests who were assembled were Bishop and Mrs Kinsolving. During the evening there was a little music, the Trustees having been presented with an excellent semi-grand piano which was used for the first time. Mr. Mullard acted as accompanist. Mr. Fenwick rendered some excellent songs amongst which, "As You Pass By," and "All Eternity" were much appreciated. Mrs. Mullard also sang "Beloved it is Morn". Among the guests, were noticed: Mrs. Armstrong, Mrs. and Miss Aspinall, Mr. Briscoe, Mr Chappell, Capt and Mrs. Conningham, Mrs. Colson, Miss Courtney-Biggs, Mr. Craig, Mr and Mrs. Davey, Miss Degenhov, Mr. and Mrs. Estill, the Rt. Rev. Bishop Every, Mr. and Mrs. Fenwick, the Misses Fenwick, Mr. Fowler, Archdeacon and the Hon. Mrs. Hancock, Mrs. Haile, Mr. and Mrs. Hanman, Mr. Hemmings, Mrs. Hott, Mr. Inglefield, Mrs. Jewell, Mr. and Mrs. Keay, the Rt. Rev. Bishop and Mrs. Kinsolving, Mr and Mrs. Lloyd, Mr. McMurtrie, Mr. Marr, Mrs. McNair, Mrs. Menhinik, Mr. and Mrs. Moore, Mr. and Mrs. Mullard, Mr Patrick, Mr. and Mrs. Parry, Mr. Hugh Pullen, Miss Richards, Mrs. Robinson, Mr. and Mrs. Rutlige, Mrs. Ryeves, Miss Sait, Mr Skey, Mrs. Troop, Miss Wakeling, Miss Watts, Mr. and Mrs. Whichello, and Mr. W. Whichello, and others.

It is learned on the best authority that the Right Reverend Bishop Every will return from Morro Velho on Friday October 28, to complete his visit to this city. He will be the preacher at the Sunday Morning Service on October the 30th, at Christ Church on Tuesday November the first, at 10:30 a. m. will dedicate the new British Church at Nictheroy. It is anticipated that

there will be a large gathering of friends on this occasion of the dedication of the Church.

— Mr. Paul E. Liechti, of Pfister & Vogel Leather Co., New York is in Rio on business. The Brazilian representation of his firm is Grace and Company

— The Royal Bank of Canada have received a telegram from their Head Office in Montreal to the effect that a Bonus of 2% will be paid to the Shareholders on December 1st. This is additional to the regular dividend of 12% making 14% in all for the year. A similar bonus was paid last year.

— The Anglo-American Boy Scouts have at last received their registration certificate from England, with badges and other Scout paraphernalia which have arrived rather late due to the sickness of the International Scout Commissioner. Last Sunday the Scouts went to a "festa" given by the São Bento Boy Scouts and had a fine time. By the way, keep your eyes open for the Boy Scouts in the circus!

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## INCOME TAX RETURNS AND REGISTRATION OF AMERICAN CITIZENS.

All American citizens residing in the States of Rio de Janeiro, Espirito Santo, Minas Geraes, Goyaz and Matto Grosso, are requested to note that under the existing regulations they should register at the Consulate General every year as the validity of their first registration is limited to one year, unless they re-register before the expiration of that period.

For purposes of re-registration, personal appearance at the Consulate is requested, unless it is impossible.

Americans residing in other Consular districts should make application to the Consuls having jurisdiction over those districts.

In this connection, the attention of the residents in this district is invited to the following ruling of the United States Treasury Department in regard to the Income Tax:

"The law as now framed requires that Americans resident abroad file a return if they have a taxable income as defined therein and to compute the amount of tax due upon such income. The law permits of the crediting against the amount of any income taxes paid during the taxable year to any foreign country upon income from sources therein (see Section 222 of the Revenue Act of 1918). This credit was intended to relieve American citizens resident abroad from double taxation. In some instances, however, hardship has resulted because of the unfamiliarity of taxpayers with the law or because such taxpayers, most of whom keep books on a receipts and disbursements basis, have not been permitted to credit in a given calendar year taxes which have accrued during such calendar year. This results from the use of the word 'paid' in the law which is defined to mean paid or accrued within the year according to the method of accounting upon which the taxpayer's net income is computed. (See Sections 200 and 212). In other cases Americans resident abroad have felt that the United States should not attempt to tax them upon income derived from foreign sources and that American citizens abroad should be given the most favorable consideration. In order to completely relieve the situation this Department proposes to call the attention of Congress to the matter and will recommend that an American citizen resident abroad deriving less than twenty per centum of his gross income from sources within the United States shall be taxed in the United States only upon income from sources therein. It is hoped that Congress will see fit to enact such a law."

The Consulate General receives applications for registration and income-tax returns every week day during office hours which are from 9 A.M. to 4 P.M., except Saturday, when they are from 9 A.M. to 1 P.M.

In case of necessity, appointments will be made for the execution of these services.

Diga que viu no "Brazam". Diga a todos.

THE ROAD FROM RIO TO JUIZ DE FORA IN 1867.

Concluded from last issue.

From Petropolis to Juiz de Fora.

from Burton's Remarkable Work, "The Highlands of Brazil in 2 Vol., 1869.)

THE dark of other days, when the difficulties of Brazilian travel were to be dreaded, used to spend half week on mule-back between Petropolis and Juiz de Fora. The distance is 91¼ miles, or, more correctly speaking, 146.8 kilometers. We shall see the of it in nine hours, halts not included. It may be divided into three sections—forty miles of descent, twenty of flat, riverine valley, and thirty of ascent.

We were six in the jaunting car, Major Newdigate and his brother, "on the rampage," from Canada; a pageant whom I shall call Mr. L'pool; and our host, Mr. Morrill. I never saw so good-tempered a man as the latter; it was admirable to mark the unflinching patience with which he stood the galling fire of interrogation from persons armed with four several note-books, and each asking simultaneously his or her question. We called him the "Angel Morrill."

At 6 A.M. on Saturday, June 15, 1867, the top-heavy coach carrying seventeen passengers, and twenty-eight trunks, a weight of three tons, left the Hotel Inglez, reviving many coaching recollections. It was purely English, rigged out "a la Brésilienne." The panel was inscribed "Celeridade," instead of bearing Her Majesty's arms. The country bumpkins were slaves of both sexes, and their Garibaldian shirts showed that they were in process of evolution. The guard mounted a glazed and japanned hat; he was a stout young German, and the team was composed of four fiery little mules. It is a spectacle to see their rearing and dancing, and when the ostler casts his whip, their frantic rush and plunge at the collar, especially in the cool of a Petropolis morning. "All right" is then a temporary "all wrong". On the other hand, no passenger can quote the old growl--

"Heavy roads, and horses weak,  
Coachman drunk, and guard asleep."

We bowled in our char-a-banc through the city of Rio de Janeiro, down the valley of the Piabanha, over the noble hills known as the União e Industria. The old highway between Minas Geraes, described by travellers, and still traced on our maps, lies far below, to the right. It is marked by large deserted houses, and by huge hedges of the torch-shaped Pita, curious in its flower, the last production of a long, hardy life. As early as 1850 Gardiner passed over ten leagues of rolling road, intended to connect the Capital of Minas with that of the Empire; and the Provincial Assembly at Ouro Preto raised by law a sum of £40,000, to be recovered by tolls. The new road, whose thoroughness of execution is admirable, was planned out by the superintendent, Capt. José Maria de Oliveira Bulhões, of the Imperial Engineers, and his aides, Messrs. Flagellot and Vigouroux, assisted by the two Kellogg, father and son. I saw, without surprise, in the virgin forest, French road-rollers, civilized appliances which had not reached London by May, 1865, when the hoofs of blood-horses, and the costliest wheels from Long Acre did the dirty work.

The team was changed at the "Farm of Padre Correa" situated in a hollow surrounded by low hills. It is mentioned with gratitude by many a traveller. The good

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farmer-priest, so celebrated for his peaches, has long been dead, and the house, which formerly received royalty, now lodges the company's live stock. Now the aspect of the road waxes motley. There are mule troops (tropas), divided, as usual, into lots of seven or more, each "lote" being attended by its own "tocador," or driver. These ships of the luxuriant S. American desert are freighted with salt and sundries, forming the provincial imports and they bring from the interior coffee and cotton, raw and worked. The brutes are our "black beasts;" they

(Continued on page 43)

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The Caruru Bravo (*Phytolacca thyrsoflora*, Fenzl also known as Caruru-assú, Caruru selvagem, and Bre caruri, is a plant that rarely reaches a height of more than one half a meter.

Its branches are curved, rounded, furrowed, grooved, and smooth. The leaves are oval-oblong, smooth, of a bright green color and pointed; inflorescence is elongated and pretty panicle.

Its fruit is a globose berry, crowned by the persistent stylet. The seed is sub-reinformed, lenticular, black and lustrous.

It grows in the States of Alagoas, Bahia, Espirito Santo, Pernambuco, Minas Geraes, and Rio de Janeiro.

It is one of the plants that first appear in great number after fine clearings in the forest as well as after mowings.

The plant is considered harmful to animals and it is said that when swallowed it causes acute gastro-enteritis. Vomitives are employed as an antidote. Once it is cooked it loses its toxic character.

The infusion of the leaves is considered a diuretic and is applied in affections of the spleen. Externally it is used in cataplasms in ulcers of a dangerous kind.

The berries when ripe furnish a yellowish juice. In a thousand grams the Peckolts obtained 650 grams of juice, which after 12 hours standing, deposited a great quantity of calcareous salt; separated, the juice was treated by the basic acetate of lead; filtered, the liquid was exposed to a current of sulphuric acid gas until it gave no more lead reactions; filtered again and concentrated, a crystalline deposit was obtained, which, treated by alcohol of 0.875, hot, and filtered, still hot, left an insoluble calcareous residue; the soluble part by cooling left deposited fine crystals in *Phytolaccina* needles, identical to that which G. Clausen and Nicomede obtained in the berries of *Phytolacca decandra*.

From the precipitate produced by the acetate of lead there was obtained by alcohol, after the lead had been removed by sulphydric acid and ether, the crystallized *phytolaccinic* acid; from the part insoluble in ether, there was obtained a thick red coloring matter insoluble in petroleum ether, in benzine, in chloroform, in alcohol of 70%, soluble in diluted alcohol; the solution, treated by the acids, takes a bright red color, by alkalis it is made a clear purple, by chlorurete of tin, dark purple. This coloring matter was named *Phytolaccarin*.

The part insoluble in the alcohol of the precipitate of lead furnishes, besides other substances, a *phytolaccin* tannic acid, which is soluble in alcohol and in water and with salts of iron gives a dark green color.

From the sulfurete of lead formed there was obtained, by hot absolute alcohol, a resinous acid of clear green color, which was judged to be identical to the *Phytolaccina* which Bouchard obtained from *Phytolacca decandra*.

In 1000 grams of fresh leaves there were found:

	GRAMS.
Water.....	855.000
Soft and chlorophallic resin.....	10.000
Albuminoid substances.....	13.000
Extractive material.....	9.200

Diga que viu no "Brazam". Diga a todos

ous material.....	46.800
organic salts.....	34.040
llulose, etc.....	31.960

The ashes were analyzed by Dr. Godeffroy who found in one hundred grams:

	GRAMS.
Carbonic acid.....	25.222
Phosphoric acid.....	7.747
Sulphuric acid.....	5.551
Silicate acid.....	1.520
Chloro.....	2.138
Lime.....	13.202
Magnesia.....	9.562
Aluminum.....	0.161
Oxide of iron.....	3.621
Soda.....	traces
Potassium.....	34.087

As can be seen from the analysis of the ashes, the plant is very rich in potassium, phosphoric acid, and lime, and would furnish a very good fertilizer. It cannot be permitted to grow in coffee plantations because it robs the soil of the principal qualities needed for the development of the trees.


**AT THE BRITISH LIBRARY.**

The British Library have to acknowledge with thanks a gift from Mr. Wallace Kelly, of several interesting Science and Geographical books. The Library have made a donation of several of the numbers of last year's magazines to the American Sailors' Fund and to the Mission to Seamen's Institution.

Below we give a list of the various works on Brazil which are at present in circulation at the Library, all of which may be seen by paying a visit to the premises in Rua Sachet No. 29. The sorting and rearranging of the novels has now been completed under the new system.

**List of Works dealing with Brazil, its history, geography and travel:**—"History of Brazil" by Henderson; "History of Brazil," by Armitage; "History of Brazil" by Southby; "Brazil" by Bradfeild; "Brazil" by Kenfeild; "Brazil (Its Conditions)" by Andrews; "Notes on Brazil" by Christie; "Notices of Brazil" by Walsh; "Brazil and River Plate" by Hadfeild; "La Plata—Brazil" by Kennedy; "Brazil & The Brazilians", by Kidder Fletcher; "Brazil and The Brazilians" by Bruce; "Brazilians & The Amazons," by Smith; "Highlands of Brazil" by Burton; "Pioneering in Southern Brazil" by Bigg-Wither; "Pioneering in the Pampas" by Symour; "Through the Brazilian Wilderness" by Roosevelt; "Zephyrs, A Holiday in Brazil", by Edgecombe; "A Year in Brazil" by Dent; "The Great South Land", by Koebel; "Rio Grande do Sul" by Murhall; "3,000 Miles Thro Brazil" by Wells; "Travels in the Great Andes" by Whympier; "Naturalist on the Amazons" by Bates; "Cruise of the Falcon" by Knight; "Voyage to Brazil" by Graham, and "British Emigration to Brazil," by H.M. Government.

There are still many works necessary to complete the collection of "Works on Brazil," and any donations of any works of this kind would be most gratefully received. Remember all English-speaking people are heartily welcomed at the Library. Books so presented, to be sent addressed to The Librarian, British Library, 29, Rua Sachet.

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## Legal Section

BY RICHARD P. MOMSEN

### MEMBER OF THE BAR OF BRAZIL

Accumulation of Insurance Claims in One Action Between Same Parties Admissible if Form of Process Be Same. Actions On Insurance Claims Barred After Year From Date When Obligation Is Demanded Judicially.

Pascual Gomes & Company sued the Companhia de Seguros Maritimos e Terrestres Minerva for the sum of Rs. 183:885\$ being the amount of seventeen insurance policies issued by defendants on various shipments of coffee made on the steamer Miguel M. Pinillos and Emilia S. de Perez, which, during their respective voyages, suffered losses occasioned by violent tempests.

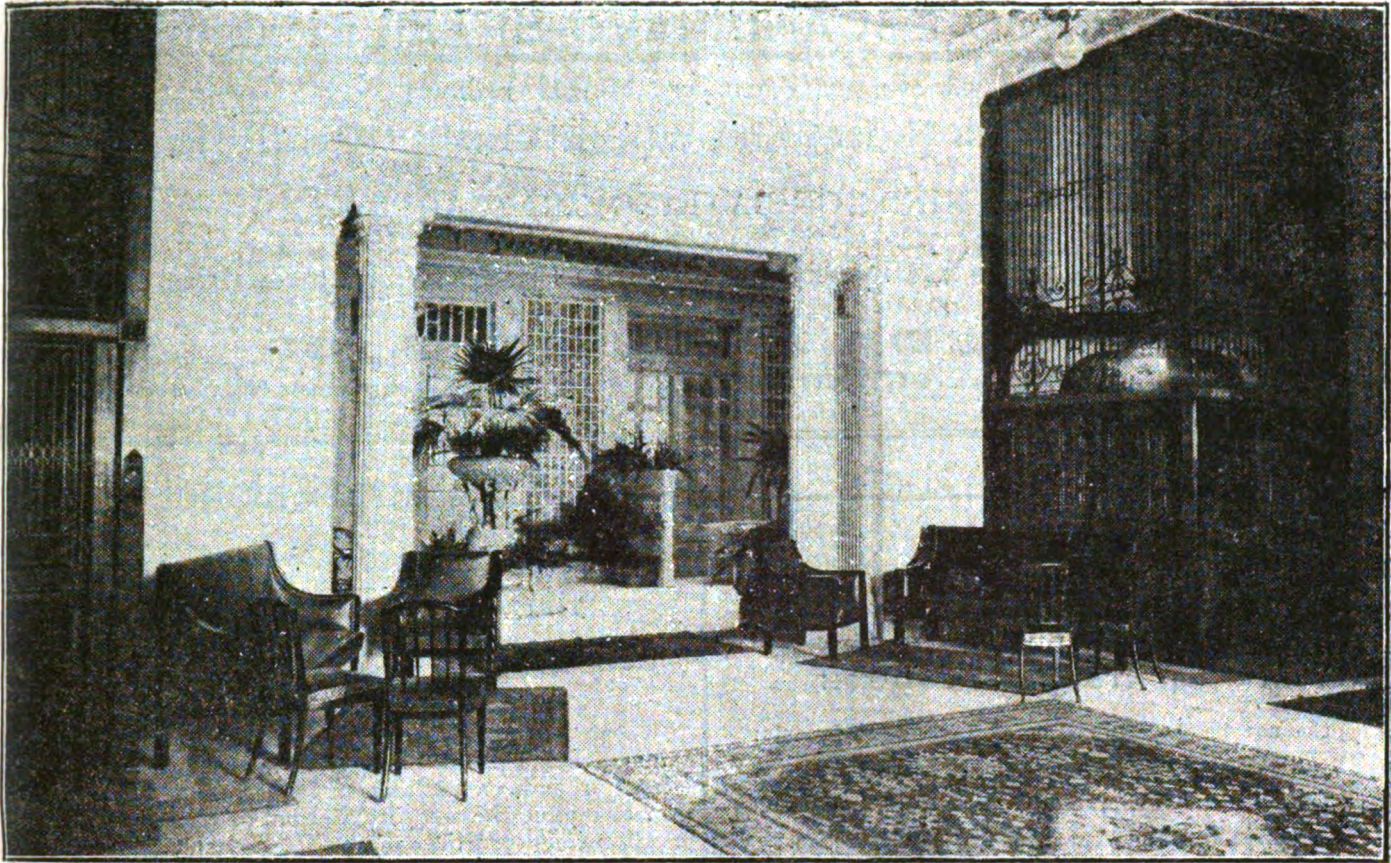
The defendants entered exceptions, claiming the nullity of the action, principally on the following grounds: (1) that article 46 of law No. 221, of November 20, 1894, permits the accumulation of various claims, between the same parties and in the same action, only when the form of the process established for them is the same and the obligation have the same origin, which the exceptions held not to be true in this case, in which the losses were suffered by two different steamers at different times and in different places; (2) that action is barred, because the legal period of one year has been exceeded.

The lower court decided in favor of the plaintiffs and the case then went to the Supreme Court.

The Supreme Court denied the appeal, holding that the law requires, for the accumulation of various claims between the same persons and in the same action, that merely the form of the process be the same, and (2) that the action was not barred, inasmuch as the legal period of one year had not been exceeded.

In calculating the above period, the Court held as follows: The third clause of the insurance policy reads: "The risks on the merchandise begin from the time of loading the cargo at the quay and terminate when unloaded at the port of destination, unless the goods remain on boat for a period of 30 days after arrival, in which case the liability of the insurance company ceases at the end of such period." According to the Commercial Code (art. 447), the period after which action on insurance claim is barred comprises one year from the date on which the obligation is demandable judicially. In this case, it is clear that only after the expiration of the above period of 30 days was it ascertained,—by judicial examination, that there had been average. This examination was made in Barcelona, and, after receiving the documents in Brazil, the plaintiffs presented their claims to the insurance company for amicable settlement. The latter, on the 25th of October, 1919, replied that the claims could not be paid. Consequently, it was on this date the period of one year for the barring of the claims began, for then the obligation became demandable judicially. The action of the plaintiff was proposed on the 22nd of September, 1920, thus falling within the period of one year by one month and three days.

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**PREHISTORIC CORN DISCOVERED**

Corn that grew in what is now the State of Tennessee in prehistoric times, possibly before Joseph put away his seven years supply in Egypt, was unearthed recently by a member of the Bureau of American Ethnology, and sent to the United States Department of Agriculture for identification.

During recent excavation in this state stone slab graves containing mortuary vessels were discovered. Some of these held specimens of charred maize in fairly good condition. From the size and shape of the grains it was possible to identify the variety as Many-Rowed Tropical Flint, a form about half way between true flint and popcorn.

The same type of Indian corn occurs in the West Indies, and there is said to be no question in the minds of scientists but that there was a very early communication between the West Indies and North America.

**THANKSGIVING.**

♦♦The Thanksgiving Celebration which will take place on the evening of November 23, at the Country Club, will be a real Community affair. Americans love Thanksgiving and it is a day when all come together in a spirit of real fellowship. You are urged to come and do your part in continuing the traditions of that day which is so dear to each one of us. Everybody will be there and give you a hearty welcome. There will be music and dancing and a program, so there can be no lack of enjoyment for all. And then, of course, the feature of the evening will be the Thanksgiving Supper, served at 10 P.M., when the ladies will do their part in providing all the home-made good things which have made the American Thanksgiving famous.



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### **AUCTION BRIDGE**

by

MR. BERNARD P. BOGY, JR.

**THE LAWS OF ROYAL AUCTION BRIDGE.**

Approved by the Card Committee of Portland, Club,  
 May 1914.

46. After the dealer, each player in turn, commencing with the player on the dealer's left, has the right to pass or make a declaration higher than any yet made, or to double the lost declaration, or to redouble a declaration which has been doubled. A declaration of a greater number of tricks in a suit of lower value, which equals the lost declaration in value of points, shall be considered a higher declaration—e.g., a declaration of "three clubs" is higher than "two spades" and "four clubs" is higher than "three hearts." If all the players pass, the hand is abandoned, and the deal passes to the next player.

47. A player, in his turn, may overbid previous declarations any number of times, and may also overbid his partner, but he cannot overbid his own declaration which has been passed by the other three players. When the final declaration has been made—i.e. when the lost declaration has been passed by the other three players—the player who made such declaration (or in the case where both partners have made declarations in the same suit, or of "no trumps," the player who made the first of such declarations) shall play the combined hands of both himself and his partner, the latter becoming dummy.

48. When the player of the two hands (hereinafter called the declarer) wins at least as many tricks as he declared to do, he scores the full value of the tricks won. When he fails, his adversaries score fifty points for each under trick—i.e. each trick short of the number declared; or, if the declaration has been doubled, or redoubled, one hundred or two hundred respectively for each undertrick; neither the declarer nor his adversaries score anything towards game.

49. When a player makes an illegal declaration, such as declaring an impossible number of tricks, the adversary on his left may demand a new deal, may treat such declaration as not made, or may permit it to stand. The player in error cannot be penalized for more than grand-slam.

50. If a player makes a declaration (other than passing) out of turn, the adversary on his left may demand a new deal, or may allow the declaration so made to stand, or he may refer it to his partner, whose decision must be final. Should the declaration be allowed to stand, the bidding shall continue as if the declaration had been in order.

51. If a player, in bidding, fail to declare a sufficient number of tricks to overbid the previous declaration, he shall be considered to have declared the requisite

number of tricks to overbid the previous declaration, provided that the number of tricks shall not exceed seven; and his partner shall be debarred from making any further declaration, unless either of his adversaries make a higher declaration or double. If however, such insufficient declaration be accepted by the next player passing it, or doubling it, or by making a higher declaration, no rectification can be made.

52. After the final declaration has been made, a player is not entitled to give his partner any information as to a previous declaration, whether made by himself or by either adversary; but a player is entitled to enquire, at any time, during the play of a hand, what was the final declaration.

**Doubling and Redoubling.**

53. The effect of doubling and redoubling is that the value of each trick over six is doubled or quadrupled, as provided in law 4; but it does not alter the value of a declaration—v.g. a declaration of "two clubs" is higher than "one heart", although the heart declaration has been doubled.

54. Any declaration can be doubled and redoubled once, but not more; a player cannot double his partner's declaration, or redouble his partner's double, but he may redouble a declaration of his partner's that has been doubled by his adversaries.

55. The act of doubling, or redoubling, reopens the bidding. When a declaration has been doubled or redoubled, any player, including the player whose declaration has been doubled, or whose double has been redoubled, can in his proper turn make a further declaration of higher value.

56. When a player whose declaration has been doubled, makes good his declaration by winning at least the declared number of tricks he scores a bonus which consists of 50 points for winning the number of tricks declared, and 50 points for each additional trick he may win. If he or his partner have been redoubled, the bonus for winning the number of tricks declared and for each additional trick is doubled.

57. If a player doubled out of turn the adversary on his left may demand a new deal.

58. When the final declaration has been made, the play shall begin, and the player on the left of the declarer shall lead.

59. A declaration once made cannot be altered, excepting as hereinbefore provided, but if a declaration is obviously a misnomer, and is amended practically in the same breath, it stands as corrected.

**NEW RAILROADS REQUIRED TO DEVELOP WORLD'S FOOD PRODUCING POWER.**

Announcement of the departure of a corps of American railroad guilders to begin the construction of a line to connect the railway system of Argentina with those of Bolivia, Peru and Northern Chile, calls attention, says the Trade Record of The National City Bank of New York, to the aid which new railway construction seems likely to bring to the food-producing power of the great land masses of the world in which railways are still insufficient. Now that the supply of steamships which can reach the ocean frontages of all continents is ample and the farm and road motors have greatly enlarged the power of man to cultivate the soil and move its products to a common carrier, the railway, the crying need of the interior of all the continents except North America and Europe, is for more railways to connect their fertile acres with the water's edge.

Of the 740,000 miles of railway in the world, adds the bank's statement, 266,000 are in the United States,

**ALLIVIO INSTANTANEO DA ASTHMA.**

**Um Medico Afamado Descobre Ao Fim o Remedio.**

O asserto assombroso de que a Asthma pode alliviar-se ao instante como o diz um Medico tão afamado como o Dr. Schiffmann, interessará muito aos doentes de Asthma. A maioria dos astmaticos tem-se convencido de que obtem um allivio muito pouco, se é que se obtem, com os methodos até agora pregados e em realidade a sua doença tem sido considerada até a data como incuravel. Não obstante, este distincto galeno depois de um estudo prolongado da Asthma e de outras doenças semelhantes, descobriu um remedio que allivia ao instante os casos mais graves de Asthma e Bronchites, sem importar a serieidade do ataque ou a obstinação do caso. O Dr Schiffmann tem uma confiança tão absoluta em seu remedio, que pediu a este jornal anunciar que offerece enviar uma caixa gratis de amostra do "Antiasthmatico (Marca de Fabrica 'Asthmador') do Dr. Schiffmann" a todas as pessoas que enviem lhe seus nomes e endereços claramente escriptos em um bilhete postal, no prazo de seis dias.

Considera elle que uma prova pratica será a mais conveniente e em realidade o unico meio para vencer a preocupação natural de milhares de astmaticos que até agora tem buscado em vão o allivio para a sua doença. Ainda quando muitos pharmaceuticos tem vendido no Brazil o "Antiasthmatico do Dr. Schiffmann" desde ha muitos annos, considera que algumas pessoas podem não ter sabido nunca deste remedio e por essa razão faz esta offerta tão liberal. Esta é uma oportunidade para provar sem despeza alguma um remedio tão celebre e lisongeiro, e estamos seguros de que muitos doentes aproveitarão a vantagem desta offerta. Basta enviar o nome e endereço (sem mais explicações) por meio de um bilhete postal, como segue. Dr. R. Schiffmann, Rua 7 de Setembro 107, Rio de Janeiro.

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220,000 in Europe, 70,000 in Asia, 60,000 in South America, 30,000 in Africa, and 26,000 in Australia. The average number of miles of railway for each 1,000 miles of area is, in the United States eighty-nine miles, Europe fifty-seven, South America eight, Australia eight, Asia four, and Africa two and a half miles. When it is remembered that South America has an area two and a half times that of the United States, exclusive of Alaska, that Africa is nearly four times as big as the United States, that all Asia has nearly six times the area and eight times the population of the United States, and that Australia has an area equal to that of the United States, the possibilities of enlarging their producing and therefore their purchasing power by connecting their vast, and in many cases fertile, areas with the water's edge are beyond calculation.

Much of the great prosperity of the United States, continues the bank's statement, has come from the activ-

ity of the eight trans-continental railway lines which link the Pacific with the Atlantic, through their connection in the Mississippi valley with the score of lines by which their freights may reach any or all of the Atlantic and Gulfports. Canada has two distinct trans-continental lines connecting the Pacific with the Atlantic with lines radiating to all of her great producing areas. Mexico has two distinct railway lines linking the Pacific and the Atlantic. Nicaragua has her ocean to ocean system by rail from the Pacific to Lake Nicaragua and thence by lake and river to the Gulf of Mexico; Costa Rica has continuous lines connecting the waters of the Pacific with the Caribbean, and the Panama railway which parallels the Panama Canal is again conducting a general transportation business between the waters of the two oceans.

South America with its great fertile interior has at present but one trans-continental railway line, that which extends from Valparaiso on the Pacific to the Argentine system centering at Buenos Aires, and it is frequently blocked for several weeks by the winter storms. The proposed new line now being constructed by American capital in Bolivia to connect the Argentine System with those touching the Pacific in Peru and northern Chile will supply to South America a second trans-continental line at a point so much nearer the equator as to prevent the probability of suspension of its operation by winter storms.

Africa with an area fifty per cent greater than that of South America is still without distinct trans-continental lines, though the recent linking up of German Southwest Africa with the rail systems of British South Africa and the Transvaal renders possible rail transportation across the southern part of that continent from the Atlantic to the Indian Ocean.

Eurasia, as the great continent composed of Europe and Asia is now described by geographers, has at present but one ocean to ocean line, the Trans-Siberian, which connects the waters of the Atlantic at Petrograd with those of the Pacific at Vladivostok, while a branch extending southward through China touches the Pacific at Port Arthur. In southern Eurasia another great trans-continental system which would provide the through rail and water line from London to Shanghai, is planned and more nearly approaching completion than is generally recognized.

In Australia a trans-continental line connecting the waters of the Indian Ocean at the west with those of the Pacific at its eastern frontage has just been completed, and a north to south trans-continental line to connect Port Adelaide at the south with Darwin on the northern frontage has been begun but will require considerable time for its completion across the desert separating to northern and southern frontages of that continent.

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**United States Shipping Board**

FROM THE OFFICE OF CAPTAIN E. P. ERCKENBRACK, GENERAL AGENT FOR BRAZIL

In an effort to arouse greater interest throughout the interior in the development of American shipping, the National Merchant Marine Association has planned a series of meetings which will be addressed by members of its executive committee. Establishment and maintenance of new foreign trade routes will be emphasized by the speakers. Matthew Hale, of Washington, and

Captain W.H. Stayton, of Baltimore, have been selected to make the tour. Mr. Hale, originally of Boston, is president of the South Atlantic Maritime Corporation and the South Atlantic Export Company. Captain Stayton, a veteran master of big liners, is the head of the Baltimore Shipping Company.

The plan to arouse the interest of inland centers in

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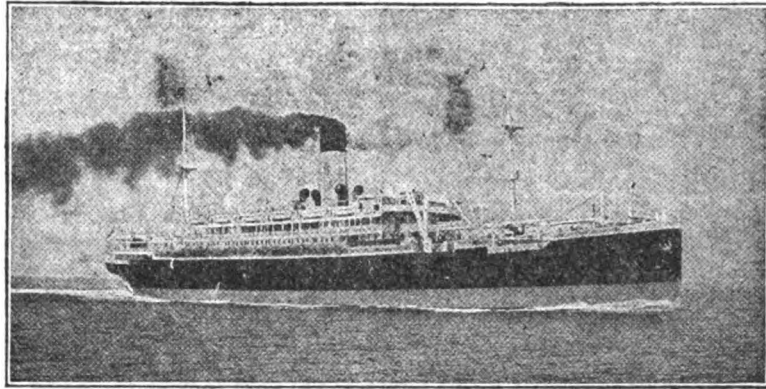
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VAUBAN  
31st January



## From New York

VAUBAN  
11th November  
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VASARI  
27th December  
VAUBAN  
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VESTRIS  
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the future of the merchant marine originated with the Cincinnati Chamber of Commerce, which suggested that the National Merchant Marine Association send qualified speakers on a tour for this purpose. Already meetings have been arranged in nine cities and others are being added to the list daily.

The campaign will start with a preliminary meeting in Cincinnati on a recent date and also will close in the Ohio metropolis when a large gathering of representatives from all parts of the Mississippi Valley are expected to be present.

As thus far arranged, the schedule includes meetings at Columbus, Ohio, with members of the Chamber of Commerce of that city as participants; also Cleveland the same day, under the auspices of the transportation merchant marine and foreign trade committee of the Cleveland chamber. Later, at Toledo, under the auspices of the board of trustees and waterways committee of the Toledo Chamber of Commerce there will be another meeting. At Detroit, a large meeting is to be held under the direction of the Board of Commerce and at Milwaukee under the auspices of the Milwaukee Association of Commerce through its foreign trade and transportation committee. Other meetings will be held in St. Paul and Minneapolis, in the former city under the direction of the Chamber of Commerce and in the latter under the supervision of the Civic Commerce Association. Mr. J.C. Jenkins, industrial commissioner, will share the platform with Mr. Hale at the Minneapolis meeting, while Captain Stayton will speak in St. Paul.

Other meetings are planned on dates to be fixed in Des Moines, Omaha, Kansas City, Mo., and Kansas City, Kansas; St. Louis, Indianapolis and Louisville.

An almost unanimous protest was registered in shipping circles against the discontinuance of the Daily Shipping Bulletin, published by the United States Naval

Communications Service. Winthrop L. Marvin, general manager of the American Steamship Owners' Association directed a letter to Representative Butler, chairman of the House Committee on Naval Affairs, urging that Congress give authority to the Navy Department to print the bulletin, which keeps up with the movement of more than thirteen thousand merchant ships, and pointed out that the service rendered to the steamship lines in advising them of any accidents at sea was of great value to the lines and a factor in the safety of the thousands of men who man the merchant ships.

The marine insurance companies added their voice to the movement to continue the bulletin, as the underwriters are enabled by this service to track the movements of all steamers upon which they have policies. However, the sentiment in shipping circles was not unanimous. The Maritime Exchange pointed out that it had never asked that the Shipping Bulletin be continued as it felt the other sources of intelligence were adequate.

The shipowners seemed to be of one mind that the Government should continue the bulletin and improve the means of marine intelligence.

“I think it would be a great mistake to allow the Shipping Bulletin to become extinct,” Frank C. Munson, president of the Munson Steamship Line, said. “It performs a very valuable service to the steamship lines, and does so without much expense to the taxpayers. With the development of the merchant marine, there must be an adequate system for keeping up with the movements of ships. When vessels are in distress the Naval Communications Service advises the operators of the steamers promptly of the accidents and acts for greater safety in navigation.”

The views of P.A.S. Franklin, president of the International Mercantile Marine Company, were characteristic of other American shipowners.

**Diga que viu no “Brazam”.—Diga a todos.**



# MUNSON STEAMSHIP LINES



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AEOLUS.....	Oct. 30th.
HURON.....	Nov. 10th.
AMERICAN LEGION....	Nov. 22nd
SOUTHERN CROSS.....	Dec. 6th.
AEOLUS.....	Dec. 22nd

**DEPARTURES, RIO TO NEW YORK**

SOUTHERN CROSS.....	Nov. 2nd.
AEOLUS.....	Nov. 15th.
HURON.....	Nov. 27th.
AMERICAN LEGION....	Dec. 14th.
SOUTHERN CROSS.....	Dec. 27th.

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I hope that Congress will grant authority for the publication of the Daily Shipping Bulletin," Mr. Franklin said: "The Naval Commissioners' Service performs a service which is of aid to the various branches of shipping. It is of assistance to the steamship lines, and I think Congress should do everything it can to aid in the building up of our merchant marine. The American Steamship Owners' Association sometime ago placed itself on record as favoring the continuation of the bulletin and I feel sure that its views are unchanged."

There was no division of opinion among the ship-owners. All of them who were interviewed with regard of the threatened discontinuation of the bulletin expressed the hope that Congress would not order the publication stopped.

A reduction of 2,000 in the number of officers and men employed by the Shipping Board to take care of its 700 laid up steel vessels was made last week. The skeleton crews which were stationed on the vessels to prevent them from becoming deteriorated and to guard them from fire, were cut down by the Department of Maintenance and Repair and the total number was slashed from 8,000 to 6,000.

It was learned that there are seventy-five more steamers to be added to the ships which are out of commercial service, owing to the depressed condition of the ocean freight market. Orders have actually been given for the withdrawal of this number of merchant steamers,

most of which have not completed voyages.

At the Shipping Board it was stated that the committee of operating vice presidents expects to have the bareboat charter form ready for the consideration of the commissioners soon. The details of the party have not been disclosed, but it is known that some of the commissioners think that the maximum hire per dead weight ton should be fixed for the most profitable trade and the figures worked out on this basis. On the more unprofitable trades the Shipping Board, by absorbing certain insurance charges and repairs, might effectually subsidize the operators.

The question of the immediate application of Section 28 of the Merchant Marine Act of 1920, which would prohibit the railroads from granting export rail rates on all commodities not to be shipped overseas on American vessels was discussed. The majority of the committee of operating vice presidents, composed of William J. Love, J. Barstow Smull and Adolph J. Frey, are reported to be opposed to the application of this section, but some of the commissioners have expressed the belief that the salvation of the American merchant fleet lies in the enforcement of the provisions which give preferential rail and discriminatory customs duties to ships under the American flag.

If the bare boat charter party is put into effect before the general policies are laid down, the Shipping Board officials believe that not more than 200 or 300 steamers in the fleet will be kept in operation, because of the un-

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willingness of operators to take over the ships on this basis.

There is accumulating evidence of internal friction in the Shipping Board, but, as far as can be ascertained, no resignations have been submitted by officials in responsible positions.

Divorce of the regulatory work of the Shipping Board from the practical operations of the Emergency Fleet Corporation was announced recently by Chairman Lasker. Under the new plan all of the duties formerly held by the Board, with a few exceptions, will be handled exclusively by the Corporation, while the Commissioners will give their attention to the supervisory powers conferred by the Shipping Act of 1916 and the Merchant Marine Act of 1920.

Carrying out the new system the commissioners have resigned as trustees of the Fleet Corporation and in their places elected the following: J.W. Powell, J.B. Smull, W.J. Love, A.J. Frey, Harry Kimball, Elmer Schlesinger and E.P. Farley, who were holding official positions with the corporation before the change. At a meeting of the new trustees later, Mr. Powell was elected president and the others vice presidents of the corporation. Mr. Powell will serve without pay and without expense funds.

Mr. Lasker has also announced that T.L. Clear has been elected treasurer of the board and of the Fleet Corporation, to succeed Mr. Bolling. Mr. Bolling will remain for several weeks to acquaint his successor with his new duties. The selection of the general comptroller to succeed Alonzo Tweedale has not yet been made.

In a formal statement outlining the reasons for the separation of the functions of the two organizations, Mr. Lasker states that the board has found it difficult to handle regulatory duties as important as those of the Interstate Commerce Commission and at the same time operate the Government fleet and carry out the enormous task of liquidating the war time investment.

The resolution delegating the powers of the board to the fleet corporation as its agent specifically reserves the right of veto in some matters, such as the cancellation of strategic trade routes, the allocation of passenger vessels and ship sales. The board has the authority at any time, of course, to withdraw the power given to the corporation, but it has no intention of interfering with the work of that organization.

The board intends in the immediate future to devote most of its time to the enforcement of the Merchant Marine Act, and wishes to be free to hold hearings in any part of the country. Mr. Lasker says that the new plan has been adopted with the full knowledge and approval of President Harding. The separation is made under the authority of Section 35 of the Jones Act.

Under the new arrangement, the Shipping Board will be left with only 250 to 300 employes, while the Emergency Fleet Corporation will have about 6,000 on its staff.

### STEAMER NOTES

The "Laura Skogland", is now loading at Santos for the United States and the "T.H. Skogland" is on her way from Victoria with coffee for New Orleans.

Capt. Charles W. Gilbert dispatched the "Lake Frazee" last week for Para where she will load lumber for the U.S.

The Royal Mail steamer "Deseado" left Lisbon for Rio and is expected here November seventh. She has 300 bags of mail for this port.

The Booth Line steamer "Stephen" is expected to sail early this month from New York for Brazilian ports.

Among those who booked passage for the United Kingdom on the Royal Mail liner "Almanzora" were Marquis of Queensberry and his wife, Mr. and Mrs. A.B. Freeland, Miss Caldwell and Miss Dixon Spain.

The "Oruba" of the Royal Mail line which is employed on the Straits route arrived from Liverpool.

Gilbert Transportation announced the Norwegian steamer "Hassell" would leave Santos this week for Rio where she is to complete loading for New Orleans. A stop is also to be made at Victoria for cargo.

The Kerr steamship "Mar Tirreno" left here early last week for Santos where she is to load for Bordeaux, Antwerp and Hamburg.

The new passenger and freight steamer "Hannah Skogland" is expected here early this month from Buenos Aires to complete loading for Hamburg. At this port several passengers will embark. Cabin space is still available.

The Norwegian steamer "Ovre" is to be placed on berth early next month by the Gilbert Chartering and Transportation for Galveston and New Orleans.

While supplying an American ship recently, Mr. Salla, of Salla & Co. was offered several mascots by the skipper, which were picked up in Pará. These the genial shiphandler declined, although there were two very fine parrots in the lot. Later Mr. Salla remarked to a friend if he took every animal offered him by captains and crews of the many different ships he supplied he would be compelled to seek a license to maintain a zoo in the city.

Mr. Thorley S. B. Nielsen and Mr. Arthur Norris prominent figures in the coffee world in New York and New Orleans were among the arrivals on the Lamport & Holt steamer "Vasari" which arrived here late last Tuesday afternoon from New York. The two noted coffee men are here on an inspection trip and before returning to New York the latter part of next month will visit Santos, São Paulo, and will also make a trip into the interior. Another passenger was Mr. Benjamin C. Knox of the Middle-

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town Car Company who has been to Europe and the United States on a vacation. Mr. Nielsen is a partner of the firm Soresen & Nielsen of New York, which firm is the New York representatives of the Theodor Wille & Cia. of this city and Santos. Mr. Nielsen is president of the New York Coffee and Sugar Exchange to which position he was elected January 20, this year. Mr. Norris is associated with the firm of William Russell & Co. of New York and New Orleans, and which company represents Theodor Wille & Cia. in New Orleans. Mr. Russell, however, is manager of the New York office.

On arrival here Mr. Knox was met by a number of his friends. While in the United States he visited the various factories of the Middletown Car Company, including the Otis Elevator Plant in Harrison, N.J. Mr. Knox said: "In my opinion and from what I have heard and seen I am convinced the worst is over. Business is beginning to pick up and there is a general feeling that

the tide of prosperity is beginning to come in. In the New England section the textile mills have a lot of stock and are receiving some orders and inquiries and prices for this material are beginning to increase a little."

Mr. Charles C.B. Drage was also on board and is to visit his uncle, Mr. C.E. McNeil, who has a large fazenda in the interior. Others on board were Mr. Creswell M. Micar, Mr. William Alfred Birchall, Mrs. Mary Fisher Buckley, Mr. Ralph T. Poole, and Mr. and Mrs. Joseph C. Morgan.

The new purser of the ship is Mr. William Evans, who is well known here and who was formerly on the "Voltaire". His assistant is Mr. W.A. Wood.

Messrs. Bruno Belli and Jose Tomaselli, two of the most prominent merchants and shipping men of São Paulo, are making a visit to this city.

Mr. Wm. R. Lindsey arrived from New York on October 21st, and is stopping at the Palace Hotel.

The Lloyd Brasileiro steamer "Avaré" is scheduled to leave here for New York November 20.

Dr. Romulo Naon, former Argentine Ambassador to the United States passed through here Saturday week bound for Buenos Aires on the French steamer "Lutetia". While here he met a number of his friends.

Sr. Fausto Ferraz has been appointed superintendent of the Lloyd Brasileiro steamship company in Hamburg. He will sail to assume his post in the near future on the steamer "Pocone".

The Rotterdam-South American Line steamer "Poeldijk" in charge of Captain Jasky, was dispatched from here Monday afternoon by the local agent, E. Johnston & Co. Ltd., for Rotterdam and Hamburg. At this port the steamer loaded 2,125 bags of coffee. Capt. Jasky was formerly an officer on the line's passenger steamers plying between New York and Rotterdam.

It has been learned with great regret that Mr. W.W. Allen who has been attached to the office of Capt. E.P. Erckenbrack, General Agent for Brazil of the United States Shipping Board, for a period in excess of 15 months in the capacity of Assistant Port Agent, has resigned and will return to the States on the "Southern Cross". Mr. Allen arrived in Rio de Janeiro to join the General Agency for Brazil in July 1920, while American shipping in this port as well as in other ports in Brazil was operating at its peak.

Confirmation was asked from Capt. Erckenbrack, General Agent for Brazil, who stated: "Yes, I am very sorry to say Mr. Allen is leaving us and will return to the States. He has been, during the past 15 months, one of the strongest and most efficient members of our organization. He has acquired local knowledge and experience which should be of great value in his future work at home. Our organization is losing for the time being not only a fellow-worker, but a very good friend."

During Mr. Allen's stay in Rio de Janeiro he has made innumerable friends in all circles in conformity with the policy of the Shipping Board in Brazil.

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BOOST BRAZIL'S CENTENNIAL—1922

— Mr. A.H. Price, of the Navigation Dept. of P.S. Nicolson and Co. is expected to arrive in Rio some time in December, according to information received this week.

— Promptly at twelve o'clock noon Wednesday, the lines were cast off and the Munson Liner "Southern Cross" started on her voyage to New York. Before the liner poked her nose seaward there was a rumor that Capt. Leander H. Potter was out to tap the record of eleven days eleven hours hung up by the "American Legion" on her last homeward voyage.

Among those embarked here, were Dr. Antonio Caso, who came here recently on a mission from the University of Mexico. He was accompanied by Sr. Baleano and Sr. Banites. Mr. Walter W. Allen who has been connected with the local office of the United States Shipping Board was also a passenger. Mr. and Mrs. George T. Colman were on hand to bid bon voyage to Mr. and Mrs. G.M. Sheets and children.

Others who sailed were: Mr. Thomas F. Cunningham, Mr. N.O. Pedrick, Mr. and Mrs. Charles Lyra, Mr. J. Hodgson, Mr. D.E. Winchester, and Mr. Nicholas Paydilla.

— The "Southern Cross" arrived Tuesday afternoon from Buenos Aires and Santos. Among the passengers in transit, were Mr. Lyman C. Chesterfield, who is to be one of the representatives of the Paraguayan Government at the Disarmament Conference at Washington, which is to be convoked Armistice Day. Episcopal Bishop William F. Oldham was also a passenger as was Dr. John J. Giusti, of Buenos Aires who is going to California to give a series of lectures about the Argentine Republic. Mr. John K. Coutant, of the U.S. Rubber Company, who has been to Argentine and Chile, was one of the Rio landing passengers. He was met by his wife and young daughter and Dr. and Mrs. Belt. Others who landed here, were Mr. Charles Paz, Mr. Earle H. Rodney, Mr. John Halper, Mr. Michael R. Harder, and Mr. Oswaldo C. Bichanan.

With Captain James McDorman, formerly of the "Huron" on the bridge, the Munson Liner "Aeolus" arrived here last Sunday noon from New York with thirty-four passengers for this port. The big liner made the voyage in a little less than fourteen and half days and encountered no rough weather.

Mr. Albert J. Hechtman was among the returning passengers after a hurried trip to the United States. While in New York, Mr. Hechtman, met Dr. Richard P. Mosen and declared the latter was in Washington on several occasions and did excellent missionary work in having the United States Government to appropriate a million dollars for the exposition in the Brazilian Centennial, to be held here next year. At present, Mr. Hechtman declared he had nothing to say in regards to the project he is interested in. Mr. Hechtman was accompanied by Mr. George Wells, of San Francisco, who is making his initial trip to South America. At present they are staying at the Palace Hotel. Another passenger on board was Mr. Albert J. Byington of São Paulo, who was accompanied by Mrs. Byington. On arrival the couple were met by a number of their Rio friends.

Mr. Alexandre Chisholm was also on board and is here in connection with the removal of Morro do Castello hill. Mr. Charles H. Clarke arrived in the interests of the General Electric Company.

Another to arrive was Mr. Karl Krogstad, a director of the S.O. Stray & Co., steamship Company, who is here on a tour of inspection. He was met by Captain Petersen, the local manager. Later Mr. Krogstad intends to visit Buenos Aires and will return by the West Coast. Others who landed here were M. Henry Thomsen, Jr., Mrs. Olive Sanford and Master Frederic Sanford.

The "Aeolus" had sixty-one passengers in transit for Montevideo and Buenos Aires. Among those in transit were Mr. Lloyd W. Berry of the National City Bank branch in Rosario.

(Cont. on Page 40)

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## MAIL LIST

BOATS CARRYING MAIL

### ARRIVALS:

Nov.	5	— From River Plate, "Lutetia"
"	5	— From Buenos Aires, "Traz os Montes"
"	6	— From North Brazil, "Iris"
"	6	— From Buenos Aires, "Formosa"
"	6	— From River Plate, "Principe di Udine"
"	7	— From Europe, "Deseado"
"	9	— From Europe, "Highland Rover"
"	9	— From Buenos Aires, "Alcor"
"	10	— From New York, "Huron"
"	10	— From River Plate, "Gelria"
"	10	— From Europe, "Limburgia"
"	10	— From South Brazil, "Bahia"
"	11	— From New York, "Vauban"
"	12	— From Buenos Aires, "Vasari"
"	14	— From Europe, "Samara"
"	14	— From Europe, "Andes"
2nd Half November		— From River Plate, "Walldijk"
"	"	— From River Plate, "Sark"
Nov.	15	— From Buenos Aires, "Duca di Aosta"
"	15	— From North Brazil, "Minas Geraes"
"	16	— From Buenos Aires, "Araguaya"
"	17	— From Buenos Aires, "Aeolus"
"	17	— From Europe, "Valdivia"
"	19	— From Europe, "Desna"
"	19	— From Plate, "Belle Isle"
"	19	— From North Brazil, "Cuyabá"
"	20	— From Europe, "Napoli"
"	21	— From Europe, "Tomaso di Savoia"
"	22	— From New York, "American Legion"
"	22	— From Europe, "Orcoma"
"	23	— From Europe, "Highland Loch"
"	23	— From River Plate, "Cordoba"
"	24	— From River Plate, "Aurigny"
"	24	— From Buenos Aires, "Limburgia"
"	27	— From Buenos Aires, "Vauban"
"	28	— From Europe, "Avon"
"	29	— From Buenos Aires, "Huron"
"	29	— From Buenos Aires, "Huron"
"	29	— From Europe, "Indiana"
"	30	— From River Plate, "Andes"
1st Half December		— From River Plate, "Troubador"
Dec	1	— From Europe, "Demerara"
"	1	— From Europe, "Brabantia"
"	3	— From River Plate, "Massilia"
"	3	— From Europe, "Palta"
"	4	— From New York, "Vestris"
"	5	— From Plate, "Samara"
"	6	— From Buenos Aires, "Tomaso d Savoia"
"	6	— From New York, "Southern Cross"
"	6	— From Plate, "Re Vittorio"

### DEPARTURES:

Nov.	5	— For Europe, "Lutetia"
"	5	— For Europe, "Traz os Montes"
"	6	— For Europe, "Formosa"
"	6	— For Europe, "Principe di Udine"
"	7	— For River Plate, "Deseado"
"	9	— For River Plate, "Highland Rover"
"	9	— For Europe, "Alcor"
"	10	— For River Plate, "Huron"
"	10	— For Europe, "Gelria"
"	10	— For River Plate, "Limburgia"
"	11	— For Buenos Aires, "Vauban"
"	11	— For River Plate, "Re Vittorio"
"	12	— For Europe, "Vasari"
"	14	— For River Plate, "Samara"
"	14	— For River Plate, "Andes"
2nd Half November		— For Europe, "Walldijk"
"	"	— For New York, "Sark"
Nov.	15	— For Europe, "Duca di Aosta"
"	16	— For Europe, "Araguaya"
"	17	— For New York, "Aeolus"
"	17	— For River Plate, "Valdivia"
"	19	— For River Plate, "Desna"
"	19	— For Europe, "Belle Isle"
"	20	— For River Plate, "Napoli"
"	21	— For Plate, "Tomaso di Savoia"
"	22	— For River Plate, "American Legion"
"	22	— For Europe, via Panama Canal, "Orcoma"
"	23	— For River Plate, "Highland Loch"
"	23	— For Europe, "Cordoba"
"	24	— For Europe, "Aurigny"
"	24	— For Europe, "Limburgia"
"	26	— For Europe, "Deseado"
"	27	— For New York, "Vauban"
"	28	— For River Plate, "Avon"
"	29	— For New York, "Huron"
"	29	— For River Plate, "Indiana"
"	30	— For Europe, "Andes"
Dec	1	— For River Plate, "Demerara"
"	1	— For River Plate, "Brabantia"
"	3	— For Europe, "Massilia"
"	3	— For River Plate, "Palta"
"	4	— For River Plate, "Vestris"
"	5	— For Europe, "Samara"
"	6	— For River Plate, "Tomaso di Savoia"
"	6	— For River Plate, "Southern Cross"
"	6	— For Europe, "Re Vittorio"

### AMERICAN BOATS; WEEK'S ARRIVALS:

Oct	26	— "Liberty Glo", from Norfolk, Va., via Pernambuco, Brazil, with cargo of railroad material;
"	30	— "Aeolus", from New York; cargo, general;
Nov.	1	— "Southern Cross", from Santos; general (t.);

### AMERICAN BOATS; WEEK'S DEPARTURES:

Oct.	27	— "Liberty Glo", for Santos; cargo, none;
"	29	— "Carplaka", for Santos; cargo of coffee;
"	29	— "Hoboken", for Santos; cargo, none;
"	31	— "Aeolus", for Montevideo, with general cargo;
Nov	2	— "Southern Cross", for New York, with general cargo;



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- "Aeolus", sailed from New York October 16th; expected Rio October 30th;
- "Huron", due to sail from New York October 27th; expected Rio November 10th;
- "American Legion", due to sail from New York November 10th, and expected Rio November 22nd;
- "Southern Cross", due to sail from New York November 24th; expected Rio December 6th;

**Passenger Steamers for New York:**

- "Southern Cross", due to sail from Buenos Aires October 27th; from Santos, October 31st; from Rio November 2nd;
- "Aeolus", due to sail from Buenos Aires November 10th; from Santos November 15th; from Rio November 17th;
- "Huron", due to sail from Buenos Aires November 22nd; from Santos, November 27th; from Rio, November 29th;
- "American Legion", due to sail from Buenos Aires December 9th; from Santos December 12th; from Rio, December 14th;
- "Southern Cross", due to sail from Buenos Aires December 21st; from Santos December 25th; from Rio, December 27th;

**Cargo Boats:**

- "Sagaporack", called Pernambuco for water Oct 30th;
- "Mercer", sailing from Philadelphia October 20th, for Rio and Santos;
- "Amcross", loading at River Plate; due Santos November 1st;
- "Northland", (schooner), in port, for repairs;
- "Lafcom", sailing from Mobile end of October, for Brazil and River Plate ports;
- "Liberty Glo", arrived Rio October 26th; Santos Oct. 20;
- "Capillo", loading New York and Mobile for Brazil and River Plate ports;

- "Bibbco", loading Gulf ports for Brazil and River Plate ports;
- "Independence Hall", loading New York and Philadelphia for Rio, Santos and River Plate;
- "Otho", sailed from Philadelphia Oct 28th, 4,400 tons coal for Rio; 10,000 cases oil for Santos;

**MISSISSIPPI SHIPPING COMPANY; LAGE IRMAOS:**

- "Saucon", loading in Bahia Blanca;
- "Carplaka", discharging in Santos;
- "Salaam", discharging in São Francisco do Sul;
- "George Pierce", discharging in Maceió;
- "Terre Haute", in Buenos Aires;

**THE GILBERT TRANSPORTATION & CHARTERING:**

- "Lake Ellendale", sailed September 29 for New Orleans and Galveston with coffee;
- "Lake Ellsworth", sailed October 6th for New York and Boston with coffee;
- "Lake Frazee", sailed October 27, for Pará to load lumber for New York;
- "Hassel", due Rio about November 3rd to take part cargo of coffee for New Orleans;
- "Ovre", loading coffee at Santos for New Orleans and Galveston

**LLOYD REAL BELGA, BRAZIL. S. A.:**

- "Eriaier", left Rio 31st October for Bahia, Hamburg and Antwerp;
- "Bolivier", due Rio Grande 4th November;
- "Indier", due Maceió 1st November;
- "Macedonier", left Antwerp 28th October for Maceio, Rio, Santos and River Plate;

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### THE ROYAL MAIL STEAM PACKET COMPANY:

- "Araguaya", left Rio 1st November, arrived Santos 2nd, calling Montevideo for Buenos Aires;
- "Andes", left Lisbon 1st November, expected here 14th, calling Madeira, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;
- "Avon", leaving Southampton 11th November, due Rio 28th, calling Cherbourg, Vigo, Leixões, Lisbon, Madeira, St. Vincent, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;
- "Arlanza", left Lisbon 2nd November, arrived Vigo 3rd, and called Cherbourg for Southampton;
- "Almanzora", left Rio 2nd November, arrived Bahia 4th, calling Pernambuco, Madeira, Lisbon, Vigo and Cherbourg for Southampton;
- "Canadian Carrier", leaving New York 12th November, for So. American ports;
- "Darro", left Rio 4th November, due Lisbon 18th, for Liverpool;
- "Desna", left Liverpool 1st November, due Rio 19th, calling Villagarcia, Leixões, Lisbon, Rio de Janeiro, Santos and Montevideo for Buenos Aires;
- "Demerara", leaving Liverpool 12th November, here 1st December, calling Corunha, Villagarcia, Leixões, Lisbon, Rio de Janeiro, Santos and Montevideo for Buenos Aires;
- "Deseado", sailed from Lisbon October 24th, expected here 7th November, for Buenos Aires, calling Santos and Montevideo; mail, 300 bags for Rio;
- "Highland Rover", left Vigo 24th October, due Rio 9th November, calling Montevideo for Buenos Aires;
- "Highland Loch", left London Nov. 3rd, due Rio Nov. 23rd, calling Boulogne, Corunha, Vigo, Rio, and Montevideo for Buenos Aires;
- "Oruba", left Rio 29th October, in Santos 30th, proceeding to Montevideo and Port Stanley, thence West Coast Ports to Liverpool via Panama Canal;

- "Orcoma", left Liverpool 3rd November, arriving Rio 22nd, calling La Rochelle, Pallice, Corunha, Vigo, Leixões, Lisbon, Rio de Janeiro, Santos and Montevideo also Port Stanley thence West Coast Ports to Liverpool via Panama Canal;
- "Orcana", will leave Liverpool 1st December, due Rio 22nd Dec. calling La Rochelle, Pallice, Corunha, Vigo, Leixões, Lisbon, Rio de Janeiro, Santos and Montevideo for Liverpool via Port Stanley and West Coast Ports;
- "Saber", left Rio 1st November, arriving Bahia 4th, calling St. Vincent, Havre, and Antwerp for Liverpool;
- "Sarthe", leaving Rio Grande 8th November, arriving Santos 11th, calling Rio de Janeiro, Bahia, Maceio, Pernambuco, St. Vincent, Rotterdam and Hamburg for London;
- "Somme", left Hull 1st November, due Rio Grande 24th, for that port direct, in ballast;
- "Sommersetshire", left London 4th November, arriving Lisbon 9th, calling Pernambuco, Bahia, Rio de Janeiro, for Santos;
- "Tyne", left Rio 30th October, arrived Santos 31st, for Santos;

### LAMPOR & HOLT, LTD.:

- "Bronte", from Liverpool, Leixões and Bahia, arrived Rio 31st October for Santos and Rio Grande do Sul;
- "Euclid", due Rio 5th November from Santos and sails following day for New Orleans;
- "Socrates", leaves Buenos Aires about 8th instant with destination London;
- "Boswell", leaves River Plate about 8th instant calling at Brazilian ports in route for New York;
- "Laplace", left London 22nd October for Rio, Santos and River Plate; due Rio 9th November;
- "Holbein", left Leixões on 27th October for Rio and River Plate; due Rio 11th November;
- "Vauban", left New York 27th October for Rio, Montevideo and Buenos Aires; due Rio 11th November;



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Rio de Janeiro

"Vasari", leaves Buenos Aires 8th November for Rio, Barbadoes and New York; due Rio and leaves 12th November;  
"Vestria", leaves New York 19th November for Rio, Montevideo and Buenos Aires; due Rio 4th December;

**Sailings of Passenger Steamers for New York:**

"Vasari".....	12th November;
"Vauban".....	27th November;
"Vestria".....	20th December;
"Vasari".....	13th January.

**THEODOR WILLE & CO.:**

"Montpellier", expected in Rio about November 9th;  
"Monticello", expected in Santos about November 3rd;  
"Kermanshah", loading River Plate for Hamburg;  
"Kermit", loading River Plate for Hamburg;  
"Niederwald", left River Plate for Hamburg, middle of October;  
"Steigerwald", loading River Plate for Hamburg;  
"Santa Theresa", expected in Paranaguá about November 6th;  
"Tucuman", left Victoria for Hamburg, November 29th;

**S.O. STRAY & CO.:**

"Songdal", loading Rio for Boston and New York 2nd November;  
"Songvand", loading Santos and Rio for Boston and New York middle November;  
"Songvaar", loading New York for Brazil and River Plate, due Rio 28th November;  
"Rio Grande", loading New York for Brazil, Argentine; accepts cargo for Chili; due Rio second half December;

**P. S. NICOLSON & CO.:**

"Mar Tirreno", at Santos, unloading general cargo Hamburg; will load at Rio and Bahia for Antwerp, Rotterdam and Hamburg about November 5th;  
"Hoboken", loading at Santos for Boston and New York, will complete at Rio about November 12th;  
"St. John's County", left Bahia October 23rd for Philadelphia;  
"Dundrennan", left Santos October 26th for Boston and New York;  
"Seattle Spirit", left Paranagua October 26th for River Plate;

**WM. LOWRY: U.S. & BRAZIL S.S. LINE:**

"Robin Hood", discharging at Baltimore;  
"Robin Gray", left Philadelphia for Rio de Janeiro October 28th;  
"Birmingham City", discharging at Baltimore;  
"Strinda", discharging at Baltimore;

**PRINCE LINE; HOULDER BROTHERS & CO. LTD:**

"Glenaffric" loads 1st November for Montevideo and Buenos

Aires:  
"Rhodesian Transport", loads 9th November for New Orleans and Galveston;  
"Glenlyon", loads about 15th November for New York; left Buenos Aires for Santos 28th October;  
"Tudor Prince", loads 27th November for New Orleans;  
"Glenspean", loading in New York;  
"Orange River", en route for New York;

**PACIFIC ARGENTINE BRAZIL LINE; HOULDER BROTHERS & CO. LTD:**

"West Notus", left Lcs Angeles 17th September via Panama Canal;  
"Pallas", left Santos 6th October for San Francisco via Panama Canal;

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"Arinda Mendi", at Santos discharging; loads for Antwerp, Rotterdam and Hamburg 20th November;  
"Atxeri Mendi," left Bahia for Europe, via Pernambuco 29th October;

HOULDER BROTHERS & CO. LTD:

"American Transport", at Rio Grande do Sul;

WILSON, SONS & CO. LTD.:

"Hubert", from Rio Grande will leave for New York and Bonton first fortnight November;

Boats from Japan to Buenos Aires:

"Seattle Maru", due 5th December;

"Mexico Maru", due Rio 7th January, 1922;

"Chicago Maru", due 6th February, 1922;

"Canada Maru", due 9th March, 1922;

Boats from Buenos Aires to New Orleans and Japan, via Panama Canal:

"Panama Maru", due 27th November;

"Seattle Maru", due here 14th January, 1922;

"Mexico Maru", due 16th February, 1922;

"Chicago Maru", due 18th March, 1922;

"Canada Maru", here 17th April, 1922;

### STEAMER NOTES (Cont. from Page 35)

It was reported aboard ship that two of the new steamers allotted to the Munson Line for the South American service were the "Nutmeg State" and the "Palmetto State". These ships are sister ships to the "American Legion" and "Southern Cross". It is said the names of these ships will be changed before being put into service.

Mr. J. Murray, senior purser of the line, is making his last trip to these waters on the "Aeolus" as he has been assigned to the "Munargo" a new vessel which the line is to operate in its New York, Nassau and Cuba service.

— Mr. Knud Vils, agent for the Philips-Arga Lamp, who has been in Europe for some time returned to Rio last week on the steamer "Gelria".

— The Lamport & Holt steamer "Vauban" is expected from New York about November eleventh. There are a number of distinguished passengers on board, including Mr. Takashi Makumura, Japanese Minister to Argentina, who is accompanied by his wife; another is Mr. Norman Armour, Secretary to the American Legation in Montevideo. Mr. Sheldon L. Crosby is also a passenger and he is to disembark at this port to join the staff of the American Embassy.

— The body of Capt. Domingos de Azevedo, former Brazilian Naval Attaché in Washington is also on board. Capt. Azevedo died in Mexico City while representing his country at the Centennial Exposition in that city.

— From July 1, 1920, to June 30, 1921, 2,637,217 bags of coffee port of New Orleans. Of that amount, 508,753 bags were carried by vessels of the Mississippi Shipping Company.

— S.O. Stray & Co. expect the steamer "Rio Grande" here in December, from New York, and she will load cargo for Chile.

— The Brazilian dreadnaught "Minas Geraes" which has been completely overhauled in New York is expected here Monday En route the battleship called at Barbados and Bahia.

— The Lloyd Brasileiro steamer "Avaré" is expected here tomorrow from New York.

— Mr. Thomas F. Cunningham, and Mr. N.O. Pedrick, President and General Manager, respectively, of the Mississippi Shipping Company, of New Orleans, sailed Wednesday for New York on the Munson Line steamer "Southern Cross".

— Mr. Harry Witt, who is to make arrangements for the Centennial Exposition is to arrive next week from New York on the L & H steamer "Vauban".

Diga que viu no "Brazilian". Diga a todos

Sr. Ferreira Botelho, Director of the "Jornal do Commercio," is expected early next week from Lisbon on the Lloyd Real Hollandez steamer "Limburgia".

Mr. J.S.K. Barratt, of the Royal Mail staff in this city, sailed for Southampton last Wednesday, on the steamer "Almanzora".

The Royal Mail steamer "Araguaya" arrived here last Monday from Southampton, in charge of Capt. W.H.B. Trigge, formerly of the "Almanzora". The big liner brought 254 passengers for Rio and had 435 in transit.

Mr. R.H. Neville, is now in charge of the passenger dept. of Lampport and Holt, taking the place of Mr. W.H. Shortland, who has been promoted to the freight department.

The steamer "Orcoma" left Liverpool last Thursday for Rio. She is on the Straits route.

A dispatch was received Tuesday stating the steamer "American Legion" of the Munson S.S. Line arrived in New York last Sunday night. The steamer made the trip in eleven days and eleven hours.

Among the passengers who arrived from England, Monday, on the Royal Mail liner "Araguaya", was Mr. Cedric C. Atlee. Mr. Atlee is to be associated in business with his father, Mr. C. Nelson Atlee, of this city.

Mr. S. Alfred Bennett, of the Hagemeyer Trading Company, New York, arrived in Bahia this week on the Lloyd Brasileiro steamer "Avaré". Later Mr. Bennett will visit Rio.

The Norwegian steamer "Hassell" which Capt. Chas. W. Gilbert is agent is now in port to complete loading for New Orleans.

Since July 1, 3,173,365 bags of coffee have been shipped from the port of Santos.

According to a dispatch from London, the steamer "Quest" which the celebrated British explorer Sir Ernest Shackleton is using on his present trip to the Antarctic regions, is to visit Rio. The dispatch states the "Quest" is due here November 28.

Among those who sailed from here yesterday on the "Darro" for Liverpool, were: Mrs. Margrit Annie Mills, Mrs. Catherine Marion Gill, Mr. and Mrs. David Kea, Mrs. Margrit Martinson, Mr. Richard H. Hodgson, Major Albert Edward Snape; and Mr. Wallace Martins Kelley.

Mr. and Mrs. Frank de Sampaio sailed for Santos last Saturday on the steamer "Oruba" and returned Wednesday on the "Almanzora". Mr. de Sampaio is the official broker for the Royal Mail office in this city.

The "Pays De Waes" of the Lloyd Royal Belge Line is being overhauled at Antwerp and is expected to be in South American service during the first part of the new year.

The "Vasari," L & H Line, is scheduled to sail Nov. 12 for Barbadoes and New York.

Some of the Brazilian football players who participated in the Championship Games at Buenos Aires recently, are expected to arrive today on the French steamer "Lutetia".

**"REVISTA UNIVERSAL"**

The second number of the "Revista Universal" is at hand, attractively printed as before, with Eddie Polo on the cover, and a fine lot of pictures and reading matter inside for the movie fan. We prophesy a fine future for this house organ of the Universal Film Company. Mr. Lederman, the general manager for Brazil, has vision and initiation in publishing the "Revista Universal"; he is doing meritorious pioneer work for American films in a place where it will be appreciated.

**THE AMERICAN LEGION.**

Seven thousand men who served in the different divisions of the Army and Navy during the Great War attended the opening session of the Convention of the American Legion on October 31, in Kansas City. The principal speeches were those made by General Armando Diaz, Commander-in-Chief of the Italian armies, General Jacques of Belgium and Calvin Coolidge, Vice-President of the United States of America

One of the events of the day was the enthusiastic reception



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accorded Admiral Lord Beatty of Great Britain. General Pershing and Marshal Foch were also given tremendous manifestations upon the arrival of each.

General Diaz was presented by a group of Americans and Italians with the handsome gift of a small chest containing seven pounds of pure gold, diamonds and other precious stones.

**SHOPPING NOTES**

The "Casa de Bordados" offers American service in the way of pleating, hemstitching, etc. One of the partners is an American and the shop has been modeled on the familiar lines of a high class notion store at home. Many things will be found there which cannot be bought elsewhere. Rua do Theatro; 21.

The charming new French hat shop, Jane and Co has unusual headgear at not too high prices. It is located upstairs in the "O Paiz" building, Avenida Central, corner of Rua Sete de Setembro.

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**LAST MONTH'S TENNIS.  
THE RIO DE JANEIRO COUNTRY CLUB.  
MEN'S SCRATCH DOUBLES TOURNAMENT.**

First Round started Saturday October 8th, at 2:30. Second Round Sunday October 9th. Semi-finals Wednesday October 12th. Finals Sunday October 16th, 1921.

Hiltz & Smythe	Hiltz & Smythe
Lowndes & Sylvester	6 — 2 6 — 2
Rose & Kempter	Strode & Custis
Strode & Curtis	6 — 4 6 — 2
Stevenson & Stephenson	Jackson & Freitas
Jackson & Freitas	7 — 5 6 — 1
Carrasco & Bogy	Rice & Sloat
Rice & Sloat	6 — 3 6 — 3
Vann & Vianna	Vann & Vianna
Preston & Wilmot	6 — 3 6 — 1
Calder & Haney	Calder & Haney
Crocker & Haag	6 — 2 6 — 4
Peterson & Cox	Hatch & Embrie
Hatch & Embrie	by default.
Orr & Willett	Orr & Willett
Fagan & Frey	6 — 2 8 — 6

Hiltz & Smythe	6 — 2 6 — 4
Jackson & Freitas	6 — 2 8 — 6
Calder & Haney	6 — 4 2 — 6 8 — 6
Orr & Willett	6 — 0 2 — 6 6 — 3

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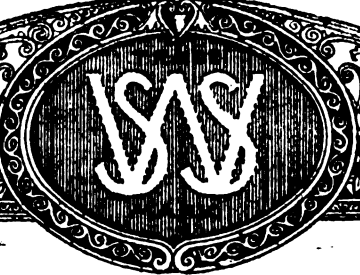
Good Advice To Those Who Have Not Yet Become Subscribers

LORD AVEBURY (SIR JOHN LUBBOCK) ON LIBRARIES: SEE "THE USE OF LIFE," PAGE 116:

"Richard de Bury, Bishop of Durnham; writing in praise of books, more than five hundred years ago, well said:

"These are the masters who instruct us without rods and ferules, without hard words and anger, without clothes or money. If you approach them, they are not asleep; if, investigating, you interrogate them, they conceal nothing; if you mistake them, they never grumble; if you are ignorant, they cannot laugh at you. The Library, therefore, of wisdom, is more precious than all riches, and nothing that can be wished for is worthy to be compared with it. Whosoever, therefore, acknowledges himself to be a zealous follower of truth, of happiness, of wisdom, of science, or even of the faith, must of necessity make himself a lover of books."

"And if he could say this with truth so long ago, how much more may we do so. Let us just consider how much better off we are than he was then. In the first place, to say nothing of the advantages of print, how much cheaper books are. For the price of a little beer, or one or two pipes of tobacco, a man can buy as much as he can read in a month; in his day, on the contrary, books were very expensive. Again, while our books are small and handy, theirs were ponderous, immense, very inconvenient, either to hold or read. Even our most learned books are in one sense light reading. But, what is far more important, we have not only all the most interesting books De Bury could command, but many more also. Even of ancient literature, much had been lost and has been re-discovered. In his day one might almost say that the novel was unknown. As regards Poetry he lived before Shakespeare or Milton, Scott or Byron, to say nothing of more recent authors. We have the interesting and exciting voyages of Captain Cook, Darwin, Humboldt, and many other great travellers and explorers. In science, chemistry and geology have been created, and indeed the progress of discovery has made all the other sciences—natural history, astronomy, geography, etc.—far more interesting."



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BOOST BRAZIL'S CENTENNIAL—1922

**THE ROAD FROM RIO TO JUIZ DE FORA IN 1867**  
(Continued from page 21)

"will" stop and turn to us their sterns, and lash out fiercely, and huddle together, and dash down the middle of the road, as if determined to upset us. The "cachorro brabo," or fierce dog, here an "institootion," flies at us from every turn. The four-wheeled carts are palpably German, very unlike the Brazilian "plaustra," which have descended unaltered through modern Portugal from ancient Rome. Pigs meet us in droves: as usual in the Empire, they are fat and well-bred, especially the short legged and big-barrel'd "box-pig". Some of the goats with dun golden coats and long black beards and points, remind me of Africa. The sheep are far from being Merinos; lean, ragged, and ram-horned, they justify the popular prejudice against mutton. Black cattle are painful spectacles, scarred and eaten by the white grub of the

local Tzetze. The day is coming when the fine beef of São Paulo and Paraná will supplant, at Rio de Janeiro, the over-driven, under-fed, and worm-blown meat which now scantily supplies her monopolised butcheries. At the stations we find the usual varieties of the Gallinaceae. There are a few Guinea fowls, sometimes pure white albinos. They are rarely eaten, not because they are bad, but because they prefer an ant diet. Pigeons multiply: here, as in Russia, they are a "holy emblem." The goose is a bird to be looked at, and is generally as safe from the Brazilian, who believes that the main of its diet is snakes, as from the ancient Briton. Unless fattened it is dry and tasteless as the turkey, perhaps the worst of all "volaille" in Europe. The best are the ducks, especially the young "Muscovies" or "Manillas" (Anas Moschata, Canard de Barbarie, indigenous in the Brazil). There is another variety of almost anserine



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proportions, and these are often half wild, flying away from and returning to their homes. Of poultry proper there are the common breed, the knicker-bocker'd Cochin China, here not "A I for the table;" the "Pampa" or piebald, prettily marked with black on a white ground the "Nanico" a pert, pretty bantam; the Gallinha napeva, a short-legged or "dumple"; the "Sura", a tail-less variety—nothing to do with M. de Sora; the "Tupetuda" or "Cacarutada"; the Polish or "pollish," so called from its top-knot; and the Arripiado or frizzly-chicken of the United States, used in African superstitions. The latter, when gaitered down the legs (emboabas or sapateiras), is an excellent layer of eggs. The tall thin bird, with a peculiar screaming and prolonged crow, which travellers have converted into a singing cock (music), and which the superstitious believe to be a descendant from the bird which warned St. Peter, startles the stranger's ear. There are also fowls with dark bones, which the people sell cheap, holding them as the Somal do all volatiles, to be semi-vulturine. We especially remark the gallinaceous

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hemaphrodites, hens with spurs, and the haughty look of the cock. One of the most interesting, and by far the ugliest, is the Gallinha mestiça or a India, a lank ragged bird, with yellow shanks and a dark bottle-green plume turned up with red; the crimson neck and breast are nude of feathers naturally, but appearing as if plucked. A specimen of this bird is kept in the poultry yard as the hog in the Persian stable, to maintain its health by attracting all the sickness. Hen-wives, and husbands afflicted with the hen-fever, may learn that in the Brazil those neutrals, the capons, are remarkable as dry-nurses tending chickens with a parent's care. And the much-talked-of crane, the agami or ogani of the Amazonian basin, described as bearing the relation to poultry which a shepherd's dog bears to sheep, and locally called "Juiz de Paz." Juge de Paix is, so far from being a feathered Quaker, and despite his "pretty looks and ways," the most turbulent and pugnacious of his family.

I reserve for a future book my observations upon the acclimatization of the magnificent Gallinaceae of the Brazil. Europe has borrowed but one bird from the New World. Remain the curassoa (Hocco or Mutum, Craz Alector); the many species of Jacu (Penelope), more gamey in flavour than our pheasant; the Nambu or Inamba (Tunamus); the Capoeira (Pedrix guianensis or dentala) and many others.

Many roadside tenements appear to be, but are not deserted; the inmates are "cutting tie-tie," as the local slang is; they have fled during the day from conscription into the bush. The third stage from Pedro da Rio to Posse (Possession), becomes interesting. The broadening River Valley affords a vista of the now respectable Piabanha, no longer a rowdy mountain torrent. Gigantic slides of forest-crowned granitic rock, bare-sided and smooth-sloped, except where pitted with weather-holes and tufted with Tillandsias and Bromelias, which seem capable of growing upon a tea-table, rise sheer in the brilliant blue-pink air of morning. The climate is a notable improvement upon that of Petropolis; there the warm damp sea breeze condensed by the cold mountain tops, drenches the Serra, and "tips over" into the settlement; here it is glorious summer, with the winter of discontent a few miles to the south. Coffee begins to appear, but in a lowly guise, stunted and sickly; the soil is mean, and the shrub is too closely planted. "Clear sowing" would make the half better than the whole; moreover, field hands are wanting, the soil is rarely "beneficed," and the surface shows a carpet of weeds.

Posse is a place of some importance, which collects the rich produce of the districts about the Porto Novo da Cunha to the east. After Luiz Gomez, the sixth station, the land wants nothing but rotation of crops; and the cotton cure would heal all its present ills. From the roadside under the grassy humus of the River Valley, Professor Agassiz found "drift" in immediate contact with the floor of crystalline rock, and he observed that where it lies thickest, there the coffee flourishes most. It determines, he says, the fertility of the soil on account of the great variety of chemical elements contained in it, and the kneading process which it has undergone under the gigantic ice plough. The glacial theory has inserted its thin edge into the Brazil; the student, however, is puzzled to account for the absence of those grooves and striae which in other lands show the gravitating action of the ice fields. Nor has

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RIO DE JANEIRO

any satisfactory explanation been given; the sun and rains of the tropics can hardly effect what the frosts and the sudden climatic changes of the temperates have failed to effect.

The Piabanha now flows between heights of the blackest virgin forest; and the dark lush verdure, contrasting with the grey-yellow or pale-green of the poorer lands, shows its wealth. In the cuttings we find a paste of red clay deeply tinged with oxide of iron, proceeding from the mica and based upon whitish grey gneiss. The banks are a double line of noble growth, the "vestimenta" or clothing by which the Brazilian farmer judges the soil. In places the precipices are so thickly covered with timber and undergrowth, that the river dashes unseen down its bed. Worth a million of money if within excursion trains of London or Paris is the bamboo-copse. The cane appears in cones and live columns that invest the trees, in piled up feathery heaps, in serpentine and arches, in the most fantastic delights to dwell. There is an immense variety, from the thorny large-leaved pinnated and thick-stemmed "Taquarassu," fifty to sixty feet long, to the tufty and lanceolate Criciúma, which cuts like the sugar-cane, whilst other species bend over the road, tapering in the semblance of a fishing-rod. Thyrsi of climbing plants, clinging to the dead trunks, suggest cypresses. The Cipó matador, or murderer liana, is our old friend the "Scotchman strangling the Creole"

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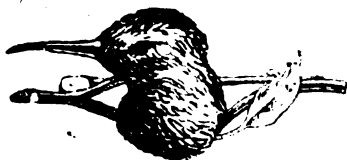
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on the Isthmus of Panama, and the "Parricide Tree" of Cuba. Often thick as its victim, this vegetable vampire sometimes rises from the neckcompressing coil and stands up like a lightning conductor. "Birds of the gaudiest plume vie with the splendid efflorescence of the forests which they inhabit;" especially the large-beaked black and orange-throated Rhamphastus (discolorus) of the exclusively American family. From the densest brake we hear his Tucano! Tucano! but we cannot, like the travellers of 1821, convert him into a stew. Being eagerly hunted, these beauties are very timid, and perch on the tallest rocks and trees; for two years I have vainly attempted to rob their nests in order to observe whether the colossal bill is or is not found within the egg. They are easily tamed, they make excellent pets, and with their "Lord Hood's noses," they are comical as court fools.

Presently our old friend the Piabanha sweeps away to the right and we part for ever. It falls into the Parahyba do Sul river at Tres Barras, the three sister waters reminding us of "Nore, and Suir, and Barrow;" the Parahybuna, with which we are to make acquaintance, is the northernmost of the trio. Running along the flat valley we sight the Parahyba without fearing its register or custom-house; this place was terrible to strangers smuggling diamonds and gold dust, and it has consigned many an unfortunate to life-long imprisonment or to Angolan exile. The river which I have seen so small near São Paulo, is here broad as the Thames at Battersea, and so stately a king of the valley that I can hardly claim acquaintance with him. "Engineer's art" is rarely artistic, but the Birmingham-built bridge, with 320 tons of iron and latticed girders painted red, put together by Mr. O'Kell, is an effective adjunct to the scenery; its vermilion sets off the deep luxuriant verdure, as the fisherman's cap becomes the glaucous waves. This fine bridge, and another at Parahyba do Sul, the city, which cost 800 contos, will be thrown out of employment, and three others have been built for the use of the D. Pedro II. Railway. Thus it is the money goes; and thus one river has three bridges, whilst half-a-dozen others have not one.

At 11 30 A. M., after four hours of actual travelling, we reached Entre Rios, "Betwixt the Rivers," the half-way house. Here a breakfast—and a bad breakfast too—awaited the passengers. Whilst the "feijão" was being served up, I inspected the foundations of a railway station which will put to shame the hovels answering to that name on the majority of the Anglo-Brazilian railways; these remind me of the venerable remnants of Stephenson's line, the "Liverpool and Manchester," which still linger for instance at Newton Bridge. A few months after our visit, the railway was opened to Entre Rios, thus cutting across the fine macadamized road. And worse still, the D. Pedro II. proposes to run down the Parahyba River some thirtyeight miles to Porto Novo da Cunha. A glance at the map will prove to the veriest tyro that the railway should be driven directly northwards to the head waters of the great Rio de São Francisco. But as usual the line is a party and a political question. Why not then trim—make the main trunk go north, and the branch eastward?

Entre Rios declines to 610 feet above the sea-level; the air is bad, hot and damp, breeding fevers like grubs; the water is worse. A hotel, therefore, will kill as well as keep the keeper. Hereabouts the once luxuriant valley is "cleaned out" for coffee, and must be treated with cotton and the plough. The sluice-like rains following the annual fires have swept away the carboniferous humus from the cleared round hill-tops into the narrow swampy bottoms, which are too cold for cultivation; every stream is a sewer of liquid manure, coursing to the Atlantic, and the superficial soil is that of a brick-field. Here too the land suffers from two especial curses.

Diga que viu no "Brazam"—Diga a todos.

—the large proprietor, and from the agricultural system bequeathed by the aborigines, or from Inner Africa, and perpetuated by the slovenly methods of culture everywhere necessary when slave labour is employed. In the Brazil as in Russia and in the Southern States of the Union, where vast plantations must be merely skimmed, virgin soil forms a considerable item in the real value of landed property; the want of manure and the necessity of fallows admit only half of the whole estate—sometimes hardly even a tenth—to annual cultivation. This evil must be mitigated before the country can be colonized or greatly improved, but it is not easy to suggest a measure without the evils of “disappropriation.”

“Serraria,” our next station, begins the ascent, and the road wisely as usual hugs the margin of the Parahybuna River. This eastern drain of the Mantiqueira, or Trans-maritime Range, is a broad shallow stream of flavous hue, much resembling the Piabanha when we last saw it. The “Sawery” is important to the Company, as it taps the coffee districts of Uta and Mar de Hespanha.

The “Union and Industry,” white and glaring, sweeps along the tumbling river, which has cut deep irregular channels in the dark sunburnt rock. On both sides are layers of deep red clay, with imbedded boulders and masses of undecomposed feldspar, covered with a dense wood of evergreens, that winter when, and only when, they please. We now pass through the Serra das Abboras, or “Pumkin Range,” and our attention is drawn to a local lion, the Pedra da Fortaleza. This “Montagne Pelée,” a giant amongst its colossal race, is a block, apparently single, of chocolate-coloured gneiss, springing 500 feet from the river gully, where the stream makes an elbow; we run under a vertical wall, 100 yards high, which gathers up the sunbeams, and which radiates them like a furnace. Its grim brown buttress, thinly bristling, where touched by weathering, with large Bromelias, which looked like bits of grass, suggested to my wife the idea of a church, and mere specks upon the airy summit denoted its capping of tall forest. As we wind panting round the base, with the canoe-less river on our right, we detect a russet-coated capybara or waterhog, basking in the sun, and calmly prospecting the unclean stream. Hawks and vultures sought coolth in the upper aether, the kingfisher flitted over the water, ducks and dabchicks sported in the smooth reaches, wild pigeons whirred past us, small ground-doves ran along the road, and thrushes, black and brown, balanced themselves upon the spray, silent all, doubtless thinking “il fait trop chaud.” The “bush” looked a likely place for game; we were told, however, that the ounce remains, whilst the deer has been killed off.

The Parahybuna now ignores gold working; its once eminently auriferous sands were dredged for the precious metal and for the white, pink, and wine-yellow topazes, once a branch of provincial industry and now completely abandoned. The red ferruginous soil and the rusty quartz probably still contain gold; but the surface deposits have been exhausted. In Colonial days the Government, “mirabile dictu!” interdicted mining upon this streamlet lest the market value of the ore might be greatly reduced through the habitable world. I heard the same expressions used in London when California proved to be the El Dorado. Yet, as the old searcher said, “the night has no eyes,” and the gold disappeared despite orders, and without affecting the globe’s exchange.

The large Parahybuna Station shows us the Register Bridge, where duties are still taken upon imports into the Province of Minas Geraes. In 1825 the tax was 3\$640, or a little more than 17s. per cart: in 1867 it had risen to 20\$000, then about Lb. 2. Thus the Province pays a compound impost, on the seaboard and at its

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frontier; and the evil is little lessened by double loading each wheeled vehicle at the Rio de Janeiro side, and by a re-distribution of weight after settling the dues upon Minas ground. Every political economist must condemn this outlandish system of inland douanes. It keeps up the old Colonial habit of placing barriers between provinces, and it interferes with commerce by holding out premiums to bribery and contraband traffic. Many years ago it has been proposed to abate this nuisance. But it is easier to advocate the suppression of the tolls than to show whence the equivalent in coin is to come.

This bridge has ever been an eye-sore. In 1842, when Minas and her parent, São Paulo, were "up," or "out," the officer in charge burned it down to prevent the advance of loyalist troops, and in 1843 Castelnau found it unrepaired. It is now composed of new timbers supported by old stone piers and abutments, and no longer roofed over. A little beyond it, a tattered hut marks the scene of another revolutionnary affair: this Rocinha da Negra, or "Little Clearing of the Negress," belongs, at present, to the Conselheiro Pedro de Alcantara de Cirqueira Leite. On the left is the Barra, or mouth of the Rio Preto, the southern frontier-limit of Minas. Across this western influent lay the old road from Rio de Janeiro via Rodeio, Vassouras and Valença, into Southern Minas.

Further on, to the right, is "Rancheira", a village hardly ten years old. The normal church is at the head of the square, the normal big house is at the bottom, and the normal fountain is in the centre: whence the saying—

"The chafariz

John Anthony and the matriz."

which described the constituents of these settlements. Around the "grande place" are Clácaras and dwelling houses, used by the rich planters on Sundays and fetes:

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during the rest of the year they are shut up. There are a half dozen Vendas—onde não vendem nada. As usual in the Brazil, the Cemetery occupies a conspicuous upland, and the dwellings of the dead are far better situated than those of the living. Also certain offices which with us mostly conceal themselves in a shame-faced way, here stand out solitary and eye-catching.

About "Rancharia" the land is modified by its distance from the Serra. The opulent water supply of the maritime heights disappears, the streams shrink, the ascents are longer and less abrupt, the rich red clayey soil of the Rio de Janeiro Province further south, now alternates with light-coloured loams, far drier, dustier, and, as in Minas generally, much more porous and friable. The "Mattas Negras", those luxuriant dark jungles, have made way for a yellow-green grass, and near the stream for bamboo-tufts, less magnificent than before. Travellers have found garnets imbedded in the underlying gneiss; the stone is common as worthless.

The Capella de Mathias Barboza, a hill chapel on the right, announces Mathias Station, umquwhile Registro Velho. It was in Colonial days the principal "contagem" where toll was taken, and even in 1801 the dues were called Quintos, (Royal) Fifths (of gold). Smuggling was then to the "miner" what robbery was to the ingenuous youth of Sparta. The Superintendent and his guard, with spies all over the country, kept a sharp look out for those who had not before their eyes the fear of jail or maritime Africa. The contrabandist stored his valuables in horse-whips and gun-stocks, in his provision of beans, and in the stuffing of his pack-saddles. Foreigners dreaded the ordeal. Luccock called the Superintendent "his Lordship," and Caldwell (ii. 202) tells the sad tale of what happened to a feminine votary of impromptu free trade. Here, for some time, lived my friend Dr. G——, whose successful

practice in treating psora deserves notice. The patient, when a slave, was rolled in mud, and solemnly sundried into the necessity of bathing: to the "lady of fashion" the same receipt was applied with Quixotic gravity in the shape of viscid oil, which had the same effect.

Then came heavy inclines and a steep hill, sparkling with wild fuchsia and bright with lilies, parasitic plants, and a profusion of unplanted Maracujas, or Passion-flowers, one of the gifts of the New to the Old World. Far below us the Parahybuna brawled down its apology for a bed. Houses and fields became more frequent, and the curse of great proprietors is no longer upon the land. We changed mules for the last time at the Ponte do Americano, a bridge with solid timber girders, and we ran at a hand gallop up the river valley, which now bulges out into sites for settlements. A mortuary chapel in a new wall-less cemetery on the left, was for once a grateful spectacle, and ere the sun set, we rounded a corner, and sighted Juiz de Fóra.

The station is at the northern or further end, distant some two kilometers of wild bush, which clusters thickly round the city. We all stared, even when "blazés" by twelve hours of kaleidoscopic travel, to see a well-gravelled footway, with posts and wheeltires for rails, in front of a carefully trimmed quickset hedge that protected, not a neat park, but an undrained swamp. Behind it, on a dwarf rise, with pretty ground below, was a villa with a squat square tower, which looked as if brought bodily from Hammersmith. At last, dismounting with stiffened knees, we were led by Mr. Morrill to the "chalet," a cottage built in curious proportions of brick and wood, uncompromising materials. In due time every comfort appeared, and with tobacco and chat, assisted by Messrs. Swan and Audemar, C.C. E.E., we much enjoyed our first evening in Minas Geraes. And the sound sleep in the light, cool, pure air was the pre-crest end of a coaching day.

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# THE DRAMA OF THE FROST.

—by—  
Monteiro Lobato.

Translated by Joseph Eugene Agan.

June. A frosty morning. The vegetation shrunken  
On all the leaves the embroidery of diamonds  
which the dew adorns them.  
Shivering "colonos" tramp along toward the farm  
a curl of smoke about their mouths.  
Cold. The cold of frost, the kind that kills the little  
and ices our bones.  
We had come out early to see the coffee trees and  
come to a halt on the Peak, the highest point on the  
"Linda". The major turned toward the sea of coffee  
g before our eyes and exclaimed with a sweeping

"All my work, look!"  
I looked. I looked and understood his pride, feeling  
also of such a countryman. That pioneer was a  
driving force, one of those that ennoble the human race.  
"When I bought this land, it was all virgin forest,  
single inch of it. I cleared, I burned, I made roads,  
level knolls, I put up fences, I constructed bridges,  
built houses, I provided pastures, I planted coffee—I  
did everything. I worked like a negro slave for four long  
years. But I won. The 'fazenda' is perfect, look!"  
I looked. I saw a sea of coffee rolling over the breast  
of the land and standing firm in long, straight files. Not  
a single defect. It was an army on the eve of a battle  
yet untried. It would only go into action the next  
morning. Up to that time the first fruits had been little more  
than skirmishes of harvests. And the major, the supreme  
commander of the green army by him cultivated, disciplined,  
and led for the decisive battle of the first large harvest  
which frees the planter from the burdens assumed during  
the years of preparation, had that look of pride which  
shines in the face of a father whose sons do not shame their

The Paulista farmer is something worth while in  
this world. His energy creates. Each plantation is a  
triumph over the stubborn ferocity of the elements united  
in the defense of aggrieved virginity. The effort of this  
man was never sung by poets but there is many an epic  
which is not so fine as that of these heroes of silent labor.  
To make a plantation out of nothing is a formidable  
task. To alter the order of nature, to conquer her, to  
impose one's will upon her, to canal her forces in accord  
with a preconceived plan, to defeat the enraged forest,  
to discipline the workers, to break the strength of pests—  
to battle without truce, without end, and without a moment  
of repose, and what is worse, without the full certainty  
of victory. He often falls in the clutches of his  
creditor, the usurer who advanced him a few dear loans

and remained safe in the city with his arms crossed on  
his mortgage and awaiting the opportune moment to  
swoop down on his prey like a hawk.  
"Really, major, this overcomes me. It is before  
such spectacles as this that I see the pettiness of those  
back there who live like parasites on the farmer's labor."  
"You are right. I did everything, but the greatest  
gain is not mine. I have a voracious partner who sucks  
from me one fourth of the production: the government.  
Then the railroads bleed me, but I do not complain about  
these for they give me something in return. I will not  
say the same for the sharks of commerce, that swarm  
of middlemen that begins in Santos, the drone, and fol-  
lows in a chain to the American roaster. It makes no  
difference to me. The coffee supports everyone, even  
the beastly producer...." he concluded joking.

We spurred the animals to a trot and rode on with  
our eyes fixed on the intervening coffee trees. Without  
a defect in formation the parallels of green swept on and  
on accompanying the roll of the land, until they were  
confounded in a single mass in the distance. It was a  
veritable work of art in which man, placing himself  
above nature, gave it the rhythm of symmetry.

"Nevertheless," continued the major, "the battle  
is not won. I contracted debts; the plantation is mort-  
gaged to French Jews. If the harvest I count on does not  
come, I will be one more man conquered by the fatality  
of things. Nature, once subjugated, is a mother; but the  
creditor is always an executioner."

Here and there, lost in the green wave, surviving  
peroba trees thrust up their twisted trunks as though  
galvanized by fire in a horrible convulsion of pain. Poor  
trees! What a sad fate to be themselves deprived of the  
comrades of their old life and cut off in the creeping green  
of the coffee, like captive queens dragged at the chariot  
of the conqueror on his day of triumph. Orphans of the  
native forest, how you must weep for the comradeship  
of days gone by. See them. They haven't the grace,  
the brilliant green tops of those that are born in the open  
fields. Their branches, fashioned for the close growth  
of the forest, now seem ridiculous and their height, in  
such disproportion to their foliage, provokes a laugh.  
They are like women undressed in public, pale with shame,  
and not knowing what part of the body to hide. The  
excessive amount of air stupefies them and the excess  
of light martyrizes them—accustomed as they are to a  
small shade and the somnolent shadows of a millinear  
habitat.

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Inhuman planters—never leave naked trees among coffee. Cut them down, for there is nothing more cruel than to force a tree to be grotesque.

"I left that peroba tree there," said the major, "to indicate the starting point of this section. It is called the peroba of Ludgero, after a valiant Bahian who died under it."

I had a vision of the open book that the district must have been for the planter and said:

"How everything here must be engraved in your memory!"

"Yes, indeed. Everything has a place in my recollections. Each stump, each stone, each turn of the road has a history that I know, tragic at times, like that of the peroba tree, comic at times, but always interesting. There! Do you see that Jerivá stump? It was during a February storm. I had taken refuge in a sapé-covered hut and there in silence, we awaited, I and the shift of men, the end of the diluvium when a streak of lightning broke almost over our heads.

"The end of the world, boss!" I recall Zé Coivara crying in terror. So it seemed! But it was only the end of an old coqueiro of which there remains to-day—eric transit... this poor stump. When the rain was over we found it split into pieces."

Further on we came upon a huge red pit in the earth. The Major pointed to it saying:

"The scene of the first crime committed on the plantation. A skirt affair, everyone knows. In the cities and in the interior the two causes of crime are rum and skirts. Two Cearenses cut each other up here. One of them ended his earthly course here: the other is doing time in a penitentiary. And the skirt, very well satisfied with life, lives with the 'tertius'. The same old story!"

Thus, from story to story called up to memory by landmarks along the road, we came to the house where a lunch was awaiting us. We lunched and I don't know

whether it was from the sharp appetite whetted by the morning walk or because of the cook's exceptional merit but the lunch of that day has been engraved on my memory forever. I am not a poet, but if Appolo should some day give me a Padre Vieira clap on the head, I swear that rather than sing the praise of Lauras and Natercias, I would compose a beautiful ode on that inimicable luncheon, the only gustatory regret that will descend to the grave with me. Afterwards, while the Major attended to his mail, I went out to take a look about the place and meeting the overseer fell into a conversation with him. From him I learned of the mortgage that burdened the plantation and of the possibility of another coming to reap the fruit of the Major's labor.

"But this," the man explained, "would only happen in case of real bad luck—a hail storm or a frost, like those that come no more."

"Why do you say that they come no more?"

"Because the last great frost was in '95. From that time on things have been better. The world, with age, changes, like people. The frosts, for example, are coming to an end. Formerly no one planted coffee where we plant it to-day. Only half a hill above. But this is no longer the case. Did you see the plantation in the valley? The land is very low but if frost comes there it does no harm, a slight toast at the most. The boss with one or two harvests will be able to pay off his debt and become the most prominent planter in the country."

"I hope so for he deserves to be."

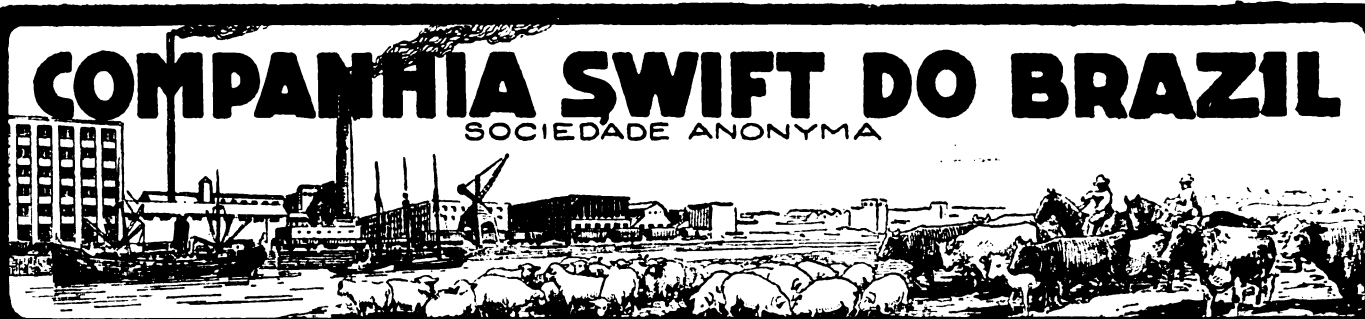
I left him. I took a turn about, went to the orchard, passed the sty where little pigs were playing and then returned to the house. A negro was giving the shutters a last coat of paint. Why are they always painted green, I asked. The black replied smiling:

"Because shutters are green just as the sky is blue. It's their nature...."

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*A YOUNG COFFEE TREE IN FULL FRUIT.*



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I accepted the theory and entered the house. At the table the topic of conversation was the frost. "This is the dangerous month," the Major said. "The month of affliction. No matter how firm a man may be, he trembles at this time. The frosts are an everlasting nightmare. Fortunately the frosts are no longer what they were. They now permit us to use great stretches of low land where the old planters would not dream of putting a single tree. But inspite of this, one who takes the risk, is always worrying. Will they come? Will they not come? God only knows!"

His glance flitted through the window and seemed to sound the limpid sky.

"To-day, for example, is one of many possibilities. This fine cold, this heavy air—"

He meditated for a few moments. Then he put to flight the clouds on his mind and murmured:

"It isn't worth while to think about this. What must happen is written there in the book of destiny."

"Forget the air," I objected.

"Christ knew nothing about farming," he replied smiling.

And the frost came. Not the light frost that comes every year, but a calamitous frost, a cyclical frost, born in waves from Argentina.

The ghostly afternoon sun gave light without luminosity, and rays without any heat. A boreal, frigid sun. And the night fell suddenly without warning. I went to bed early, my teeth chattering and in spite of two extra covers I lay shivering a full hour before falling asleep. The plantation bell woke me at daybreak and feeling half frozen I rose and went thru some violent exercises, the only remedy in such cases. I went out into the yard. The night dew bit deep into my flesh. But

what a marvellous spectacle! A snowy whiteness every where. The ground, trees, and fields were covered with a white blanket. The trees, motionless, frozen, seemed immersed in a lime bath. A thin coating of ice on the ground. Water turned to glass. The clothes hanging on the line were rigid as tho stiffened by a strong starch. Everything seemed powdered with a fine white essence that had spread as though from a sack. What a marvellous tableau! Invariable as our scenery is with its tones that endure year in and year out, I was thrilled by seeing it suddenly change and adorned with a splendid bridal veil—the bride of death, ah!

For some time I tramped along at random, overcome by the splendor of the scene. The marvellous dream picture would soon die erased from the canvas by the golden sponge of the sun. Already thru the tops of the trees sifted the rays struggling to restore the green of yesterday. Little by little green patches began to appear amid the frost and the white coating thinned, revealing the heavy undertone of submersed green.

Only in the lowlands and under the trees, did the whiteness still persist contrasting its chill trimness with the warm resurrecting tones. Life would win, guided by the sun. But the intervention of the fiery Phoebus, if too hasty, would make a terrible disaster of the frost that year—the most terrible of all that have left their mark on São Paulo's embaúbeiras. The resurrection of the green was apparent. The vegetation was dead. Days later, the surface of the ground would be an immense drugget, where the sepia would exhibit the entire dry tones. It would be broken only, here and there, by the soiled green of the eucalyptus, the invincible black-green of the orange trees, and the emerald of the shameless vassourinha.

**Diga que viu no "Brazam". Diga a todos**

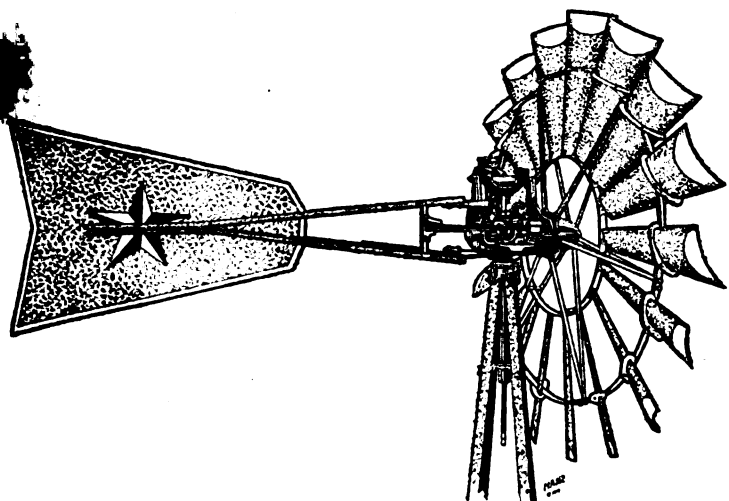
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When I returned the sun was quite high. The house was upset with the terror of great catastrophes. It was only then that I realized that the beautiful spectacle which up to that moment I had regarded thru an esthetic prism, had a tragic meaning—the ruin of the heroic character. I sought him anxiously. He had disappeared. His wife told me that he had passed a sleepless night and at the first light of day had ran to the window. There he remained motionless watching the sky. Then he went out without asking for coffee, as was his custom. He had probably gone to look at the trees.

That must have been the case. But how he delayed his return. Eleven o'clock, and he was not back. The family began to feel apprehensions. Noon. One o'clock. Two. Three. He did not come back. The overseer, who had gone out to look for him, returned in the afternoon but without any news.

I searched everywhere and didn't find a trace. I am afraid that something has happened. I am going to send the men out to look in every direction.

Dona Anna, overcome with terror, repeated a simple phrase:

"What will happen to us, Holy God! Quincas is likely to commit any wild act!"

I went out to look also in company with the overseer. We followed every road and explored every cavern but all in vain. The afternoon passed. Night fell—the most lugubrious night in my life—a night of disaster and affliction. I didn't sleep. It was impossible to sleep in that atmosphere of sorrow and weeping. Once the dogs began to bark in the yard but silenced immediately. The morning broke, icy like that of the day before. Everything was snow white again. The sun came. It repeated the change of scenery. The whiteness faded and the toasted green vegetation covered the landscape with a heavy shroud. In the house the same disorder of the previous day was repeated, the same senseless speculations...

In the afternoon, however, at there o'clock, a "camarada" ran up to the house and cried while still quite distant:

"I found him! He's near the pit!"

"Alive?" the overseer asked.

"Alive, yes, but—"

Dona Anna heard the good news in the doorway and exclaimed amid sobs and cries of joy:

"Praise be to God!"

A few moments later we all set out for the pit and about a hundred paces from it we saw among the burned coffee trees the shape of a man. We approached. It was the Major. But in what a condition! His clothes were in shreds, his hair disheveled and heavy with mud, his eyes glassy and wide staring, and his hands were a can of paint and a brush. He did not notice our approach. He did not stop work. He continued—he continued to paint, one by one, with the bright emerald green of the shutters, the burned leaves of a dead coffee tree.....

Dona Anna, astonished, became mute with terror. Then comprehending the tragedy, she broke into a convulsive sob:

"Mad.....mad, my God!"



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**CHAPLIN**

Chaplin is in London! His triumphal entry into his native city has made those who believe in the fitting solemnity of things quake for the salvation of the empire. If the "mob" can pay such delirious homage to a mere "clown," they say, all normal values are reversed and the world is rotten. But the mob—or the mass of men, if you will—displays an uncanny sense in picking the man, "Charlie" or "Carlitos," or by whatever endearing diminutive he is known, is a world figure, because he has brought to a world haunted by terrible memories and oppressive fears, some surcease from reality. He has made it laugh when its heart was hardened with recollections of War and with anxieties of wars that impend over a fitful peace. Under his spell men forget for a while that there are unemployment and crushing taxes and threatening international problems. Some may call it a Lethaean treatment, something that only causes people to sit by and laugh, while the world goes to the dogs. It is true that Chaplin can not cure the ills of the world, but he can lighten its burden—and burden or no burden, it is good to laugh.

From the obscurity of the byways of the London stage Chaplin went to America, where he found his medium of action in the moving picture. In a field where reputations are comet-like,—dazzling and ephemeral,—Chaplin has gained an increasing hold on the heart of the world, and his latest plays, "The Kid," and the "Idle Class," are said to represent the highest attainments of his art.

For artistry it is, and more than a combination of derby hat, little moustache, baggy suit, monstrous shoes set at right angles, and a cane. And there is more to his acting than custard pies and siphon bottles, and horse play and slap stick, though to very many this may seem all—and enough to stimulate risibility, as the philosophers would say. Some complain that he is vulgar, but so were Rabelais and Shakespeare, and so could Abraham Lincoln and Mark Twain be on occasions. Chaplin is the greatest of buffoons, but more than buffoon. He is the heir to Aristophanes and the mines of Roman comedy and all those since who would bring more laughter into life. He belongs to the tribe of Touchstone and Tartarin with something of Bottom. He plays on many strings, irony and pity and curiosity as well as the frankly ludicrous. He is the motley of the world,—and probably its greatest benefactor today. If he is not, who is? In that fact itself there may be something of irony for a topsyturvy world

CHANDOS.

**AMERICAN CHAMBER OF COMMERCE FOR BRAZIL**

**Nominations of Officers for 1922.**

In accordance with art. 3, art. V of the constitution the Board of Directors at a meeting held Oct. 20th, 1921, appointed the following committee to prepare and submit a slate of officers and directors for election for the coming year: Mr. L.R. Grey, Chairman; Mr. W.V.B. Van Dyck; Mr. T.P. Stevenson, Mr. W. L. Schurz, Mr. M.W. Teleyiá, Hon. A. Gaulin, Mr. H.M. Sloat, ex-officio.

On Oct. 27th, the committee submitted the following slate, which upon regular motion was unanimously approved: For President, Mr. W.G. Stevens, 1st Vice President, Mr. T.P. Stevenson, 2nd Vice President, Col. W.W. Rose, Secretary, Dr. R.P. Momsen, Treasurer, Mr. L. C. Irvine, Advisory Counsel, Mr. Knight; Directors, term expiring January, 1924: Col. P.C. Cottrah, Mr. J. R. Hancy, Mr. J. G. Carriker, Mr. John Willett, Mr. A. Costa Pires, Mr. F.M. Garcia, Mr. J.E. Philippi. Directors, term expiring January 1923: Mr. O.R. Taves, Mr. G.S. Boetsma, Mr. C.P. Jungling, and Mr. Jesse Knight.

The above slate has been posted on the bulletin of the Chamber.

Say you saw it in the "Brazam"— Tell everybody

# BRAZILIAN AMERICAN NEWS COMMENTARY

The custom in Brazil of leaving bills in the street for acceptance soon becomes abused in any locality, where it is permitted. This is especially the case where there is no fine for not declaring merchandises in Customs at the end of a given number of days. Drawees often put off the acceptance of time drafts and in so doing postpone their due dates. Drafts drawn at days' or months' date will remove this incentive and will thereby correct the evil which arises. There is no reason why date drafts would prejudice the interests of the drawee if the shipper is careful that the date on the draft corresponds with the date of shipment of the merchandise. If necessary shippers may make out their drafts with dates in blank and the forwarding agent can insert the correct date when the shipping documents are issued. Thirty days are usually allowed for shipment to South American points, and drafts thus drawn at say 120 days, instead of 90 days sight.

If the merchandise is insured under a blanket policy it is pertinent an insurance certificate accompany the other documents. If any peril of the sea happen to the goods before they arrive and this fact is known to the importer, he in most cases, will refuse to accept the draft unless he knows that the merchandise is covered by insurance.

There have been several instances of goods being damaged in transit and where the importer has suffered loss because the insurance was not complete enough to cover the goods from the time of leaving the wharf at the point of embarkation until they are "safely landed", at destination. Fine goods, such as silks, and small goods of considerable value are usually insured against theft. In doing business in such articles, the exporter should ask his client to advise if he desires theft insurance effected.

Some of the large houses purchase in the United States in current account with six months in which to make payment. In such a case interest is usually charged at the rate of 6% per annum. Discount at the same rate is made for anticipated payment. Houses in good standing do their purchasing in Europe under current account. Several houses absolutely refuse to accept bills.

Packages sent by parcels post cannot exceed 50 cm. on any side or weigh more than 5 kilos. Canes, umbrellas, maps, etc. constitute exceptions if length does not exceed 1m.50 cm. Parcels can only be cleared by consignee or his authorized agent. The Post Office Department in São Paulo is exceeding's slow about sending out notices of merchandises which have been received. It often happens, therefore, that drafts are presented long before the respective goods can be cleared. Instructions should be given to collecting banks authorising them to hold drafts in cases of this nature.

Mineral coal imported into Brazil in 1920 amounted to 1,120,575 tons, representing the value of Rs. 134,402,318\$000 detailed as follows in regard to the countries of origin:

Countries	Tons	Value in paper currency
United States.....	914,748	114,928,092\$000
England.....	190,615	17,888,162\$000
Canada.....	7,872	705,962\$000
Cape Colony.....	6,698	717,751\$000
Other countries.....	642	162,351\$000

In regard to the ports of destination it was distributed thus:

States	Tons	Value in paper currency
Pará.....	22,923	2,013,408\$000
Pernambuco.....	95,261	10,532,312\$000
Bahia.....	31,827	4,320,989\$000
Rio.....	854,873	102,452,841\$000
Santos.....	80,156	8,745,956\$000
Rio Grande do Sul.....	33,374	6,168,005\$000
Other ports.....	2,161	168,812\$000

## Production of National Coal in 1920

Companies	Tons	Prices p. ton.	Total value
S. Jeronymo.....	198,904	41\$800	8,315,000\$000
Butiá.....	29,600	50\$000	1,480,000\$000
Jacufy.....	—	—	—
Gravatahy.....	—	—	—
Candiota.....	10,000	40\$000	400,000\$000
Crisiuma.....	28,600	60\$000	1,716,000\$000
Tubarão.....	12,770	50\$000	638,000\$000
Caçapava.....	2,000	35\$000	700,000\$000
			13,249,000\$000

It will be seen from the comparison of the figures stated above that the national output is still extremely small; the coal is of a low grade and has merely resulted in the consumption of large sums of money supplied by the Nation.

The schedules we are reproducing below with due permission from the Monitor Mercantil, which by the bye maintains a statistical service which would do honor to the best newspaper of its kind, whether national or foreign—contain information which will surely be of interest to our readers:

During the period from January to August 1921, the general exportation from Brazil, in tons, as compared with the figures for the corresponding period of the preceding years was as follows:

1921.....	1,233,519	tons
1920.....	1,365,333	tons
1919.....	1,276,902	tons
1918.....	1,216,376	tons
1917.....	1,289,446	tons

The comparative value of this exportation was:

Year	Paper Milreis	Pounds.
1921.....	1,031,229,000\$000	36,256,000
1920.....	1,211,175,000\$000	81,312,000
1919.....	1,468,925,000\$000	83,997,000
1918.....	714,388,000\$000	38,238,000
1917.....	769,393,000\$000	39,926,000

The figures relative to importation during the period comprised between the months of January and August, 1921, and the comparison with those of the corresponding period of the preceding years, were as follows:

Years	Tons
1921.....	1,751,834
1920.....	2,073,365
1919.....	1,894,461
1918.....	1,152,994
1917.....	1,296,638

The values of these different figures are given as follows:

Years	Paper Milreis	Pounds.
1921.....	1,268,151,000\$000	46,601,000
1920.....	1,122,565,000\$000	78,262,000
1919.....	885,386,000\$000	50,364,000
1918.....	548,888,000\$000	29,907,000
1917.....	512,883,000\$000	26,759,000

The comparison of the exportation with the importation during the period 1917-1921 reveals the following balances in favor of or against exportation:

1917—surplus	257,056	contos de réis equal to Lb.	13,167,000
1918—surplus	165,500	contos de réis equal to Lb.	8,331,000
1919—surplus	583,539	contos de réis equal to Lb.	33,633,000
1920—surplus	88,610	contos de réis equal to Lb.	3,050,000
1921—minus	236,922	contos de réis equal to Lb.	10,345,000

Diga que viu no "Brazam" — Diga a todos.

The "Jornal do Commercio" has published the following article in its afternoon edition in regard to our commercial status:

"The information which has just recently been distributed by the 'Estatistica Commercial,' with regard to foreign trade shows that during the month of August, the trade balance was already favorable to us and that consequent'y reparation is gradually becoming more and more marked.

"The month of August recorded a balance in the comparison situation during this year, taken on the whole, is yet showing a deficit. In fact, it is only as from August that any surplus can be recorded and so it is quite probable that the financial year will suffer a loss.

"In order that the year might close with a surplus it would be necessary for the surplus from September to December to be really very large.

"The main feature is that the balance already fails to show any excessive burden on one side; now the small surpluses will gradually increase our tangible resources and when taken altogether with the resources derived from our loans they will afford the elements for the stability of our payment balance.

"From January to August exports amounted to 1,233,519 tons against the figures for the corresponding period, of 1,365,333 in 1920, 1,276,902 in 1919, 1,216,376 in 1918 and 1,289,446 in 1917.

"The following is a comparative table of the corresponding values:

Year	Amount in Milreis	In Pounds
1921	1.631.229:000\$000	86.256.000
1920	1.211.175:000\$000	81.312.000
1919	1.468.925:000\$000	83.997.000
1918	714.388:000\$000	38.238.000
1917	769.939:000\$000	39.926.000

"The shipments were smaller in quantity than they were in a corresponding period of 1920 and 1919, and larger than in the remaining years, the same applying to their value in national currency. The conversion of these values in English currency, owing to the fall in exchange, naturally shows a large difference less.

"Imports also show a reduction in regard to 1920 and 1919 while they maintain a higher position than during the other years: 1,751,834 tons in 1921, 2,076,365 in 1920, 1,854,461 in 1919, 1,152,994 in 1918 and 1,296,638 in 1917. The value in national currency is still on the increase: 1,268,151:000\$000 in 1921, against 1,122,565:000\$000 in 1920, 855,386 in 1919, 598,888 in 1918 and 512,883 in 1917. The conversion into English currency shows a still greater difference owing to the fall in exchange: 46,601,000 pounds in 1921 as against 78,262,000 in 1920, 50,364,000 in 1919, 29,907,000 in 1918 and 26,759,000 in 1917.

"Taken in comparison with the returns for the preceding year there has been an improvement in quantity in regard to lard, frozen meat, hides, wool, tallow, sugar, cocoa, coffee, caraniba wax, manioc meal, oil bearing fruits, tobacco, maize and oils, while there has been a drop in preserved meat, skins, dried beef (carque), manganese, cotton, rice, india rubber, beans, table fruits, matte and timber.

Using the suggestive heading "Para o album de Guiomar Novaes" the distinguished Brazilian writer Mrs. Julia Lopes de Almeida has written the following article on the Brazilian pianist who conquered in the United States the title of "Queen of the Pampas." From the perusal of this article it will be seen that Brazilians have precisely the same feelings in regard to the great pianist which were manifested in her respect by the Americans, and this forms a further link in the great chain of Brazilian-Americanism.

"I listened to her with my eyes closed in that sweet state of retirement which is prone to intensify our attention and to unfold our soul to soar into that infinite world of thought—of

thought which we are unable definitely to identify with sentiment, but which surely is rapture, abstraction, happiness. The room, the audience, the atmosphere in which not even the breathing of that multitude which filled the immense theatre could be detected, all this formed one sole block as if it were one sole ear full of anxiety and attentiveness. The charm of the music, which constitutes the most powerful enchantment of the soul, even of the most ferocious and rebel of souls, had already acted when I entered the room. I could feel as it were floating overhead the spirit of the mastered gathering.

"Guiomar Novaes was executing the final part of Schumann's "Carnaval" which can be said to be much less a piece of music than a handful of souls giving forth the smile of grace, the flash of genius, the sob of pain and whence raiiley distils its intelligent subtleness and waving finesse. I felt myself immediately mastered by the sonority which the pianist has the power to draw from her instrument, a quality which is maybe the primary among the secrets of her prestige and of her glory. Under the magic touch of her fingers the keyboard answers with actual confidences, with unexpected revelations, and music, which is the voice of Nature herself—which is expressed in every thing through melodious phrases or through chains of harmony—finds in Guiomar Novaes a wonderful interpreter.

"We live in the midst of music, one and all of us, like the fishes live under water, but we fail to understand it even when intensified in more dense and direct expressions, such as in the howling of the wind, the rustling of the boughs, the roaring of the waves, and even in the very whispering of silence upon which can be detected the wavering of the entire soul of universal symphony. I sense music even in the clouds above; but my imperfect hearing can merely divine it in a view standing so high, so intangible that it arrives to me simply as an indistinct perception. Everything in universal life is rhythm and all that is rhythm creates a murmur and the murmur of the elements is all a combination of chords of a sublimity the beauty of which, we are not yet allowed to grasp. Mathematicians have already succeeded in learning its compass and the great masters gather from the surrounding atmosphere some of its dilacerated or perfect sounds with which they weave their works of eternal or transient standing. The receptivity of their temperament, the sensibility of their mind have felt the blast and have become impregnated with its marvelous poetry.

"They are all happy and fortunate who find someone who has the power of diving deep into the very soul of their secrets and into the pains of their mortifications and thence interpret them and to transmit them as a soothing balm to the covetous and suffering multitudes. Guiomar Novaes is one such priest-space and penetrates into all things and which impart to them tess.

"Sound, Perfume, Light, that nothingness which fills the space and penetrates into all things and which impart to them a sense of poetry, of feeling, of divinity, generate in Man the impression that the world is still much more mysterious than it is described in the books. Imperfect as we are, we have already become convinced that there is a form in Sound, as there is a color in Light, and in the art of music as in that of drawing this form is outlined as porticos of cathedrals, spiritualized towers, rosaceae of laceworked contour and great angles carved in white marble spreading over the aisles of the "tonatas" their divine'y watchful eyes.

"Sitting with my elides closed and listening to the interpretation of Guiomar Novaes, I feel as if I were transported into that other blissful world, where even the gall of suffering is transformed into unforgetful ambrosia.

*Herbert Moors*

BOOST BRAZIL'S CENTINAL—1922

Say you saw it in the "Brazilian"—Tell everybody

**United States Commercial Notes**

FROM THE OFFICE OF THE AMERICAN COMMERCIAL ATTACHE

Over a year ago the United States Congress passed a measure known as the Water-Power Act, which was approved by the President. This law creates a Federal Power Commission, members of which are the Secretaries of War, the Interior and of Agriculture. The need of this measure was long felt, since the majority of the undeveloped water-power facilities were held on lands owned by the Federal Government, and the terms by which they could be utilized by the private investor were not such as would offer him a great deal of protection.

However, under the new law, these inconveniences have been overcome, and considerable interest is being aroused among banking and investment people. It is estimated that less than one-sixth, or 9,823,540 HP of the potential maximum water horsepower available in the United States has been actually developed to date. With the increase in the development of this water-power great saving in coal and oil can be realized.

From September, 1920 to September, 1921, the United States received gold from other countries to the amount of \$550,000,000.

**Notes on Canadian Affairs**

FROM THE OFFICE OF THE CANADIAN GOVERNMENT TRADE COMMISSIONER

**FRENCH EXHIBITS TRAIN**

By arrangement between the French Government and the Department of Trade and Commerce, a special train of eight is touring Canada to promote trade between France and Canada. The campaign opened at Montreal Aug. 29, when the Dominion Premier, and Hon. Mackenzie King were the principal speakers. The train consists of eight exhibition cars, as follows:—1. "La Pensee Française," which includes some of the finest treasures of French art and literature as well as relics of the wars of France. 2 and 3. Industrial exhibits, including travel, photography, civil engineering, mines and mineral products, mechanics, etc. 4. "La Mode" including dresses, silks, laces, etc. 5. Leather industries, chemical products, drugs, perfumes, electrical appliances, brushes, etc. 6. Agricultural, horticultural and alimentary products. 7. Decorative art, bronzes, watches or and clocks, jewelry and cutlery. 8. Office car.

The train after leaving Montreal, visited Three Rivers and Quebec and then went on to Toronto for the Canadian National Exhibition and thence to the west. It is expected back in Montreal Nov. 4. The train is being run over the Canadian National, Canadian Pacific and Grand Trunk Railways.

A suggestion has been made for a train to exhibit Canadian productions in France in 1922.

**BASKETBALL.**

The American Consulate challenges the Standard Oil Co. to a game of basketball, to be held at a time and place agreeable to both. Come on you gasoliners and consult with our manager C.F. Huebener.

**1921-ARMISTICE DAY—THANKSGIVING DAY—1921.**

The Rio Chapter is planning to give all Americans residing in this district an opportunity to respond by paying the Annual Dues of \$1.00 or \$5.00. The lady members of the Committee will have this matter in hand. The Committee would be pleased to see every American, man, woman and child, wearing a Red Cross button before the end of November as a sign that they have made their Annual Contribution.

**EXCHANGE VARIATIONS FOR THE WEEK.**

From the American Foreign Banking Corporation.

	Opening Rates on London	
	DOLLARS	POUNDS
Nov. 3.....	7\$760	7 7-8
Nov. 4.....	7\$720	7 7-8
Nov. 5.....	7\$780	7 27-32
Nov. 7.....	7\$820	7 25-32
Nov. 8.....	7\$840	7 13-16
Nov. 9.....	7\$920	7 23-32

**BASEBALL CHALLENGE.**

The Old Timers of the Rio de Janeiro Base Ball Club issue a challenge to South American Teams to play for the Championship of South America; game to take place a week from today, Saturday the 19th of November.

**VICTORY DANCE, RIO DE JANEIRO ATHLETIC ASS'N**

A dance in honor of the Rio de Janeiro Base Ball Team which recently defeated the São Paulo Base Ball Team three straight games will be held at the club house at Rua Coronel Figueira de Melo, on Saturday evening November 19th. Harry Kosarin and his Jazz Band will furnish the music. Tickets are 10\$000 admitting one gentleman and two ladies. Refreshments will be served on the lawn. Special Bonds will leave the club house after the last dance.

**SÃO PAULO NOTES.**

The election has been announced of Mr. Edward A. Evans as a member of the Board of Directors of the American Chamber of Commerce of São Paulo. Mr. Evans is General Agent of the Ford Motor Corporation and in charge of the important Assembling Plant of that firm in São Paulo.

—The São Paulo Chamber of Commerce expressed its keen regret at the departure of its Hon. Treasurer, Mr. Leonard F. Ruoff. Mr. George E. Sands of Eyington & Co., one of the Charter Members has been elected to succeed Mr. Ruoff.

—The Current Events met on Tuesday evening, at the home of Mr. and Mrs. E.N. Ingram, Largo dos Gyzanazes 49. Dr. W.G. Smillie spoke on the Inca Ruins in Peru, and had lantern slides to illustrate his talk.

—Mr. James Gray, of Avenida Hygienopolis is entertaining at Tea and Bridge on November 16th.

—Mr. Thomas B. Austin spent the last week-end in Rio.

**RIO-SANTOS GOLF CONTEST.**

A very sporting challenge was made by Mr. Edmonds, of Rio, to the Santos Golf Club last week; to wit, that he should bring a team of six Cariocan golfers to play an equal number of Santistas on Tuesday and Wednesday at the Santos Links. This challenge was eagerly accepted by the Santos Club, and a most enjoyable match was the outcome.

The Rio men were very stout of heart to come all the way down to São Vicente to play, as most of their team had not swung a club in anger for years. This was fully appreciated by the Santos Club and the results of the various matches prove that if the play of their guests of Tuesday and Wednesday is at all indicative of the golf form of Rio, then both the Santos and São Paulo Clubs will have to pull up their socks and loosen their plus fours for the first encounter with the new Rio Club.

Two most enjoyable drys' golf were experienced and the course was in better playing condition than we have seen it.

Mr. Wright, the popular President of the Club, presided at lunch when many kind things were said both by Santos and Rio before the guests left for Rio.

Matches such as these do an immense amount of good for the Royal and Ancient game which is surely establishing a permanent home for itself in Brazil.

An incident worthy of note on Wednesday is that the long fifth hole (453 yards) was reached in two to the green by one of the doughty Rio players, and considering that there is little or no carry on the Santos course, this was in its way a frightening performance.

The following is the result of the matches:

**Tuesday Play:**

SANTOS GOLF CLUB	MR EDMOND'S TEAM	WINNER
Hanson	Harvey	Santos
Naumann	Espeut	Santos
Mather	Edmonds	Santos
Beardall	Flinn	Rio
Hanson & Neumann	Flinn & Espeut	Rio
Mather & Beardall	Edmonds & Tatham	Santos
Coupar & MacLeod	Harvey & MacPherson	Santos

**Wednesday Play:**

Coupar	Espeut	Halved
MacLeod	Flinn	Rio
Albrecht	Edmonds	Santos
MacLeod	Flinn	Rio
Albrecht	Edmonds	Santos
La Domus	Tatham	Santos
Benn	Harvey	Santos
Wright	MacPherson	Rio

Result: Santos Golf Club, 8½ points; Mr. Edmond's Team 4½ points.

**COUNTRY CLUB NEWS.**

On Saturday last, Mrs. A.R. Shaw gave her young daughter Roly a birthday party, to which some twenty fine of her playmates were invited. The entire morning was devoted to swimming after which a delightful luncheon was served, followed by various games.

Mr. and Mrs. A.E. Buchanan entertained at a large dinner-dance last Saturday evening, the occasion being the celebration of Mr. Buchanan's birthday. The Club house was especially decorated for the affair with palms, and flowers, and Japanese lanterns. Their guests included: Mr. and Mrs. C.M. Schwab, Mr. and Mrs. T.L. Wright, Mr. and Mrs. E.S. Sturgis, Mr and Mrs. Samuel Goldstein, Mr. and Mrs. M.E. Marvin, Mr and Mrs. C.P. Jungling, Mrs. Stamford, Mrs. C.H. Crawford, Dr and Mrs. C.A. Hentz, Capt. and Mrs. E.P. Erckenbrack, Mr. and Mrs. Robinson, Mr. and Mrs. Fox, Mr. and Mrs. Dale M Parker, Mr. and Mrs. Crocker, Miss Edith Saville, Miss Ply's Saville, Miss Helen Saville, Messrs. Sloat, Stevenson, McKinkly, Philippi, Rose, Walker, Seifert, Owen, and Anderson.

The largest crowd of the season consisting most of visitors attended last Sunday's matinée, although a great number of the Club's members have commenced going to the Summer resorts. Those seen during the afternoon, were: Consul and Mrs. Alphonso Gaulin, Dr. and Mrs. Theophilo Azevedo, Mr. and Mrs. A.F. Hiltz, Com. and Mrs. J.P. Jackson, U.S.N., Mr. and Mrs. Lily Newell, Mr. and Mrs. T.L. Wright, Dr. and Mrs. Rezende Carvalho, Mr. and Mrs. A. Azevedo, Dr. Simões Correia e Senhobar, Mr. and Mrs. Jesse Knight, Mr. and Mrs. A.E. Buchanan, Mr. and Mrs. S.P. Vianna, Mr. and Mrs. Dale M. Parker, Mr. and Mrs. C.P. Jungling, Mr. and Mrs. Renton Haney, Mr. and Mrs. Renato Rocha Miranda, Mr. and Mrs. Octavio Rocha Miranda, Mr. and Mrs. Marcondes Ferraz, Dr. and Mrs. Frank's Piles, Mrs. Alfredo Mry's, Miss Rocque, Miss Dale, Miss Redding, Miss Edith Saville, Miss Roxo, Miss Dolabella, Miss Cramer, Misses Azevedo, Mr. and Mrs. Grry Harriman, Mr and Mrs. Arthur R. Sryes, Mrs. Kitching, Messrs Sloat, Stevenson, Carriker, McKinkly, Rose, Bryd, Watson, Andrade, Perkins, Schlesinger, Victor Ribeiro, Montenegro, Sabry's, Roxo, Dolabella, Guimaraes, Kempster, Haag, Haaskarl, Greenleaf, Estrada, Alfredo Santos, Antonio Santos, Treat, Keynan, Xanthaky, Teixeira, Hatch, Vernacci, Almeida, Hunt, Villella,

**HAM AND EGGS**

THE MORNING BREAKFAST TABLE REQUIRES SOMETHING UNUSUALLY GOOD TO EAT AS A SLICE OF DELICIOUS MILD SUGAR CURED MAJESTIC HAM, OR SOME TENDER CRISP MAJESTIC BACON.

SOLD BY THE PIECE OR SLICE

**McClements & Cia.**

Largo de São Francisco, 6 Teleph. Norte 321

RIO DE JANEIRO

Quaral, Araujo, Pergois, Penfield, Maurice, Rosas, Carregal, Luiz Ribeiro, Baillo, Pedreira, Rangel, Leite, Eittencourt, Belbart, Micou, Dale, Lemos, Sampaio, Shill, Owen, Seifert, Lefebvre, Eevan, Phillippi, Boqy, Werneck, Freitas and others.

Thirty dry visitors' cards were given the following, during last week: Sir John N. Griffiths, Mr. Brasscy M.P., Capt. Ridgw y, Capt. Lockly, Royal Navy, Mr. Fisher, Mr. Saundersh, Mr. W.L.R. Bailey, and Mr. C.M. Micou.

**RIO SOCIAL AND PERSONAL**

—The second religious service of the series for the Scandinavians was held last Sunday at 2 P.M. at the Methodist Church, Praça José de Alencar. In addition to the Danish, Swedish, and Norwegian colonies, there was also invited to take part the Finnish colony, who in part are Protestant and speak the Swedish language. The preacher was the Rev. André Jensen.

—The regular month'y Cake Sale under the auspices of these Guild will be held at McClements & Co., 6 Largo de São Francisco on Thursday, November 17th, from 3 P.M. until all the good things are sold. The sales will now be held regular'y on the third Thursday of each month, instead of on the second Thursday previous'y announced. Now is your chance to get some home-made chocolate cake pumpkin pie; molasses cookies or crullers, but you will have to Step Live'y. Please.

The Committee will receive and fill orders for any home-made goodies, especial'y cakes, at any time throughout the month. Just place your order in advance with any one of the following Mrs. Lark y Hotel Mstropole, Chairman; Mrs. Knight, Teleph Ipanema 423; Mrs. Woolman, Teleph. Ipanema 611, or Mrs Richter, Teleph. Ipanema 3038.

—The Hon. Capt. J. Burdet-Browne who passed through Rio after a severe break-down in the Argentine on the "Darro", is a nephew of Lord Sligo and was severe'y wounded during the war.

—The Funeral took place on Tuesday of Mr. Fletcher, for many years one of the most popular businessmen in Rio. Mr. Fletcher was manager of the British Steamship Company, of Lamport & Holt, where he was universal'y respected and liked. He died after an illness lasting fifteen days. All British firms flew their flags during Tuesday at half-mast, and all the leading firms were represented at the graveside. The Embassy, British Consulate, and British Chamber of Commerce were also represented and over seventy cars followed the cortage to the funeral, which took place at the English Cemetery at 3 o'clock.

—Many people are finding a claim to call themselves Scots for St. Andrews Night, even if they are on'y Scots'y absorption.

**FURNISHED HOUSE**—To let for 6 months. Has every comfort; hot and cold baths and a shower bath &c. Four rooms on second story; garden. Will let to a careful family. For particulars telephone Sul 222.

PUT A BRAZAD IN THE "BRAZAM".

Say you saw it in the "Brazam"—Tell everybody.

## THANKSGIVING SERVICE.

The Annual Service of National Thanksgiving will take place at the Salão Nobre of the Associação dos Empregados do Commercio in the building with the Club Central at 11:40 A.M. on Thanksgiving Day, November 24th.

This is a real Community Service without distinction of denomination or creed. You are cordially invited to take part in our great National Commemoration of Thanksgiving Day.

—On account of Mrs. Lederman's severe illness, Mr. Lederman has leased the house of Mr. Leopoldo Calderon, at 67 Rua Igrejinha, Copacabana. Telephone Ipanema 1555.

—Sir Norton Griffiths and Miss Griffiths intend returning to Europe on the 16th after a short stay here.

—The Hon. Miss Irene Gage is at present staying with Capt. and Mrs. Coxwell at Icaraí.

—Dr. and Mrs. Richard P. Morsen have booked their sailing from York City for November 11th. They will take apartments at the Palace Hotel upon their arrival in Rio de Janeiro.

## ARTWORK

DESIGNING and PHOTOGRAPHY

### COMMERCIAL PROPAGANDA

DIRECTORS { SETH JOTA

7-J.

PHONE C.1048

RUA DA CARIOCA 52

1ST FLOOR

### ALLIVIO INSTANTANEO DA ASTHMA.

Um Medico Afamado Descobre Ao Fim o Remedio.

O aserto assombroso de que a Asthma pode alliviar-se ao instante como o diz um Medico tão afamado como o Dr. Schiffmann, interessará muito aos doentes de Asthma. A maioria dos astmaticos tem-se convencido de que obtem um allivio muito pouco, se é que se obtem, com os methodos até agora pregados e em realidade a sua doença tem sido considerada até a data como incuravel. Não obstante, este distincto galeno depois de um estudo prolongado da Asthma e de outras doenças semelhantes, descobriu um remedio que allivia ao instante os casos mais graves de Asthma e Bronchites, sem importar a seriedade do ataque ou a obstinação do caso. O Dr. Schiffmann tem uma confiança tão absoluta em seu remedio, que pediu a este jornal anunciar que offerece enviar uma caixa gratis de amostra do "Antiastmatico (Marca de Fabrica 'Asthmador') do Dr. Schiffmann" a todas as pessoas que enviem lhe seus nomes e endereços claramente escriptos em um bilhete postal, no prazo de seis dias.

Considera elle que uma prova pratica será a mais conveniente e em realidade o unico meio para vencer a preocupação natural de milhares de astmaticos que até agora tem buscado em vão o allivio para a sua doença. Ainda quando muitos pharmaceuticos tem vendido no Brazil o "Antiastmatico do Dr. Schiffmann" desde ha muitos annos, considera que algumas pessoas podem não ter sabido nunca deste remedio e por essa razão faz esta offerta tão liberal. Esta é uma oportunidade para provar sem despeza alguma um remedio tão celebre e lisongeiro, e estamos seguros de que muitos doentes aproveitarão a vantagem desta offerta. Basta enviar o nome e endereço (sem mais explicações) por meio de um bilhete postal, como segue: Dr. R. Schiffmann, Rua 7 de Setembro 107, Rio de Janeiro.

—Mr. and Mrs. J. Renton Haney have returned from Petropolis and entered their new home at 333 Rua Prudente de Moraes

—Mr. and Mrs. Emile R. Pilli have taken a beautiful home at 803 Rua Copacabana. Mr. Pilli is General Representative for Brazil of the Niles-Benent-Pond Company.

—Mr Edmund C. Heine, Special Agent for the Fordson Tractor, with head offices at 106 Rua Florencio de Abreu, São Paulo is making various business trips into the interior with this city as a center.

—Mr. John Warner, National Student Secretary of the Y.M.C.A. left last Saturday for a trip to São Paulo, Curitiba and Porto Alegre.

—Mr J. F. Brown and Mrs. Eidson enjoyed four days over the past week end in Petropolis.

—A most impressive sight was witnessed outside the British Consulate on Friday (Armistice Day) at 11 o'clock, when all the ex-service men in the British colony assembled outside to pay their respect to their fallen comrades by keeping the two-minutes' silence, by which means all the world over Britishers kept the memory of the Glorious Dead.

—Among the guests to the Armistice Night dinner at the Club Central, given by the Comrades of the Great War, were: His Excellency the British Ambassador, Sir A. C. Crofton-Atkins, K.C.B., Sir Norton-Griffiths, and several others.

—The Little Bridge Club were entertained on Monday evening by Mr. and Mrs. Irwin at Rua Barão de Flamengo 20. High scores were held by Mrs. E. J. Marvin and Mr. Bonner.

—Word comes from São Paulo that Mrs. W.V.V. Van Dyke is improving slowly and that she has been able to receive a few visitors. The sincere good wishes of all the American colony are anxiously accompanying her improvement.

—Mr. W.W. Razor, editor of the Pan-American Magazine is spending some time in this city at the Palace Hotel

### THE NEW CANADIAN BANK OF COMMERCE.

The Canadian Bank of Commerce established in Toronto in 1867 is opening its branch in Rio next week, Monday. The building at 63, 65 and 67, Avenida Rio Branco, which has been handsomely remodeled for the housing of the new bank is open for inspection Friday and Saturday of this week, the 11th and 12th of November, between the hours of 10 and 3.

### THE "QUEST" COMING TO RIO

The "Quest" is due to arrive in Rio on or about the 28th November, and will probably stay fifteen days. The British Society has already made arrangements to entertain the crew of this gallant little vessel at a dinner and dance to be given at the Club Central on the day of their arrival. The "Quest" her crew of eighteen left St. Katherine's Dock, London, on Sept. the 17th. The boat is to carry the Shackleton-Rowett expedition away into the Antarctic on a 30,000-mile trip. The little ship is carrying a 20-tons of coal which will last for 57 days normal steaming, but a large part of the journey will be sailed. If coal gives out seals blubber will be requisitioned as fuel. Enough food in amazing variety to last a year is aboard the ship, which is only the half size of the "Endurance," the boat that carried the last Shackleton South Pole Expedition. Many tons of tinned meats, tinned vegetables, tinned fish and pemmican, and an unappetising but nourishing substance containing the properties of beef—are stored away. Quantities of lime juice and tinned tomatoes will help to ward off scurvy, and a vast stock of split peas will be transformed into Pea soup. A little black kitten is the ship's official mascot, but nearly every member of the crew has his own individual charm, varying from four-leafed clovers to china dogs. In the middle of the deck stands a brass plate.

Diga que viu no "Brazilian"—Diga a todos.

on which three verses of Kipling's "If"—typically expressive of the explorers' spirit—are engraved. Sir Ernest Shackleton stated just before the "Quest" left London, "that if we do all we hope to do this time, I am singing my last swang-song. This is to be my last trip."

A call was made at Plymouth to fix an eighteen-foot copper plate—an "earth"—for her wireless. She left Plymouth on September the 24th, and nothing was heard of the gallant little ship until a cable was received in London, through Reuter, stating: "Sir Ernest Shackleton's ship, the 'Quest,' when off Cape Rocca, was unable to hold her own with the strong South West wind which was blowing, and asked for help today." A tug was sent from Lisbon to her assistance. Cape Rocca is on the Portuguese Coast, at the mouth of the River Tagus.

Sir Ernest Shackleton left St. Vincent the 29th of October.

**NEW BOOK ON BOLIVIA**

By Local Author.

The Bureau of Foreign & Domestic Commerce of the Department of Commerce, is from time to time issuing commercial handbooks on the different countries of Latin America.

Already this Bureau has issued a handbook on Paraguay, written by Dr. W. L. Schurz, now Commercial Attache to the American Embassy in Rio de Janeiro. The second of the series was a commercial handbook on Colombia by Trade Commissioner P.L. Bell. The latest to be issued covers the republic of Bolivia, and was also written by Dr. Schurz, after several months personal study in that country.

In this handbook on Bolivia, Dr. Schurz covers every phase of the economic, commercial, financial, and even the ethnological conditions of the country. In his introduction the topography of Bolivia, the health conditions, population and living conditions are discussed. While the actual area of the country has not been determined, owing to dispute with Paraguay over the Gran Chaco, Dr. Schurz estimates that it is twice the size of Texas, and probably contains 2,000,000 inhabitants, almost half of which are Indians. Dr. Schurz's treatment of the life, habits and characteristics of the principal Indian races in Bolivia, and also the "cholos" or mixed Indian and Spanish element, is extremely interesting. Other subjects covered in the Introduction include education, government, religion, politics, etc. Each of the succeeding chapters is confined to the thorough elaboration of separate topics, such as the description of the principal cities and towns, transportation and communications, mining, petroleum, agriculture, stock raising, labor conditions, trade, and many other important subjects are most completely and interestingly developed.

Bolivia's most important industry is mining, and it is the second tin-producing country of the world. Silver, copper, lead, antimony, tungsten, bismuth, zinc, gold, and other minerals are found, and "in 1919, 87.99 per cent. of the total exports of Bolivia consisted of minerals, amounting to a total value of 126,632,675 bolivianos. The duties collected from these exports amounted to 6,264,143 bolivianos." The production of petroleum is as yet not greatly advanced, although "the presence of oil had long been known from the existence of seepages, particularly in the Caupolicán and Lagunillas district." Dr. Schurz further states: "The natives have long been accustomed to bale out oil from the holes for local use, and the street lamps in Santa Cruz have used the local oil." Several companies have acquired tracts of land for the exploitation of petroleum.

The handbook contains exhaustive studies of the forestal products, rubber, banking, finance and investment, statistics of trade, and a survey of the markets. Dr. Schurz's interesting style of presentation of the subject, causes the reader to forget he is reading a "Commercial Handbook," and this contribution to the South American series will be of valuable assistance, not only to the business man but also to the general traveler. The handbook is well illustrated with photographs taken by the author, and contains an excellent economic map of the country. The appendix contains information for travelers, accommodations at the different cities, etc.

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**TEACHING WOMEN CITIZENSHIP.**

One of the features of the first year of woman suffrage in the United States has been the development of hundreds of citizenship courses for women. The most significant of these is probably that offered by the citizenship school for women to be opened this autumn by Yale University in cooperation with the Connecticut League for Women Voters. For two hundred and twenty years Yale has been maintained as a man's college, and although there are several departments in which women students are admitted, the establishment of a special school primarily for women is a direct result of the granting of equal suffrage. The school will last a week, it will be held in Yale buildings, and the lecturers will be Yale Professors.

The course, as described by Marjorie Schuler, a prominent suffragist, writing in the "Review of Reviews," will include lectures on the science of government, the methods of political parties, social problems and the service which the individual voting citizen owes to the community, the State and the nation. One day will be given over to a discussion of international relations, economic, social, and political, and the reduction of armament.

Probably the most interesting and most practical of the information presented will be the results of a survey of community needs which the Connecticut League of Women Voters has been conducting this summer. With the hope of discovering those problems upon which women voters should concentrate their first efforts, this organization has sent out lists of one hundred and twelve questions to the women of every town in the state. Facts are asked concerning the population of the community, the proportion of native and foreign born, what Americanization agencies are at work, and the civil status accorded to Negroes. There are questions on the industrial situation, the conditions and hour

of labor for men, women and children. Under home-making such questions are asked as How many homes are mortgaged; How much are rents; How many divorces in your town in 1920; What was the highest price for coal last winter in your town; Have you water-power that could be used for electric lighting?

Public utilities, courts, county, and state government are inquired into and especial emphasis is put upon the quality of service of state legislators to their community.

From the information thus developed the League of Women Voters will make out a program to present to the women of the state, and the most important of the proposals for social reform and new legislation will be outlined for the first time at the Yale citizenship school.

The national movement for uniting women's organizations and colleges to teach citizenship, according to Miss Schuler, was inaugurated in July, 1919, more than a year before the ratification of the national woman suffrage amendment, when the New Hampshire State College and representatives of the leading women's organizations of the state united in opening a week's citizenship school. Since that time the National League of Women Voters, the organization which superseded the old National American Woman Suffrage Association, has made a vigorous campaign for citizenship training through universities, colleges, normal, secondary, and primary schools. As a result of these efforts, twenty-four state universities are known to have cooperated with women in establishing courses of citizenship training. In private colleges in seven states, similar courses have been given, and the National League of Women Voters has itself conducted three national normal schools for the training of teachers in citizenship. At these schools hundreds of women have been trained to teach citizenship in their own states and there have been developed teachers who have subsequently traveled from state to state organizing and instructing classes.

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**INSECT LIFE IN BRAZIL**

One of the characteristics of the tropical summer is the piercing and strong chirping of the crickets (*Zamara tympanum* and *Fidicina mannifera*). The brighter and stronger the sunshine, the more intense becomes the noise of the crickets in forests, orchards, and gardens. The crickets lay their eggs on the base of trees, near to the ground, and the larvae burrow immediately into the earth, where they pass some two years before becoming transformed into "pupae". They are very agile, but they do not dig far into the ground, preferring a depth where the roots are abundant. When the time of their metamorphosis is approaching, they gradually come to the surface, burrowing galleries, and waiting near the entrance for fine weather. When finally the weather is favourable, they make their earth exit during the night, and ascend the trunks of trees, or get hold of any other object on which they can implant their nails on claws.

After some time a hard skin forms, and cuts along the length of their backs, allowing the cricket to emerge. It is said in the United States of America that during a few successive nights from underneath and about an apple tree more than 1,500 larvae of crickets (*Cicada septemdecim*) ascended the trunk. The number of crickets is not large because, while in the larva state, and under ground, they are decimated by ants. The insect known in Brazil as the Jitiranaboia or jiquitiramboia, *Laternaria phosphorea* (*Fulgora lanternaria*), has given rise to two fables, one of which still exists, especial-

ly among the poorly educated people. The insect measures about ten centimetres in length, from the extremity of the cephalic appendix to the abdomen, and some fifteen centimetres from one extremity of the open wings to the other. It is characteristically known by the appendix on the front of the head, and which Madame Merian supposed to possess luminous qualities, capable, therefore, of emitting a phosphorescent light. The fundamental colour of the insect is a greenish marble-like yellow, with numerous white and brown spots. The wings are large, and the black ones have a big eye-shaped patch, or spot, on the extremity. Madame Merian, in her work on the insects of Surinam, says that the Indians took her some jiquitiranaboias, which she did not know emitted light by night, and she placed them in a wooden box. At night the insects made such a noise that she opened the box, and was astonished to see light coming from it. She then replaced the insects in the box, and was again surprised at the magnificent appearance they presented. The American species, *Laternaria phosphorea*, as well as the Chinese *Laternaria candelaria*, owe their specific names "phosphorea" and "candelaria" to the unfounded belief that they emitted light. It would appear that Olivier was the first entomologist who raised any doubts as to the luminosity of these insects, having obtained information given by Richard, who observed the jiquitiranaboia in Ceyenne, and did not see them produce any light. Hoffmansegg, the Prince von Neuwied, and Lacordaire, the two latter being naturalists who had been for a long time in South America, also verified the statement that this insect does not

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emit any light, as none of the specimens they had had under observation in captivity showed the slightest trace of luminosity. In Brazil it is the belief of the people that the *Laternaria phosphorea* has a violent poison which the insect injects by pricking, or simply touching, anyone with the cephalic appendix. This is an entirely mistaken idea, as this insect is as harmless and as inoffensive as the ordinary cricket. It has simply a rostrum, with which it sucks the plants, but which it cannot use as an arm of defence or attack, and it possesses no poison whatever. It is an insect from which there is nothing to be feared.

Of the Brazilian locusts, one of the most beautiful species is the *Tropidacris dux* (*Acridium latreillei*), a big specimen about fourteen centimetres in length, with a brown thorax spotted with white, a superior sort of brown wings with spots of a darker colour, the lower ones being red with brown spots, and the tarsus red.

The great ant *Atta sexdens*, known in this country by the name of *Sauva*, is a curse to agriculture. It is not an uncommon sight to see this insect descending from the trees laden with pieces of leaves, much bigger than itself, carrying them in its mandibles, and so carefully balanced as not to interfere with his progress towards the ant hill, where the food is warehoused. The butterflies and moths of Brazil are noted for their colours, and some of them for their great rarity. *Morpho menelaus*, of a lovely and brilliant celestial blue, is the charm of the woods, and the *Morpho laertes*, of a very light blue colour, and more agile and rapid than its congener in its flight, are the prettiest specimens. *Papilio thoas*, black and yellow, and *Papilio protesilaus*, of a lovely shape, although belonging to the *Papilio* type, and white with black stripes, are also prized. The caterpillars of the papilionid are of a greenish grey colour. Some are the colour of the bark of the tree upon which they live; and when touched they project from the front part of the head two tentacles of a red orange colour, which exhale a strong and very disagreeable odour. The chrysalides resemble more closely than the caterpillars the colour of the bark. They simulate small broken branches, secure themselves to the trunk by the posterior extremity, and are sustained obliquely to the tree by a thread, which, attached to the tree, passes underneath the chrysalis. The *Peridromia feronia* (*Ageronia feronia*), flying through the forest, produces a cracking noise, and its colourings, a mixture of white and brown spots, are combined in such a way that the butterfly, when resting on the bark with its wings open, appears to be a piece of lichen. A lovely butterfly, which is very rare, and fetches high prices among the collectors, is the *Dynastor napoleon*. It is large, and the under part of the front wings are black with a long spot on the supero-lateral angle, and two small testaceous points and a wide yellow band in the middle. The hind wings have the external half testaceous, and the internal are dark brown, almost black. The *Attacus hesperus*, the silk moth of Brazil, measures some seventeen centimetres from point to point of its open wings, and these, where they join the body, have a triangular or rectangular spot of a brown colour. This is followed by an area of a deeper brown, with a transparent triangular central portion. The back wings have a rose-coloured band with a brown stripe, and the external edge, below the band, is of a darker brown in the central part. On the external edge are a series of elliptical dark spots, and on the front wings, on the top edge near the external angle, is a semielliptical rose-coloured spot. Against this are two elliptical brown spots. The body is brown, with one or two white bands, which, passing by the head behind the antennae, extend past the flanks of the abdomen. The under part of the wings is more or less similar to the upper part, the triangular spot next to the

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body being wanting on the front wings. The caterpillars of the *Attacus hesperus* feed principally upon the leaves of the *Ricinus communis*, and also eat the leaves of the *Spondias lutea*. The female lays some 300 eggs, and the caterpillars are green with five tubers of a red orange colour, which are found transversely on each segment. The light green, which predominates, varies in shade on the different parts of the body. They attain some thirteen centimetres when they arrive at the end of the larvae period, and they spin cocoons, in which they enchrystalidate, being suspended by a long peduncle from the tree. The cocoons are some eight to nine centimetres long without the peduncle, and two in diameter as a maximum. They are fusiform, and the peduncle may be nineteen centimetres long. About 900 cocoons are straw-coloured, and the thread is thicker than that of the *Bombyx mori*, the common silkworm, which originally came from China and is now cosmopolitan. The stuff manufactured with the silk cocoon of the *Attacus hesperus* is not so fine as that of the common silk, and is of a dull colour, but very strong and light. *Capiopteryx semiramis* is a very rare moth, and collectors pay high prices for specimens. The males have the front wings angular, and of a soft brown colour, marked with dark brown and a bluish-grey colour towards the apex and the internal nerves. It also shows a glass-like spot. The hind wings are some sixteen centimetres in length. From an antero-lateral angle to the other it measures twelve centimetres. The females are more showy and more rare than the males, and they also have the wings of a soft brown colour, except on the front border, but in the medium zone they are lighter on the top part. The hind wings are soft from the base to the external edge, and a glass-like spot is tridentated on its outside and rectilinear on the inside, with the borders strongly indented.



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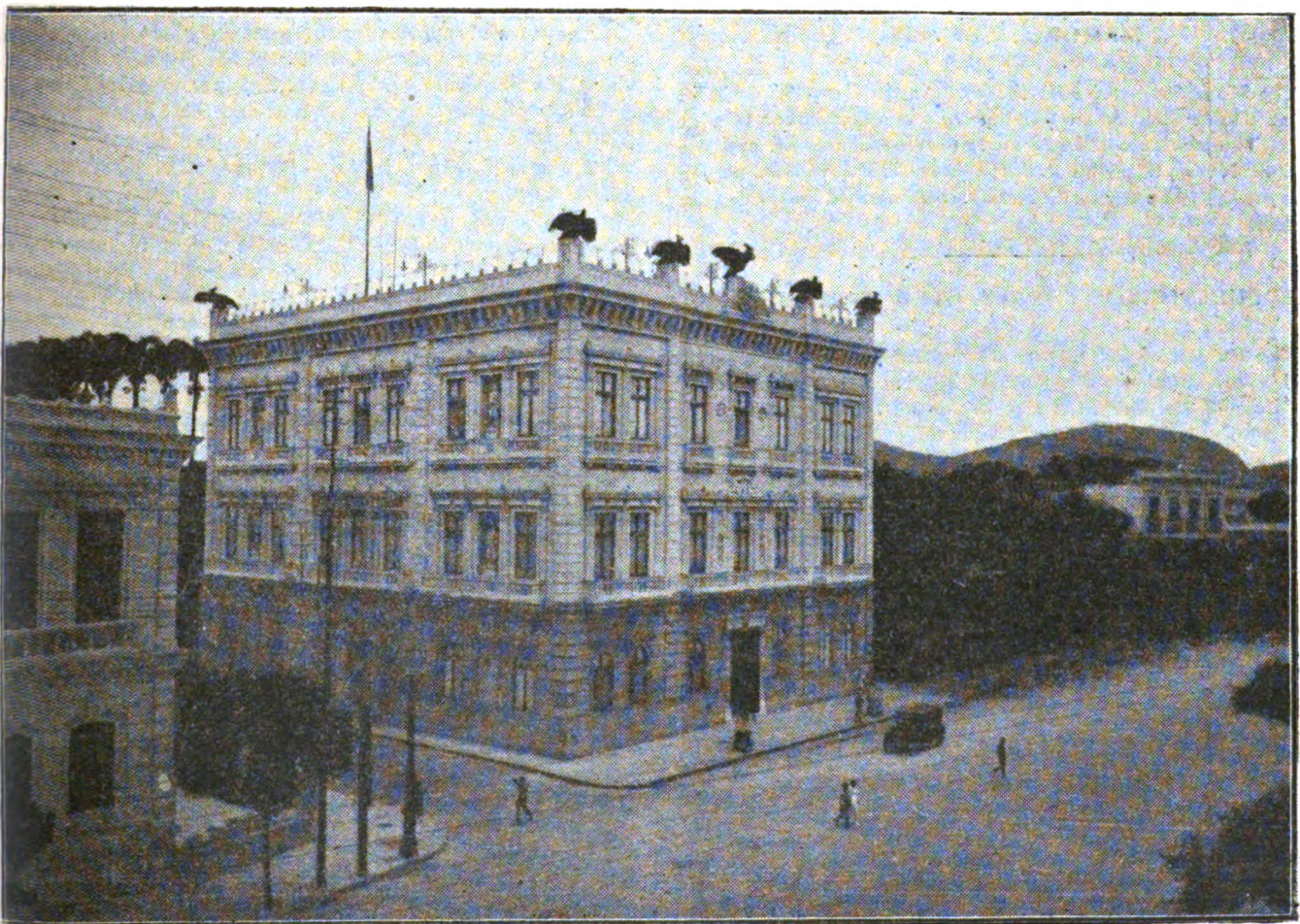
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The Memorial Service for the fallen in the Great War will be held at Christ Church on Sunday morning November 6th, at 10:30. The service will be of an impressive character, and the Brazilian National Hymn and the Marseillaise will be played on the organ. The Hymn "The Supreme Sacrifice" will also be rendered.

### POPULATION OF THE U.S. OVER 105 MILLION.

The Bureau of the Census, Department of Commerce, has issued a preliminary statement giving the composition of the population of the United States according to color or race, as shown by the census taken as of January 1, 1920.

The total population of the United States, 105,710,620, comprises 94,822,431 white persons, 10,463,013 Negroes, 242,959 Indians, 11,025 Japanese, 61,686 Chinese, 5,603 Filipinos, 2,505 Hindus, 1,230 Koreans, and 147 others. (Siamese, Hawaiians, Malays, Maoris, and Samoans.)

Corresponding figures for 1910 were as follows: 81,731,957 white persons, 9,827,763 Negroes, 265,683 Indians, 72,157 Japanese, 71,531 Chinese, 160 Filipinos, 2,545 Hindus, 462 Koreans, and 8 others (Maoris).

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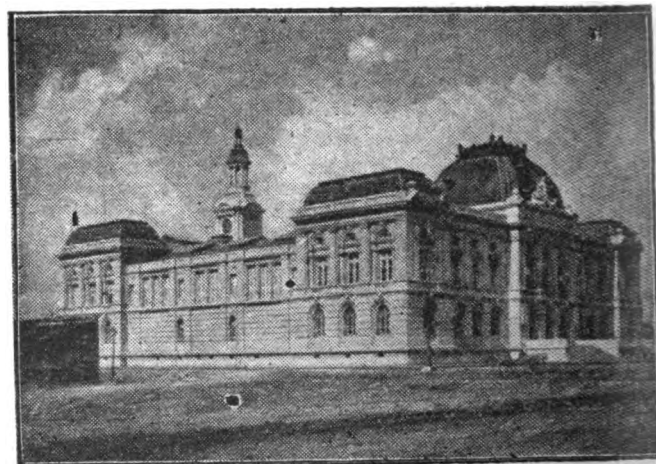
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**BRAZILIAN CURIOSITIES.**

The rates of increase for the principal races during the decade were: Total population, 14.9 per cent; white, 16 per cent; Negro, 6.5 per cent; Japanese, 53.9 per cent. The Indian population decreased by 8.6 per cent and the Chinese population by 13.8 per cent.

The rate of increase in the white population during the recent decade, 16 per cent, is considerably less than the corresponding rate for the period 1910-1920, which was 22.3 per cent. This decline is accounted for mainly by the great reduction in the volume of immigration during the period of the World War. An estimate based on the excess of births over deaths and on the excess of immigration over emigration yields a total differing by only a small fraction of 1 per cent from the total white population enumerated.



*School of Laws, Recife, Pernambuco.*

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## Legal Section

BY RICHARD P. MOMSEN

MEMBER OF THE BAR OF BRAZIL

### IMPORTANT TRADE-MARK DECISION AFFECTING AMERICAN INTERESTS IN BRAZIL.

Messrs. Upton & Company, Ltd. of São Paulo, successors to F. Upton & Company, recently sued the Chattanooga Plow Company, of Chattanooga, Tennessee, U.S.A., for cancellation of the trade-mark "CHATTANOOGA," which had been registered by the plaintiffs at the Board of Trade in São Paulo on March 1, 1919, and later deposited at the Board of Trade in Rio de Janeiro, and which had also been registered by the defendants on September 1, 1920, covering the agricultural machinery manufactured by them.

The defendants, in contesting the suit, alleged that their company is a corporation, organized on April 3, 1883, in the city of Chattanooga, Tennessee, where they have a large factory of agricultural machinery; that some years ago they entered into an agency contract with the plaintiffs for the sale in Brazil of plows and other agricultural instruments of their manufacture; that the plaintiffs on March 1, 1919, registered the trade-mark "CHATTANOOGA" as their own, when in reality it belonged and still belongs to the defendants; that, after the close of the war, and the subsequent re-entry of the defendants into the Brazilian market, they registered, on September 1, 1920, at the Board of Trade of Rio de Janeiro, the name "CHATTANOOGA," which distinguishes the products of the defendants in the locality of Chattanooga, Tennessee; and finally that the right of the defendants to use the commercial and geographical name of "CHATTANOOGA" on all of their products is incontestable in the light of the principles of law and of international treaties and conventions to which Brazil and the United States are parties.

A decision in favor of the defendants, the Chattanooga Plow Company, was handed down by the court which held that the registration made by Messrs. Upton & Company was an undue appropriation of the name given by the defendants to plows and other agricultural instruments of their manufacture, because— 1) the word "CHATTANOOGA" is a component part of the name of the defendant company established in the city of Chattanooga, Tennessee, U.S.A.; 2) this name can only be used to designate products originating in that locality; 3) this name is also the one under which the defendant company is known to the public and to its customers; 4) according to Decree No. 11588, of May 19, 1915, which ratified the Buenos Aires Convention, to which the United States is also a party, "Trade names shall be protected in all states of the Union, without the obligation of deposit or registration, whether or not they form part of a trade-mark; 5) the same provision is contained in Decree No. 11385, of December 16, 1914, which officially announced the adherence of Brazil

to the four acts of the International Union for the Protection of Industrial Property, signed in Washington, D.C., on June 22, 1911; 6) the plaintiffs adopted the trade-mark in question "for some" of the merchandise of their commerce and for application on "certain machinery," without specifically stating the articles the mark was intended to cover, while the defendants adopted the same mark to distinguish definitely the agricultural machinery manufactured by them, thus fulfilling the provisions of the law governing the registration of trade-marks, whereas the plaintiffs violated these provisions; 7) from the depositions of the representatives of the plaintiffs and of other witnesses, as well as from an examination of the books of Upton & Co. Ltd., it is clearly proved that the latter were for many years the representatives of the Chattanooga Plow Co., for the sale of their agricultural implements, and used the trade-mark in question as such representatives.

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## HEY RUBE!

You have nearly all heard that cry ring out about 10 o'clock on the circus grounds in North Platte, Neb., Oshkosh, Wisc. Coalinga, Ca., or some other village in North America. Those who have not have missed part of their circus education.

"Hey Rube!" is a battle cry and at the same time it is music to the old-time circus employe. It was his jazz music before Charlie Schwab and Harry Kosarin started.

It is called forth by any one of a number of circus-ground incidents but is usually the outcome of the complaint of one thinking he has been short-changed by the side-show ticket seller, the lemonade or peanut boy or some other circus employe. If the complainant has his crowd with him, as is usually the case and their means of seeking restitution become too vigorous, out goes the shout, "Hey Rube!"

The lion tamer repeats the cry, the Japan wire walker balances himself on his left ear, Roscoe stops eating snakes and they echo the cry. In half a minute it is heard from all corners of the tent. Then the fun starts. Circus managers, ticket sellers, actors and roustabouts grab the first wieldable piece of wood, iron or steel they run across and start swinging. The circus performance usually ends at this stage of the proceedings and the police, doctors and ambulances begin their work.

We understand that there are some North Americans in Rio not participating in today's big American charity circus in Leme but who intend to be present as spectators. There may be only a few but we feel they should think well of the past when they enter the grounds and offer a ten milreis bill to the peanut boy.

We don't mean to infer that there will be any disorder on the part of circus participants. At least we hope not. But being around a circus one cannot resist the old traditions and for this reason George Turner has had to instruct all the participants in the origin and significance of those two words so dear to the heart of the circus employe. Therefore, if you are there as a spectator and offer a 50 milreis note to the side-show ticket seller and he gives you change for five milreis, don't holler.

For our own sake we will admit that it would bring back many pleasant memories if we could hear the old cry ring out and then listen to the music as the wood meets wood. We say wood advisedly because it would only be a wooden-headed North American who would kick about the price of peanuts at a circus for so charitable a cause.

## RUGBY FOOTBALL IN THE RIO CRICKET CLUB

The Rigger match which took place at the Rio Cricket Club between a "Western" team and a Rio scratch team, was keenly watched by a large crowd who followed the game with interest. The play on both sides showed occasional flashes of forgotten form but on the whole was weak. There was no combination in the teams, and the passing was either forward or muffed. Morris was probably the "star turn" of the day, and easily outshone the rest. Towards the end of the game, Monk had the misfortune to injure his leg and had to retire. We are glad to be able to report that he is now recovered from his injury. The results were: Rio, 2 goals, 1 try; Western, 0. Referee, Dillion

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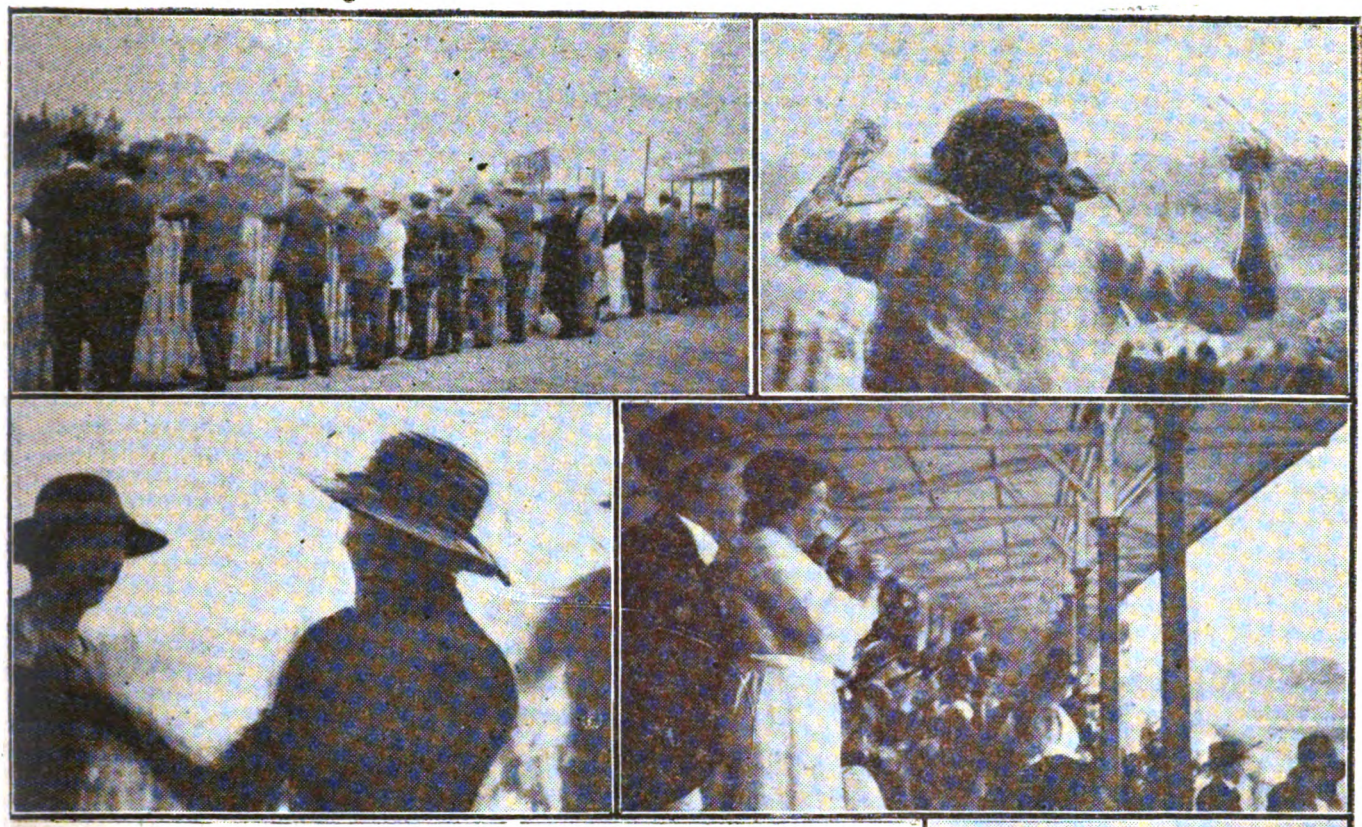
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Diga que viu no "Brazilian" — Diga a todos

RIO—SÃO PAULO BASEBALL GAME.



Join The American Chamber of Commerce—Rio—São Paulo—Pernambuco—Santos

In last week's issue of the BRAZAM no mention was made of the good ball playing of the São Paulo team. This was caused by the fact that at the eleventh hour it was necessary to rush some news through, and in the hurry to do this, all praise was given to the Rio players. Following are the box scores for the games played in São Paulo.

The wonderful batting of Al Smith, the catcher of São Paulo could not be equalled, and the Rio pitchers were worried at all times when he came to bat. Also the batting of Herron and Henna, during the series, was very good, they having made a number of important hits. Harvey in left field during the third game made some remarkable catches of hard hit balls. The pitching of Petterson had the Rio batters puzzled for eight innings during the third game.

Umpire Bettinger, as well as Hoeg of Rio, distinguished themselves throughout the games, to the satisfaction of all, in difficult decisions.

BOX SCORE—First Game, Oct. 31:

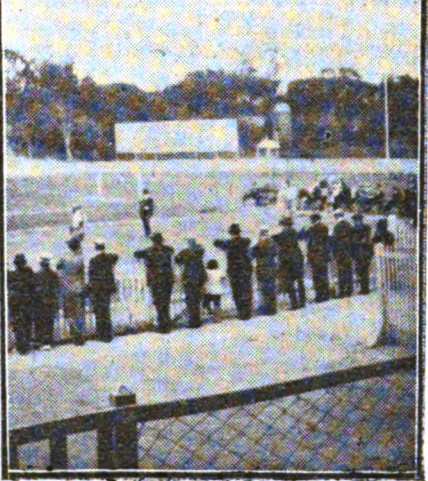
Score by Innings.....	1	2	3	4	5	6	7	8	9	R	H	E
São Paulo.....	0	0	0	0	0	3	0	0		3	8	6
Rio.....	3	0	0	1	0	0	0	0		4	5	1
<b>São Paulo:</b>												
	AB	R	H	PO	A	E						
Kinsolving, 3rd Base.....	5	0	1	24	2	0						
Hogarty, S.S.....	3	0	1	3	2	3						
Ingram, R.F.....	4	0	0	0	0	0						
Smith, C.....	3	1	2	7	0	0						
Herron, C.F.....	4	0	1	0	0	0						
Gillett, 2nd Base.....	4	1	1	1	2	0						
Henna, L.F. and 1st Base.....	3	1	1	3	0	1						
Eakle, 1st Base.....	2	0	0	8	1	0						
Harvey, L.F.....	1	0	0	0	0	0						
Jason, P.....	0	0	0	0	0	2						
Sasahara, P.....	3	0	1	0	6	0						
<b>Totals.....</b>	<b>32</b>	<b>3</b>	<b>8</b>	<b>24</b>	<b>13</b>	<b>6</b>						

I—As near the ball as possible without getting in the batters way.

II—The ladies were not the least enthusiastic of the fans.

III—Two Paulistas congratulate each other. 7th. Second Day.

IV—Every Paulista on tiptoes. 7th. Second Day.



<b>Rio:</b>						
Covington.....	3	0	1	6	1	0
Thomas, L.F.....	4	1	0	0	1	0
Peterson, 2nd Base.....	4	1	1	1	1	0
Embry, C.F. and 1st Base.....	4	2	2	3	0	0
Cass Stevens, R.F.....	2	0	0	0	0	0
Collins, R.F. & C.F.....	1	0	0	0	0	0
Wise'y, R.F.....	1	0	0	0	0	0
McManus, 3rd Base.....	4	0	3	0	0	0
McCreedy, S.S.....	4	0	1	0	1	0
VanDyck, C.....	4	0	0	13	0	1
Jewell, P.....	3	0	0	1	16	0
<b>Totals.....</b>	<b>34</b>	<b>4</b>	<b>5</b>	<b>27</b>	<b>20</b>	<b>1</b>

Three Base Hits: Embry and Smith (2); Two Base Hit: Embry; Stolen Bases: Covington, Peterson and Hogarty; Double Play: Jewell to Peterson, to Covington to McManus; Struck out by Jewell: Kinsolving (2), Ingram, Herron, Gillette (2), Henna (2), Eakle, Harvey, and Sasahara; By Sasahara: Peterson, Cass

Say you saw it in the "Brazam"—Tell everybody.



Stevens, Covington and Jewell, Hogarty Sasahara, Henna and Smith; Earned Runs: Rio 3, São Paulo, 2. Umpires: Messrs. Bittenger, and Hoeg; Scorers: Dunn and Karl.

**First Game:**

**São Paulo—FIRST INNING.** Kinsolving was out on a grounder to first; Hogarty walked; Ingram fanned and Smith fouled to Van Dyck for the third out. No runs, no hits, no errors.

**Rio:** Covington singled; Thomas was safe at first through Jason's wild throw. Peterson got to first but Covington was thrown out Kinsolving to Smith. Embry doubled scoring; Thomas and Peterson and scored himself on Jason's muff, McCready was forced by Van Dyck. Three runs, two hits, two errors.

**São Paulo—2ND INNING:** Herron flied to second; Gillette and Henna fanned. (Sasahara replaced Jason in the box). No hits, no runs, no errors.

**Rio—2ND INNING:** Covington grounded to first; Thomas reached first on Hogarty's wild throw; Peterson singled, Embry flied to catcher. No runs, one hit, one error.

**São Paulo—3RD INNING:** Eakle fanned; Sasahara walked; Kinsolving hit to Jewell who threw to second too late to catch Sasahara, but Peterson made a perfect throw to Covington catching Kinsolving, and Covington, in turn, whipped the ball to third in big league fashion, doubling up Sasahara. (This latter pley was almost similar to the pley made by Rawlings, Kelley and Frisch in the last game of the world series). No runs, no hits, no errors.

**Rio:** McMannus fanned; Gillette made a fine catch of McCready's liner; Van Dyck out pitcher to first. No runs, no hits, no errors.

**São Paulo—4TH INNING:** Hogarty hit to first for an out; Ingram out McCready to Covington; Smith got a triple to deep left, but was out on oversliding third base, by a fine throw from Thomas.

**Rio:** Jewell was safe on Hogarty's wild throw to first, but Cass Stevens running for him was caught off the bag. Covington out Gillette to first and Thomas flied to catcher. No runs, no hits, one error.

**São Paulo—5TH INNING:** Herron struck out; Gillette out pitcher to first; Henna singled but died on Eakles weak one to Jewell. No runs, one hit, no errors.

**Rio:** Peterson was out Hogarty to Eakles. Embry tripled to deep left, the ball hitting the fence and bounding back to the fielder, and he scored on a wild pitch. Cass Stevens grounded to first. McMannus got first on Eakles muff. McCready was out Gillette to first. 1 run, one hit, one error.

**São Paulo—6TH INNING:** Sasahara popped to Jewell; Kinsolving fanned; Hogarty singled, Ingram flied to center. No runs, no hits, no errors.

**Rio:** Van Dyck fouled to third; Jewell fanned; Covington walked and stole second; (Covington hurt his leg in sliding and Brown was called in to run for him). Thomas out on beautiful assist from Kinsolving to first.

**São Paulo—7TH INNING:** Embry pleying first for Rio, Collins, C.F., and Wise'y, R.F. Al Smith tripled to left scoring on Herron's single; Gillette singled and Henna walked filling the bases. Maffitt batting for Eakles hit to pitcher who caught Herron at plate; Sasahara fanned, but Kinsolving singled scoring four hits, no errors.

**Rio:** Peterson fanned; Embry flied to Hogarty and Collins was out, Hogarty to first. No runs, no hits, no errors.

**São Paulo—8TH INNING:** Ingram flied to short; Smith walked; Herron out pitcher to first; Gillette struck out. No runs, no hits, no errors.

**Rio:** McMannus flied to second; McCready out third to first; Van Dyck safe on Hogarty's misjudgment of easy fly. Jewell walked; Wise'y flied to short. No runs, no hits, one error.

**São Paulo—9TH INNING:** Henna and Harvey fanned; Sasahara singled; Kinsolving fanned. No runs, no hits, no errors.

**BOX SCORE—Third Game, November 2nd.**

<b>Score by Innings.....</b>	1	2	3	4	5	6	7	8	9	10	R	H	E
Rio.....	1	1	0	0	0	0	0	1	8	1	12	11	7
São Paulo.....	0	0	2	1	1	3	0	0	4	0	11	12	11

	AB	R	H	PO	A	E
McCready, S.S.....	6	1	2	0	3	2
Thomas, 1st, R.F. & L.F.....	5	3	2	7	0	1
Embry, 2nd B.....	6	1	0	3	1	1
Collins, C.F.....	6	1	3	1	0	0
Cass Stevens, L.F. & R.F.....	6	1	1	3	0	1
Whitman, C.....	4	1	0	11	0	1
McManus, 3rd Base.....	6	1	0	3	1	1
Sturgis, R.F.....	4	0	1	0	0	0
Peterson, 1st Base.....	1	1	1	0	0	0
Covington, P.....	4	2	1	2	11	0

**Totals.....** 48 12 11 30 16 7

**São Paulo:**

Kinsolving, 3rd B.....	6	2	4	4	1	5
Hogarty, C.F.....	6	1	0	1	0	0
Herron, S.S.....	6	1	2	1	1	0
Smith, C.....	5	2	3	5	0	0
Henna, 1st Base.....	5	2	1	7	1	1
Gillette, 2nd Base.....	5	1	1	4	3	1
Brown, R.F.....	5	0	0	3	1	2
Sasahara, R.F.....	1	0	0	0	0	0
Harvey, L.F.....	5	0	1	5	0	1
Patterson, P.....	4	1	0	0	4	1
Jason, P.....	1	1	0	0	0	0

**Totals.....** 49 11 12 30 11 11

**Home Runs:** Covington and Herron; **Two Base Hits:** Collins (2), Thomas, Cass Stevens, Smith, Henna and Harvey **Stolen Bases,** Thomas 2, Cass Stevens 2, Whitman, 1, Sturgis 1, Kinsolving 1, Gillette 1, and Patterson 1; **Bases on Balls:** Off Covington 3, Henna, Jason and Smith; **Off Paterson,** Whitman Off Jason, Thomas and Whitman. **Struck out by Covington,** 10 Gillette, 3, Brown 3, Hogarty 2, Kinsolving and Jason. **By Paterson,** MacManus and Sturgis, **by Jason,** McManus and Embry **Hit by Pitched Ball:** Harvey and Gillette **by Covington;** and **Covington by Patterson.** **Passed Balls,** Smith 2

**3rd. Game:**

**Rio—1ST INNING:** McCready out short to 1st; Thomas singled and stole second and third; Embry out, Henna unassisted; Collins doubled scoring Thomas; Cass Stevens safe on Kinsolvings error and stole second, Collins going to third. Whitman flied out to second. 1 run, 2 hits, 1 error.

**São Paulo:** Kinsolving was safe on Thomas' error, it being a pickup on a short throw from third. Hogarty bunted safe. Kinsolving going to second; Herron fouled to Covington; Smith singled to right and the bases were full; Henna lined out to McManus who doubled Kinsolving off third. No runs, 1 hit, 1 error.

**Rio—2ND INNING:** McMannus fanned; Sturgis struck out. Covington was hit by pitcher; McCready beat out hit to Paterson; Thomas doubled scoring Covington, McCready going to third; Embry flied to Harvey. 1 run, 2 hits and no errors.

**São Paulo—Gillette** struck out; Brown grounded out McManus to Thomas; Harvey safe at first on error by Whitman; Patterson flied out to Cass Stevens. No runs, no hits, one error

Rio—3RD INNING: Collins out to Hogarty in center; Cass Stevens flied to Harvey in left; Whitman was safe on 2nd on Kinsolving's overthrow to first. McManus' pop f'y was caught by Gillete. No runs, no hits, 1 error.

São Paulo—Kinsolving beat out roller to McCreacy; Hogarty struck out and Kinsolving stole 2nd; Herron flied out to Cass Stevens; Smith singled to short; Kinsolving advancing to 3rd base on the play. (Rio Team claimed interference as the short-stop's view was blocked by the base runner. After 5 minutes' arguing play was resumed.) Smith stole second; Henna walked Gillete safe on fielder's choice; Smith and Kinsolving scored. Henna safe at thrd. Brown struck out. 2 runs, 2 hits, no errors.

Rio—4TH INNING: Sturgis singled; Covington safe on Patterson's error, but Sturgis was caught trying to take an extra base—on a perfect throw from first to third. McCreacy flied

to Brown and Covington was doubled off first. No runs, 1 hit and 1 error.

São Paulo—Harvey was hit by a pitched ball but was caught off base by Thomas; Patterson safe on McCreacy's error; Patterson stole second; Kinsolving singled and Patterson scored on error by Embry, Kinsolving going to second; Kinsolving was tagged out by McManus; Herron singled, Hogarty advancing to second. Smith flied out to Embry. 1 run, 2 hits and 2 errors.

Rio—5TH INNING: Thomas and Embry flied out to Harvey; Collins flied to Herron. No runs, no hits, no errors.

São Paulo—Henna safe at first on McManus' error; Gillete hit by pitched ball; Henna advancing to second; Brown safe at first on McCreacy's error. Harvey hit to short and Henna scored Gillette out at 3rd; Petterson safe on fielder's choice, Kinsolving and Hogarty fanned. 1 run, no hits, 2 errors.

THE AMBITIOUS SAO PAULO GRADED SCHOOL CAME TO THE GAME IN A BODY BY TRUCK.

Last week the postman brought to the São Paulo Graded School, the long-looked-for photos from President and Mrs. Harding. Virginia opened it, Donnell took the string, Robert, the stamps, William, the label, and Billie read the following autographed messages written under the photos:

"Greetings—FLORENCE KLING HARDING."

"With cordial greetings and very best wishes to the American School at São Paulo, Brazil.—WARREN G. HARDING."

The children are much enthused over these gifts from President and Mrs. Harding and at once set to work to procure means for framing the same. They rushed a peanut sale at the Rio-São Paulo baseball games on Monday and Tuesday and cleared

303\$000. This will be enough to frame the photos and start a fund for some playground apparatus. The children wish to thank the Baseball Team for giving the permission to hold the sale, the Telephone Company, for the truck so generously offered, Mr. Wood for the signs, Casa Jordano for the paper bags, Mesdames Carter, Turners, Wood, Gal'yon, Hopkins, Henna, Sheppard and others for cancy and donations sent in for the sale. The high sellers among the children were: Betty Baumgardner, 60\$000, Norris Wescott, 50\$000, Leslie Hopkins 27\$000, Bonny Sheppard 21\$000, Tom Chittenden, 24\$000, Tedcy Turner, 20\$000. William and Robert Tyler did commendable work keeping accounts and making change.

This five year old was a bit dazed to discover that grown-ups would actually pay tostoels for his wares.

They were all closely attached to school bags and fancy baskets they had decorated filled with home made fudge and roasted peanut's.



BOOST BRAZIL'S CENTENNIAL—1922

Say you saw it in the "Brazam". Tell everybody.

# Brazilian Business

Official Monthly Organ  
of

The American Chamber of Commerce for Brazil

published in the interests of  
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## AUCTION BRIDGE

by

MR. BERNARD P. BOGY, JR

### THE LAWS OF ROYAL AUCTION BRIDGE.

Approved by the Card Committee of Portland, Club,  
May 1914.

60. When the final declaration has been made (see Law 49) the play shall begin, and the player on the left of the declarer, shall lead.

61. A declaration once made cannot be altered, except as provided by Law 53, but if a declaration is obviously a misnomer, and is amended practically in the same breath, it stands as corrected.

#### DUMMY.

62. As soon as a card is led by the eldest hand, i.e. the player on the left of the declarer, the declarer's partner shall place his cards face upwards on the table, and the duty of playing the cards from that hand, which is called dummy, and of claiming and enforcing any penalties arising during the hand, shall devolve upon the declarer, unassisted by his partner.

63. Before placing his cards upon the table, the declarer's partner has all the rights of a player, but after so doing shall take no part whatever in the play, except that he has the right

- (a) To ask the declarer whether he has any of a suit which he may have renounced;
- (b) To call the declarer's attention to the fact that too many or too few cards have been played to a trick;
- (c) To correct the claim of either adversary to a penalty to which the latter is entitled;
- (d) To call attention to the fact that a trick has been wrongly gathered by either side;
- (e) To participate in the discussion of any disputed question of fact, or of law;
- (f) To correct an erroneous score

If he call attention to any other incident in the play of the hand, in respect of which any penalty might be exacted, the fact that he has done so shall deprive the declarer of the right of exacting such penalty against his adversaries.

64. If the declarer's partner, by touching a card, or otherwise, suggest the play of a card from dummy, either of the adversaries may, but without consulting with his partner, call upon the declarer to play or not to play the card suggested.

65. If the declarer's partner call the attention of the declarer to the fact that he is about to lead from the wrong hand, the adversary on the left of the declarer may require that the lead be made from that hand.

66. When the declarer draws a card, either from his own hand or from dummy, such card is not considered as played until actually quitted.

67. A card once played, or named by the declarer as to be played from his own hand or from dummy, cannot be taken back, except to save a revoke.

68. The declarer's partner may not look over his adversaries' hands, nor leave his seat for the purpose of watching his partner's play.

69. Dummy is not liable to any penalty for a revoke, as his adversaries see his cards. Should he revoke, and the error not be discovered until the trick is turned and quitted, the trick stands good.

70. The declarer is not liable to any penalty for an error whence he can gain no advantage. Thus, he may expose some, or all of his cards, without incurring any penalty.

#### EXPOSED CARDS.

71. If all the cards have been dealt, and before the final declaration has been made, any player expose a card from his hand, the adversary on his left may demand a new deal. If the deal be allowed to stand, the exposed card may be taken up and cannot be called.



## United States Shipping Board

FROM THE OFFICE OF CAPTAIN E. P. ERCKENBRACK, GENERAL AGENT FOR BRAZIL

As a sequel to the move of the Shipping Board to acquire its own pier facilities in New York and break what officials have referred to as the "pier trust," an agreement has been reached whereby Pier 1 at Hoboken will be transferred by the War Department from the Panama Railroad Steamship Company to the Shipping Board. Chairman Lasker has announced that General Connor of the War Department has offered the pier formerly

owned by the North German Lloyd, to the Shipping Board, and in return it had agreed to provide berthing space for the Panama Line. The Secretary of War has indicated that he will approve the transfer, although he has not actually signed the order. With the transfer of this pier all of the six ex-German docks at Hoboken, used before the war as terminals by the Hamburg-American and the North German Lloyd, will be under the control

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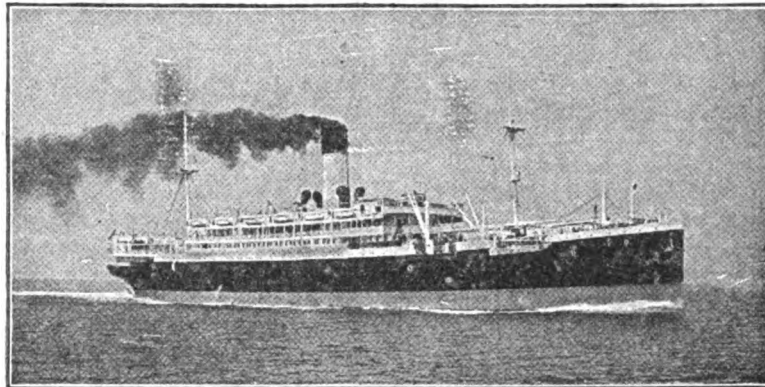
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VASARI  
12th November  
VAUBAN  
23th November  
VESTRIS  
23rd December  
VASARI  
13th January  
VAUBAN  
31st January



## From New York

VAUBAN  
11th November  
VESTRIS  
4th December  
VASARI  
27th December  
VAUBAN  
15th January  
VESTRIS  
5th February

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## LAMPOR T & HOLT Ltd.

of the Shipping Board, inasmuch as Nos. 2, 3, 5, and 6 have been acquired. The Emergency Fleet Corporation will use No. 1 to dock the largest of the transatlantic and South American passenger liners operated by managing agents. The Shipping Board has control of one pier at Brooklyn also.

It is understood that negotiations for additional pier space now held by other departments of the Government will not stop with the acquisition of the Hoboken terminals. It is known that Chairman Lasker hopes to reduce the pier charges incurred by Shipping Board vessels to a much lower figure.

At the present time the Government owned ships are required to pay large sums for berthing at municipal piers under lease to private companies.

The six piers at Hoboken were purchased by the War Department from the Alien Property Custodian for the sum of \$7,600,000. When the Merchant Marine Act of 1920 was passed it was specified by Congress that these piers should be given over to the Shipping Board. However, the President, by an Executive order, later restored several of the piers to the Army and the Navy until such time as they had no further need for the piers.

The Panama line leased the Hoboken pier at a rental of \$15,000 a month.

The Shipping Board will not allocate any vessels to American steamship companies operating ships of foreign registry, if a resolution which has formerly been introduced by one of the commissioners is passed. It is understood that the allocation will come up for debate and consideration soon. It is known there is a certain element of strength behind the move which has been termed “a drive” to Americanize the operations of the Government owned fleet.

Since the first Shipping Board vessels were turned over to steamship companies for operation the commissioners have not done any regulations requiring the managing agents to confine their activities to merchant ships of American registry. How-

ever, it is reported that several of the present Shipping Board commissioners think the time has come to act to combat any possible division of interest.

Some of the commissioners have expressed the belief that the Shipping Board should be assured of the unquestioned interest of the managing agents to work for the upbuilding of an American merchant marine. Many of them operate steamers under several flags—British, Scandinavian and others—and this has raised the question in the board as to whether or not they were favoring ships of foreign registry at the expense of American vessels.

It has been learned that the resolution had been drawn up for more than two months and had reposed on the desk of its sponsor. It did not rise out of the recent hearing into the foreign relations of the International Mercantile Marine Company, it has been learned.

Some of the largest operators of Shipping Board vessels on the Atlantic operate foreign vessels. On the Pacific it is understood that none of the liners recognized have any foreign steamers under their direction. On the Gulf there are few managing agents who engage in the operation of ships of several flags. The full force of such a resolution, if it were adopted, would be felt in New York more than any other port.

One reason underlying the resolution, it is said, is that the Shipping Board desires to simplify the matter of extending aid to ship owners if the President should come out for subsidies.

The resolution is regarded as significant and indicative of the trend of the Shipping Board's thought in questions relating to divided interests.

A sweeping reduction made in the ranks of operators of Shipping Board vessels has been made by the announcement that there are only 39 lines maintaining cargo service with Government owned ships.

The list, which was composed of 171 individual steamship companies when shipping was at the post-war height of its boom, has been slashed to this number. The largest operators of Government-owned merchant ships, Lykes Bros. of New Orleans and

Diga que viu no “Brazam” Diga a todos.



# MUNSON STEAMSHIP LINES



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### ARRIVALS, FROM NEW YORK

HURON.....	Nov. 10th.
AMERICAN LEGION....	Nov. 22nd
SOUTHERN CROSS.....	Dec. 6th.
AEOLUS.....	Dec. 22nd
HURON.....	Jan. 6th

### DEPARTURES, RIO TO NEW YORK

AEOLUS.....	Nov. 17th.
HURON.....	Nov. 27th.
AMERICAN LEGION....	Dec. 12th.
SOUTHERN CROSS.....	Dec. 27th.
AEOLUS.....	Jan. 9th.

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PUT A BRAZAD IN THE "BRAZAM"

Galveston, has a fleet of 27 vessels. The International Mercantile Marine Company at one time had more than 500,000 d.w. tons of Shipping Board vessels under allocation, while the Barber Steamship Lines, Munson Steamship Lines and the Ward Line have operated more than 300,000 deadweight tons. There are now on'y four steamship companies which have as many as twenty steamships allocated to them for operation.

Orders have been issued by the Emergency Fleet Corporation directing the re-delivery of all steamers under allocation to the Green Star Steamship Corporation, the General Navigation Co. Inc., Frank Waterhouse & Co., of Seattle, Williams, Dimond & Co. of San Francisco, and the New Orleans and South American Steamship Company.

By the first of next month the Emergency Fleet Corporation plans to have on'y one fourth of the steel tonnage in operation. Williams, Dimond & Co. formerly operated from the Pacific Coast to Europe with Government owned vessels. These were replaced by private'y owned ships of American registry.

Officials of the Shipping Board have emphasized that many reputable and efficient operators of Government owned vessels have been eliminated by virtue of the retrenchment programme which has been adopted by the Lasker administration. The position of the operating officials has been that services would have to be discontinued that were not justified by economic conditions.

It is to be noted that the two largest managing agents of Shipping Board vessels are on the Gulf. Lytes Bros., in the point of ships assigned for operation, is first, while Trosdal Plant & La-

fonta, of New Orleans, is second, with a total of 22 vessels. The Barber S.S. Line of New York ranks third, while the Pacific Steamship Company, to which several of the large 535-foot passenger liners have been allocated for operation to the Far East, is fourth.

Since the beginning of the Lasker administration more than one-third of the operators have been eliminated and further retrenchment has been foreshadowed in the trades to South America, the Western Mediterranean and the Levant. It is understood that the operating officials upon taking hold were amazed to find that authority had been granted for the maintenance of 171 trade routes. In many cases the authority had never been used.

### STEAMER NOTES

—The Lloyd Brasileiro steamer "Avaré" arrived here a week ago today from New York. En route the steamer made several stops and brought nine'y five passengers for this port. She is scheduled to sail for New York again, November 20.

—The Lamport & Holt steamer "Bronte" left here last Tuesday for Santos and Rio Grande.

—In the near future two new steamship lines are to ply between here and Porto Alegre.

—Dr. Silva Araujo who has been in Buenos Aires for several weeks attending medical conferences arrived today on the Lloyd Real Hollandez steamer "Gelria."

Say you saw it in the "Brazam"—Tell everybody.

## United States & Brazil Steamship Line

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S/S. "SALAAM"

S/S. "TULADI"

S/S. "SAUCON"

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New Orleans and Galveston calling at Rio de  
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Expected from Santos 21st November will load for  
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Next Sailings For Buenos Ayres For Europe  
MERAK..... 1st half December

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Regular Service Between United and Brazil

**SARK**

Loading 2nd Half November

Next Sailings Southbound For New York  
TROUBADOR..... 1st half December

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TELEPHONE NORTE 240

Join The American Chamber of Commerce—Rio—São Paulo—Pernambuco—Santos

—The Munson Liner "Aeolus" is scheduled to sail next Tuesday for New York. Already a number of reservations have been made.

—The steamer T.H. Skogland is now en route to New Orleans, from Bahia and she is expected to arrive at the "Second Port of the United States" the end of this month. There she will load for Europe. A sister ship, the "Torlak Skogland," is now in New York, discharging cargo loaded at Bahia.

—Sr. Salgado dos Santos first secretary of the Brazilian Legation in Buenos Aires has booked passage for Rio on the Lloyd Real Hollandez steamer "Limburgia". He is coming here for a six months vacation.

—The "Vasari" which flies the Lamport & Holt flag is scheduled to sail today for Barbados and New York.

—Sr. Rendon, Argentine Consul at Bordeaux, is now enroute for Buenos Aires. He left France last Saturday on the steamer "Massilia." Before departing he was tendered a banquet by the various South American consuls at Bordeaux.

—The "American Legion" left New York this week bound for Rio, Montevideo and Buenos Aires. The speedy transatlantic flier is expected here November twenty-second.

—The United American Lines Inc. steamer "Montpellier" consigned to Theodor Wille & Co., arrived Monday from Hamburg with general cargo. Later she cleared for Buenos Aires

—The most sacred part of a liner or tramp, battleship or destroyer, is the wireless room; the guardians of its silent sanctity are the operator and his "junior."

Curious observers, lured by mysterious explosions and brilliant flashes of ruby light have at times tried to enter, but each has tried only once, for operators do not encourage unauthorized intrusions, and have a method of rebuffing intending visitors. Briefly it is this:

Outside the wireless room, which is generally situated near the bridge, is a mat. To all appearances it is just an ordinary mat, used for purposes for which mats were primarily intended, nailed to the deck to prevent its being washed overboard when the vessel argues with its native element; it is essentially a wet mat, and electricity loves wetness—especially briny wetness.

Now the door handle of the "House of Sparks" is fashioned from brass, to which the operator, who is a skilled electrician, cunningly concealed length of wire and to the sodden mat he leads another wire. Anyone with an elementary knowledge of electricity could open that door, but not so with Mr. Casual Observer. He steps on the mat, grabs the handle, swears, unclutches, and has had enough wireless to convince him that the human frame can conduct electricity effectively from a handle to somewhere unknown, say about three feet downward.

He has enough, and goes below, into the smoke room and tells his fellow passengers that the blessed wireless percolates through anything; that it is a danger to humanity; that it ought to be suppressed; and if you don't believe him, you can go up and see, or feel, for yourself. If you have a weak heart and a wealthy uncle, you take his word for it, because, although the ship's dynamo only generates a paltry hundred volts, and those wires are indirectly connected to it, you know that shocks of even the mildest sort do not agree with you; having previously tried medical coils, consequently you give the wireless room a very wide berth.

The operator is delighted you have put his office on the black list; silence is absolutely essential to good work; passengers pacing the deck in the vicinity of his sanctum, and quartermasters keeping their feet warm on the bridge above are an abomination to him. The noise of the powerful engines vibrate the whole ship, yet he gets accustomed to this. While in the middle of an important message, the ship's bell is sure to tell him the hour and incidentally "jam" his message; for he cannot accustom himself to the solemn tolling of the nautical timepiece

Say you saw it in the "Brazam" — Tell everybody



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Wireless aboard a ship is not the loud ultramagnified stuff that really could be obtained; the high'y sensitive modern instruments are not universally used, indeed, hundreds of still have the same obsolete gear as in 1914, and signals are weak and uncertain, depending entie'y upon the skill of the operator.

Sitting with "listeners" tight'y strapped around his ears, turning a handle here, adjusting a condenser there, he listens attentive'y to a world of sound; low croaly notes of primitive installation, high piercing notes of German Telefunken, mellow, soothing notes of the typical Marconi sets—all tumble from aerial to pencil, pencil to pad.

The information thus gained is of infinite value to his captain and the passengers; weather reports, mine warnings, navigation dangers and occasional'y an S.O.S., are du'y recorded, helping towards the safety of those who go down to the sea in ships.

In the dark watches the wireless world becomes somewhat quieter; ships listen instead of "talking," for it is then that the powerful stations of each country sends out the dai'y news summary. It is a point of honor with an operator to get the "press"—missing it would reflect on his ability as a "Spark"—for the news is the most appreciated of all wireless messages. Sooner than admit incompetence many have manufactured "news." It is needless to add such news do not contain ary sporting features.

—The S.S. "Hannah Skogland" is expected here the latter part of next week to take passengers and complete loading for Europe.

—The steamer "Laura Skogland" left here yesterday for New Orleans. The "Margrit Skogland" is discharging at Petrograd and will load at Baltic ports and Hamburg for Brazil.

—The International Freighting Corporation steamer "Liberty Glo" is real'y an international ship and has one of the most unique records among vessel p'ying Father Neptune's green floors. The forward part of this Hog Island product was assembled in Rotterdam and her stern in the United States. This is not a sea yarn emanating from the Expresso Federal, agents for the steamer, the company pilot or from Captain Phillips of the good ship it e'f, but the simple truth. The following facts tell their

own story.

Not quite two years ago, or to be exact December 5, 1919, while p'ying between New York and Hamburg, the Liberty Glo" struck a mine within five miles of Ameland Light, off the Holland Coast. The force of the explosion cut the vessel complete'y into two, from water line to water line, and on'y the bulwarks and deck plates alone held the vessel together, at cargo hatch number two. Before some of the life boats could be lowered, the cargo from number two hatch began fall'g into the rough sea. It was while some of the life boats were being lowered the ship broke in two, the afterpart tearing aw'g from the forward part with a hideous grinding sound. The Captain, a deck engineer and a cook were the last to leave the ship, the latter two from fright had failed to leave when the order "Away with the boats" was given. Just before the three left the ship, the whistle began to blow, from what cause no one ever knew, although the skipper has often tried to account for its action.

The afterpart of the vessel floated up on a sandy beach and the forward part, two miles further up the beach. The skipper, deck engineer and cook were picked up by a boat from the island of Terschelling and brought to land. The next da'y however, the captain in a stirring race against some other Hollanders, regained the after part of his ship and thus prevented the others from having a claim against her.

Being a Shipping Board vessel, the United States Government made arrangements with a Holland Salvage Company to tow the afterpart to Rotterdam where she was da'y docked. The Shipping Board then sent all the necessary material to Rotterdam where a new forward part was constructed and once more the ship was made seaworthy. After returning to Philadelphia where she was received with great enthusiasm she was placed into the South American service.

Some of the crew were lost and others died of exposure in getting aw'g from the vessel after striking the mine, but the majority were saved and many were in Rio aboard the vessel a week ago, none of the worst for their experience. The time of the explosion the vessel was in charge of Captain John Strouland.

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RIO DE JANEIRO

CABLE ADDR: "STRAYLINE"

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**NORTH & SOUTH LINE**

**P. KLEPPE BERGEN (NORWAY)**

"COKONA"

due Rio November 9 will load for Buenos Aires.

"TONJER"

due end November, will load for New York and Boston.

"ARGENTINA"

due Rio early December, will load for New Orleans and Galveston.

FOR CARGO SPACE—A PIPO JUNIOR — TEL. N. 6867

FOR PASSAGES AND OTHER INFORMATION

APPLY TO THE GENERAL AGENT FOR BRAZIL

Rua Acre n. 70

**ARMANDO LICHTI**

Tel. Norte 6867

—Captain William Lowry, agent for the United States & Brazil Steamship Line expects the steamer "Robin Gray" here the first part of next week from Baltimore. She will load cargo back to the "Monumental City."

—P.S. Nicolson & Co., expect the Moore & McCormack steamer "Hobcek" today from Santos to complete loading for Boston and New York.

—Houlder Brothers & Co. Ltd. agents for the Prince Line are sending the "Rhodesian Transport" for Galveston and New Orleans, the "Glenlyon" for New York and the "Tudor Prince" for New Orleans during the month of November.

—The Royal Mail Liner "Andes" with a number of passengers for this port is expected here next Monday from Southampton. The "Avon" a sister ship, cleared from Southampton yesterday for Brazil, Uruguay and Argentine ports.

—The North German Lloyd Line has again inaugurated its east coast South American service. The steamer "Scyllitz" left Bremen last Saturday bound for Spain, Brazil and Argentine. She is carrying a number of first and third class passengers. The local agent is Herm Stoltz & Co.

—Announcement was made by the Expresso Federal, agents for the Munson Line that the steamer "American Legion" will leave Rio for New York on December twelfth instead of December fifteenth as originally scheduled. This change was made in order that those who wish to be in New York on Christmas Day can as the steamer is scheduled to arrive at that port on December twenty fourth.

—Mr. F.J. Squier has been appointed joint representative of the Royal Mail Steam Packet Company with Captain H.E.F. Paterson for Rio de Janeiro. Mr. Squier was formerly connected with the Santos office and has been with the company for eighteen years.

—Mr. Harold Hansen, Manager of the Santos office of the Skogland's Line arrived in this city on the steamer "Laura Skogland" and will remain here for about ten days.

—The Royal Belgian expect the steamer "Australier" in Rio the latter part of this month to load for Antwerp.

—Mr. and Mrs. Fox and family of this city have booked passage for Buenos Aires on the Royal Mail steamer "Andes" which is scheduled to sail Monday.

—British Consul General Colonel E. Macdonnell accompanied by his wife will sail for England on the Royal Mail steamer "Deseado" for a short vacation. During the absence of Col. Macdonnell, Mr. Stanley H. Gudgeon will be acting Consul-General.

—Wilson Sons & Co. Ltd., expect the steamer "Hesperides" the latter part of the month from Norfolk.

—The Rotterdam-South American Line steamer "Waalwijk" will load for Antwerp, Rotterdam and Hamburg. The local agents, E. Johnston & Co. Ltd., expect to dispatch her about November 22.

—The coffee market for the United States continues to remain firm at fifty five cents a bag. The European market continues very weak with plenty of tonnage but no cargo being offered. Outports are weak and the Buenos Aires market continues without any business.

—The steamer "Hannah Skogland" will call at this port the latter part of this month for passengers, cargo and bunkers. She is bound for Hamburg.

—The Royal Belgian steamer "Boliver" is now discharging at Rio Grande do Sul and the steamer "Macedonier" is en route from Antwerp to Pernambuco, Macieo, Rio, Santos and the River Plate ports.

—The Norwegian steamer "Hassell" is now in port to complete loading for Galveston and New Orleans. The local agent is Captain Charles W. Gilbert.

—E. Johnston & Co. Ltd., are loading the steamer "Sark" of the Wilhelmsen Line the latter part of this month for New York.

—The Booth Line steamer "Hubert" left here Wednesday for New York. At this port she loaded 9,000 bags of coffee. She was cleared by the local agents, Wilson Sons & Co. Ltd.

—The Royal Brasileiro Steamship "Benevente" left Hamburg on Thursday with 150 passengers bound for Brazilian ports, and yesterday the "Caxias," a sister ship sailed from German ports with 1500 immigrants bound for Brazil. Both steamers are expected here early in December.

—Lieutenant Hugh Moraes Pontes of the Brazilian Navy who was aboard the U.S.S. "Idaho" for the past two years returned to this city Tuesday on the Brazilian Battle Ship "Minas Geraes". The latter man-of-war was in the United States for the past year being thoroughly overhauled and today is regarded as the most formidable battleship in South America.

—The "D" boats of the Royal Mail line commencing with the "Deseado" leaving Liverpool January third will not call at Coruna, Leixões, Santos, Montevideo on their outward voyages there making the trip to Buenos Aires in twenty two days. This will be in effect until the sailing of the "Deseado" March 25 for "D" steamers sailing from April to June will not call at Coruna, Lisbon or Montevideo. The outward ports of call will be Vallagarzia, Leixões, Rio, Santos and Buenos Aires. The first steamer out on this run will be the "Demerara" which is scheduled to leave Liverpool, April 11.

—The "Terre Haute" of the International Freighting Corporation is due here in a short time to load for Philadelphia and Baltimore.

—The Munson Line steamer "Huron" arrived here yesterday from New York in command of Captain Sheridan. The steamer brought twenty five passengers for this port, eighteen of which were in first class. The steamer had 464 bags of mail.

—Among those booked to sail for Europe on the Royal Mail liner "Araguaya" scheduled to sail next Wednesday are Lieutenant Colonel Sir John Norton Griffiths, K.C.B.D.S.O. M.P., Miss Norton Griffiths, Dr. João Pinto Machado Portella, Mr. Antonio Portella, Mr. Georges Burchal and Mr. Silva Manoel.

—The "Deseado" of the Royal Mail fleet arrived here Monday from Liverpool, bringing 20 passengers for this port. Among those who disembarked, were; Mr. and Mrs. Cecil Mur'y, Miss Edith Aileen Mur'y, Miss Marion N. Rogg, Mrs. Adelaide Skry, Mr. Gerald Lloyd Burch, Mr. and Mrs. Robert Fleming and daughter and Miss Margaret Lawson.

Continued on page 49

BOOST BRAZIL'S CENTENNIAL—1922

Say you saw it in the "Brazam" — Tell everybody



## MAIL LIST

BOATS CARRYING MAIL

### ARRIVALS:

Nov. 12	— From Buenos Aires, "Gelria"
" 12	— From Buenos Aires "Vasari"
" 12	— From Europe "S. Rossore"
" 13	— From Europe "Porto"
" 14	— From Europe "Samara"
" 14	— From Europe "Andes"
" 15	— From Buenos Aires "Aeolus"
Nov. 15	— From Buenos Aires "Duca d'Aosta"
2nd. Half N.v.	— From Santos "Tricolor"
" " "	— From River Plate "Sark"
" " "	— From River Plate "Waldijk"
Nov. 16	— From Buenos Aires "Araguaya"
" 17	— From Europe "Valdivia"
" 18	— From Europe "Massilia"
" 20	— From Europe "Desna"
" 20	— From Europe "Napoli"
" 21	— From Europe "Tomaso di Savoia"
" 22	— From New York "American Legion"
" 22	— From Europe "Orcoma"
" 22	— From Buenos Aires "Cordoba"
" 23	— From Europe "Highland Loch"
" 24	— From Buenos Aires "Limburgia"
" 24	— From River Plate "Aurigny"
" 26	— From Buenos Aires "Deseado"
" 28	— From Europe "Avon"
" 29	— From Buenos Aires "Huron"
" 29	— From Buenos Aires "Vauban"
" 29	— From Europe "Indiana"
" 30	— From Buenos Aires "Andes"
Dec. 1	— From Europe "Demerara"
" 1	— From Europe "Brabantia"
" 2	— From River Plate "S. Rossore"
" 3	— From Europe "Plata"
" 3	— From River Plate "Massilia"
" 4	— From New York "Vestris"
" 5	— From River Plate "Samara"
" 6	— From River Plate "Re Vittorio"
" 6	— From New York "Southern Cross"
" 6	— From River Plate "Tomaso di Savoia"
" 7	— From Buenos Aires "Valdivia"
" 8	— From River Plate "Napoli"
" 10	— From River Plate "Desna"
" 12	— From Buenos Aires "American Legion"
" 12	— From Europe "Arlanza"
" 14	— From River Plate "Avon"
" 15	— From Buenos Aires "Brabantia"
" 15	— From North Brazil "Minas Geraes"
" 17	— From Europe "Mendoza"

### DEPARTURES:

Nov. 12	— For Europe, "Gelria"
" 12	— For New York, "Vasari"
" 12	— For Buenos Aires, "S. Rossore"
" 13	— For River Plate, "Porto"
" 14	— For Buenos Aires, "Samara"
" 14	— For River Plate, "Andes"
" 15	— For New York, "Aeolus"
" 15	— For Europe, "Duca di Aosta"
2nd Half November	— For San Francisco, Cal. "Tricolor"
" " "	— For New York, "Sark"
" " "	— For Europe, "Waldijk"
Nov. 16	— For Europe, "Araguaya"
" 17	— For River Plate, "Valdivia"
" 18	— For River Plate, "Massilia"
" 20	— For River Plate, "Desna"
" 20	— For Buenos Aires, "Napoli"
" 21	— For Buenos Aires, "Tomaso di Savoia"
" 22	— For Europe, via Panama Canal, "Orcoma"
" 22	— For the Plate, "American Legion"
" 22	— For Europe, "Cordoba"
" 23	— For Buenos Aires, "Highland Loch"
" 24	— For Europe, "Limburgia"
" 24	— For Europe, "Aurigny"
" 26	— For Europe, "Deseado"
" 28	— For River Plate, "Avon"
" 29	— For the States, "Huron"
" 29	— For New York, "Vauban"
" 29	— For River Plate, "Indiana"
" 30	— For Europe, "Andes"
Dec. 1	— For the Plate, "Demerara"
" 1	— For Plate, "Brabantia"
" 2	— For Europe, "S. Rossore"
" 3	— For River Plate, "Plata"
" 3	— For Europe, "Massilia"
" 4	— For the Plate, "Vestris"
" 5	— For Europe, "Samara"
" 6	— For Europe, "Ré Vittorio"
" 6	— For the Plate, "Southern Cross"
" 6	— For Europe, "Tomaso di Savoia"
" 7	— For Europe, "Valdivia"
" 8	— For Europe, "Napoli"
" 10	— For Europe, "Desna"
" 12	— For the States, "American Legion"
" 12	— For River Plate, "Arlanza"
" 14	— For Europe, "Avon"
" 15	— For Europe "Brabantia"
" 17	— For River Plate, "Mendoza"

### AMERICAN BOATS; WEEK'S ARRIVALS:

Oct. 30	— "Aeolus", from New York; general cargo;
Nov. 1	— "Southern Cross", from Santos; cargo, general;
" 7	— "Montpellier", from Hamburg, with gen. cargo;

### AMERICAN BOATS; WEEK'S DEPARTURES:

Oct. 31	— "Aeolus", for Montevideo, with general cargo;
Nov. 2	— "Southern Cross", for New York, with gen. cargo in transit;




Tel. N. 1200

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Alfândega 48

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**MOVEMENT OF SHIPS**

**THE GILBERT TRANSPORTATION & CHARTERING:**

"Lake Ellendale", at New Orleans;  
 "Lake Ellsworth", at New York;  
 "Lake Furley", sailed from Rio October 21, for Galveston and New Orleans with coffee;  
 "Lake Frazee", loading lumber at Pará for New York;  
 "Hassel", at Rio, loading coffee for New Orleans;  
 "Ovie", at Santos, loading coffee for New Orleans and Galveston:

**WILSON, SONS & CO. LTD.:**

"Hubert", from Rio Grande, will leave for New York first fortnight November;

**Boats from Japan to Buenos Aires:**

"Seattle Maru", due 5th December;  
 "Mexico Maru", due Rio 7th January, 1922;  
 "Chicago Maru", due 6th February, 1922;  
 "Canada Maru", due 9th March, 1922;

**Boats from Buenos Aires to New Orleans and Japan, via Panama Canal:**

"Panama Maru", due 27th November;  
 "Seattle Maru", due here 14th January, 1922;  
 "Mexico Maru", due 16th February, 1922;  
 "Chicago Maru", due 18th March, 1922;  
 "Canada Maru", here 17th April, 1922;

**P.S. NICOLSON & CO.:**

"Mar Tirreno", in port, loading for Antwerp and Hamburg; will complete at Bahia;

"Hoboken", loading at Santos for Boston and New York; will complete at Rio about November 20th;  
 "St. John's County", left Bahia October 23rd, for Philadelphia;  
 "Dundrennan", left Santos for Boston and New York October 26th;  
 "Seattle Spirit", left Paranagua October 26th, for River Plate;

**LAMPORT & HOLT, LTD:**

"Vauban", left New York 27th October p.m. for Rio, Montevideo and Buenos Aires; due Rio at noon 11th November.  
 "Vasari," left Buenos Aires on 8th November a.m. for Rio, Trinidad, Barbados and New York; due Rio 12th November;  
 "Euclid," left Santos 8th November for Rio, Victoria and New Orleans; due Rio 9th November;  
 "Holbein," from Liverpool and Leixões is due at Rio 11th November p.m.;  
 "Laplace," from London due Rio 11th November p.m.;  
 "Boswell," leaves Buenos Aires about 10th November for Santos, Rio, Pernambuco and New York; arrives at Rio about 16th November;  
 "Herschel," leaves Montevideo on 13th November for Rio, Leixões and Liverpool; due at Rio 17th November;  
 "Bronte," leaves Rio about 25th November for Victoria and New Orleans;

**Sailings of Passenger Steamers for New York:**

"Vasari,"	12th November
"Vauban,"	29th November
"Vestris"	23rd December
"Vasari"	14th January, 1922
"Vauban"	3rd February, 1922

FORGET THE EXCHANGE!

**PRINCE LINE LTD.**

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Santos

**WILSON SONS & CO. LTD.**

Bahia

**WILSON SONS & CO. LTD.**

Pernambuco

THEODOR WILLE & CO.; GERMAN S.S. LINE:

"Fuerst Buelow", expected to leave Hamburg about end of Oct., for Rio, Santos, Montevideo, Buenos Aires and Rosario;  
"Montpellier", arrived in Rio November 7th, is expected to leave for Buenos Aires direct about November 13th;  
"Monticello", arrived in Santos November 2, 7 P.M.  
"Kermanshah", loading River Plate for Hamburg;  
"Kermit", left River Plate for Hamburg end of October;  
"Steigerwald", left River Plate for Hamburg end of October;  
"Santa Theresa", expected in Paranagua 7th or 8th November;

WM. LOWRY; U.S. & BRAZIL S.S. LINE:

"Robin Gray", left Philadelphia for Rio on October 28th;  
"Robin Hood", ready to load for Rio de Janeiro;

S.O. STRAY & CO.:

"Songvand", loading Santos and Rio for Boston and New York middle November;  
"Songvaar", loading New York for Brazil and River Plate; due Rio 28th November;  
"Rio Grande", loading New York for Brazil and Argentine; accepts cargo for Chili; due Rio second half December;

LAGE BROS.; MISSISSIPPI SHIPPING COMPANY:

"Saucon", loading in Bahia Blanca;  
"Carplaka", loading in Santos for Galveston and New Orleans; calling at Rio and Victoria;  
"Salaam", loading in Paranagua for River Plate;  
"George Pierce", discharging in Santos;  
"Lorraine Cross", due to sail from New Orleans November 12, for Brazil and River Plate;

THE FEDERAL EXPRESS COMPANY:

Passenger Steamers from New York:

"Huron", sailed from New York October 27th, and arrived Rio November 10th;  
"American Legion", sailed from New York November 10th, expected Rio November 22nd;  
"Southern Cross", due to sail from New York November 24th, is expected here December 6th;  
"Aeolus", due to sail from New York December 8th; expected Rio Janeiro December 22nd;  
"Huron", due to sail from New York December 22nd, expected Rio de Janeiro January 5th, 1922;

Passenger Steamers for New York:

"Southern Cross", sailed for New York November 2nd; due New York November 12th;  
"Aeolus", sailed from Buenos Aires November 8th; sailing from Santos November 13th; from Rio de Janeiro, November 15th; due New York November 29th;  
"Huron", sailing from Buenos Aires November 22nd; from Santos, November 27th; from Rio de Janeiro November 29th; due New York December 13th;  
"American Legion", sailing from Buenos Aires December 6th; from Santos December 10th; from Rio de Janeiro December 12th; due New York December 24th;  
"Southern Cross", sailing from Buenos Aires December 21st; from Santos December 25th; from Rio de Janeiro, December 27th; due New York, January 9, 1922;  
"Aeolus", sailing from Buenos Aires January 3rd; from Santos, January 7th; from Rio de Janeiro January 9th; due New York, January 23rd;  
"Huron", sailing from Buenos Aires January 17th; from Santos January 21st; from Rio de Janeiro, January 23rd; due New York, February 6th;

Cargo Boats:

"Amcross", loading River Plate; calling Rio to discharge grain; calling later at Santos to discharge grain and load coffee for New York;  
"Northland", in port for repairs;  
"Liberty Glo", loading coffee at Santos for New York and Boston;  
"Capillo", loading at New York and Mobile for Brazil and River Plate ports;  
"Bibco", loading at Gulf Ports for Brazil and River Plate ports;  
"Sagaporack", sailed from Pernambuco for New York November 2nd;  
"Independence Hall", loading New York and Philadelphia for Brazil and River Plate ports;  
"Otho", sailed from New York October 26th, from Philadelphia October 28th, with 4,400 tons coal for Rio de Janeiro, 10,000 cases oil for Santos;  
"Terre Haute", loading at River Plate; calling Santos and Rio for cargo and bunkers;

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"Bolivier", at Rio Grande since 5th November, discharging;  
 "Indier", en route from Maceio to River Plate;  
 "Macedonier", en route from Leixões to River Plate, via Pernambuco, Maceio, Rio de Janeiro and Santos;  
 "Australier", due Rio 20th November, loading for Antwerp only.

PRINCE LINE: HOULDER BROTHERS & CO. LTD:

"Glenaffric," in River Plate;  
 "Rhodesian Transport," loads 9th November for New Orleans & Galveston;  
 "Glen'yon," loads about 15th November for New York;  
 "Tudor Prince," loads 23rd November for New Orleans;  
 "Glenspean," loading in New York;

PACIFIC ARGENTINE BRAZIL LINE: HOULDER BROTHERS & CO. LTD:

"West Notus," expected Rio de Janeiro 30th November;  
 "Pallas," en route for San Francisco, Cal.;

SOTA & AZNAR LINE: HOULDER BROTHERS & CO. LTD.:

"Arinda Mendi," loads for Antwerp, Rotterdam & Hamburg 22nd November;  
 "Atxeri Mendi," left Pernambuco 5th November for Europe;  
 "Alu Mendi," leaves Antwerp outwards 10th November;

HOULDER BROTHERS & CO. LTD.:

"American Transport", at Rio Grande do Sul;

THE SKOGLANDS LINJE:

"Laura Skogland", arrived November 6th from Santos; loading coffee now for New Orleans;  
 "Grontoft", left West Hartlepool 28th October, for Santos and River Plate;  
 "Solveig Skogland", left Cardiff Oct. 31st, for Brazil & River Plate;  
 "Margit Skogland", discharging at Petrograd;  
 "Valdemar Skogland", discharging at Bahia Blanca;  
 "T.H. Skogland", left Victoria November 2nd, for United States;  
 "Hanna Skogland", discharging at River Plate;  
 "Kari Skogland", due Rio de Janeiro middle of November;

NORTH & SOUTH LINE; MR. A. LICHTI:

"Corona", expected 9th November, will load Rio for Bs. Aires;  
 "Tonjer", expected end November; loading Rio for New York and Boston;  
 "Argentina", expected early December; will load for New Orleans and Calveston;

E JOHNSTON & CO. LTD.:

"Waaldijk", expected from Santos, will load for Antwerp, Rotterdam, and Hamburg;  
 "Merak", leaving for Europe 1st half December;  
 "Sark", loading 2nd half November for the States;  
 "Troubador", loading 1st half December for New York;

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- "Andes" from Bahia 12th November, due Rio 14th, calling Santos and Montevideo for Buenos Aires;
- "Avon", from Southampton 11th November, in Rio 28th, calling Cherbourg, Vigo, Leixões, Lisbon, Madeira, St. Vincent, Pernambuco, Bahia, Rio, Santos and Montevideo for Bs. Aires;
- "Arlanza", leaving Southampton 25th November, in Rio 12th December, calling Cherbourg, Corunha, Vigo, Lisbon, Madeira, Pernambuco, Bahia, Rio de Janeiro, Santos and Montevideo for Buenos Aires;
- "Araguaya", left Bs. Aires 11th November, in Rio 16th, calling Montevideo, Santos, Rio, Bahia, Pernambuco, St. Vincent, Madeira, Lisbon, Vigo and Cherbourg for Southampton;
- "Almanzora", from Pernambuco 6th, arriving Madeira 14th, calling Lisbon, Vigo, and Cherbourg for Southampton;
- "Canadian Carrier", leaving New York 12th November, for Brazil and River Plate ports;
- "Descado", left Rio 8th, arrived Santos 9th, calling Montevideo for Buenos Aires;
- "Desna", left Lisbon 6th November, due Rio 20th, calling Santos and Montevideo for Buenos Aires;
- "Demerara", leaving Liverpool 12th November, due Rio 1st December, calling Corunha, Villagarcia, Leixões, Lisbon, Rio de Janeiro, Santos and Montevideo for Buenos Aires;
- "Darro", left Rio 4th, arrive Lisbon 18th, call Vigo for Liverpool;
- "Highland Rover", left Rio 9th, arrive Montevideo 13th, for B. A.;
- "Highland Loch", left Vigo 7th, due here 23rd, calling Montevideo for Bs. Aires;
- "Orcóma", left Lisbon 9th, expected Rio 22nd November, calling Santos, Montevideo, Port Stanley, thence West Coast Ports to Liverpool via Panama Canal;
- "Orcana", leaving Liverpool 1st December—Voyage Cancelled.
- "Orita", will leave Liverpool December 22, due Rio 10th January, calling La Rochelle, Pallice, Corunha, Vigo, Leixões, Lisbon, Rio de Janeiro, Santos, Montevideo, Port Stanley thence West Coast Ports to Liverpool via Panama Canal;
- "Silarus", left Bahia 5th November, arrived Maceio 6th, calling Pernambuco, Islands, Hamburg, Rotterdam and Hull for London;
- "Sabor", left Rio Grande 8th, arrived Santos 11th, calling Bahia, Pernambuco, Rotterdam and Hamburg for London;
- "Scimme", left Hull November 2, for Rio Grande direct,
- "Severn", leaving Swansea 22nd November, here 10th December calling Santos for Santos;
- "Sambre", from London 1st December, from Lisbon 6th December, bound for Pernambuco, Bahia, Rio de Janeiro and Santos, Brazil;
- "Tyne", from Santos 20th November, in Rio 21st November, proceeding to Bahia, Islands, Havre, Antwerp and L'pool;

### STEAMER NOTES (Continued)

- The Royal Mail steamer "Avon" left Southampton yesterday for Rio. She is expected here November 28.
- Mr. Hugo Sola, the Italian Consul in this city has booked passage for Europe on the Royal Mail liner "Araguaya" which is scheduled to leave here next Wednesday.
- The last wireless message received by Expresso Federal from the Munson Line steamer "Southern Cross" stated that the steamer had made a run of 472 nautical miles in twenty-four hours.
- The "Merack" of the Rotterdam-South American Line is loading for Rotterdam and Hamburg early in December.
- Official announcement was made this week by the Royal Mail Steam Packet Company that fares on their boats had been reduced seven percent to take effect immediately. Families buying four single full fare tickets will be given a reduction of fifteen per cent and ten percent on four full fare round trip ticket. The age limit for children is now twelve years instead of ten years.
- Lieutenant Claude D. Roop and Lieutenant Commander J. G. Ziegler of the United States Navy have booked passage for



*Purser William Evans, Steamer "Vasari", L. & H. Line*

the United States on the Munson Line steamer "Aeolus" which is scheduled to sail next Thursday.

—The New York and Argentina steamer "Amcross" is due in Rio shortly from Buenos Aires with 2,000 tons of wheat. Later she will load for New York and Boston.

—The "Otho," which flies the flag of the International Freight-ing Corporation is due here next Friday from New York with 4,400 tons of coal and general cargo. She will load back early in December for New York, Boston and Philadelphia. Expresso Federal is the Rio agent.

—The sailing of the steamer "Orcana" of the Royal Mail Line from Liverpool scheduled for December first has been cancelled. The "Orita," however, is scheduled to leave Liverpool, December twenty second, followed by the "Oruba" January 16, and the "Oriana" on March 16.

—The Wilhelmsen Line steamer "Thode Fagdelund" is to load for New York the latter part of December and the sister ship "Troubadour" is loading for New York, the first half of next month. The agent for the line is E. Johnson & Co. Ltd.

—The steamer "Highland Rover" arrived Thursday from London.

—Captain Charles W. Gilbert who was in Santos this week returned to Rio, Thursday morning.

—Mr. Malcolm Fletcher of Messers, Lamport & Holt, Ltd., and one of the best informed men on shipping in Brazil, died last Monday noon at his home in Nitercy. Mr. Fletcher was ill only three weeks and his death came as a real shock to his many friends.

Mr. Fletcher has been in Rio for twenty-seven years with Messers. Norton Megaw & Co., and continued with the company when it opened its own office here in April of this year.

Out of respect to the noted steamship man the various steamship companies flew their flag at half mast on Tuesday, the day he was buried at the British Burial Grounds. Mr. Fletcher during his time in Rio made many friends in the various colonies and was affiliated with practically every British organization here.

**Diga que viu no "Brazam" Diga a todos.**

**RIO—SAO PAULO BASEBALL GAME.**

(Concluded from page 27)

**Rio—6TH INNING:** Cass Stevens out, Gillette to Henna; Whitman flied to Kinsolving; McManus safe on Harvey's error. Sturgis flied to Gillette. No runs, no hits, and 1 error.

**São Paulo:** Herron singled; Smith doubled, Herron out Embry to Whitman; Henna doubled scoring Smith; Gillette singled Henna advancing to 3rd and Gillette stole 2nd. Brown struck out. Harvey doubled scoring Henna and Gillette. Patterson out Covington to Thomas. 3 runs, 5 hits, no errors.

**Rio—7TH INNING:** Covington flied out to Harvey in left field; McCready singled; Thomas hit an easy fly to Kinsolving; Embry out Gillette to Henna. No runs, 1 hit, and no errors.

**São Paulo:** Kinsolving singled; Hogarty flied to Whitman; Herron out Covington to Thomas, Kinsolving going to second on the second play; Smith out on a nice pick-up by Thomas unassisted. No runs, 1 hit and 0 errors.

**Rio—8TH INNING:** Collins singled; Cass Stevens doubled, Collins going to third. Stevens was caught off second; Whitman safe on error by Kinsolving, Collins scoring. McManus flied to Brown in right field and Sturgis flied out to Kinsolving. 1 run, 2 hits, and 1 error.

**São Paulo:** Henna flied to Cass Stevens in left field; Gillette struck out and Brown fanned. No runs, no hits, and no errors.

**Rio—9TH INNING:** Covington flied to Herron; McCready reached second base when Brown dropped his fly in right field; Thomas was also safe at first when Brown dropped his fly. Embry was safe at first on Kinsolving's error, McCready scoring. Thomas scored on a passed ball. Collins was safe at first on another error by Kinsolving, Embry scoring. Cass Stevens hit one to Gillette which he fumbled; Whitman walked; McManus was safe on a fielder's choice, Collins out at home; Roy Peterson batted for Sturgis and singled to right scoring Cass Stevens and Whitman. Covington did the "Babe" Ruth act by hitting a home run, McManus and Peterson scoring ahead of him. McCready was out Gillette to Henna. 8 runs, 2 hits, and 6 errors.

**São Paulo:** Harvey flied to Collins in center; Jason walked to first; Kinsolving singled, Jason going to second; Hogarty hit a short fly to left which Cass Stevens dropped. With three on bases, Herron hit a liner to center, which Collins tried to pick off the grass but was unsuccessful, the ball rolling to deep center for a home run and tying the score 11 all. Smith walked to first; Henna was safe on fielder's choice, Smith being forced at second, Gillette struck out. 4 runs, 2 hits and 1 error.

**Rio—10TH INNING:** Thomas received a free ticket to first base and went to second on a passed ball. Embry was called out on strikes. Collins doubled along the right field foul line, Thomas scoring with what proved to be the winning run, Cass Stevens out at first, Henna unassisted; Whitman walked and stole second, MacManus fanned. 1 run, 1 hit, 0 errors.

**São Paulo—**Thomas now playing left field for Rio. Sahara hit a short fly over short which was caught by Thomas after a fast run. Harvey flied to Covington and Jason struck out. No runs, no hits, no errors.

**OCTOBER REPORT, DEPT. METEOROLOGY.**

Returns for October compiled by the Rio Department of Meteorology for Agriculture:

**Cotton.** Highest temperature 38°0 in Pão de Assucar, on 19th; lowest, 7°8 in Tatuhy, on 29th. Rainfall: largest per month, 89 m.m. in Pão de Assucar, largest per day 31 m.m. in Tatuhy on the 5th; smallest total for the month was 0.3 at Campina Grande. Iguatú had 27 rainless days. Insolation largest total monthly, 246h.3 at Turyassú; minus total 218h0 at Iguatú; day of the most sun, 29 at Sobral with 11h5. Dew days: 4 at Tatuhy and 2 at Iguatu. Fog and thunderstorm at Pão de Assucar and Iguatú. The conditions with cotton culture have been exceedingly

satisfactory during this month. At Quixeramobim, Quixadá, despite of the rat plague and pink bollworm, crops were encouraging. For the second fortnight, continuous windstorms were observed at Quixeramobim.

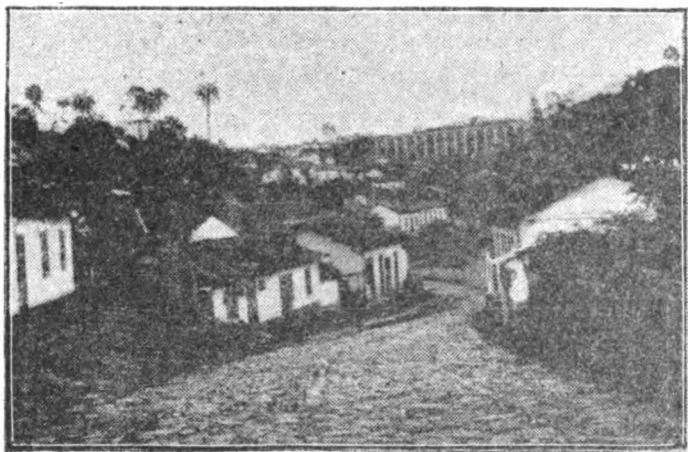
**Rice:** Highest temperature 36°0 at Barra do Corda and Imperatriz; in the latter county it occurred three times; lowest temperature, 8.0 at Porto Alegre on the 9th. Rain-fall: largest total for the month, 131.5 at Araraguary, which also had the largest fall per day, 40mm2 on the 24th; lowest monthly total 12.2 at Barra do Corda. Highest insolation for the month 164h9 at Porto Alegre, where it also occurred the most sunny day, on the 30th, with 12h5; lowest monthly total was 106h0 at Iguape. Dew days: 6 at Barra do Corda and Araguary and 3 at Porto Alegre and Imperatriz; fog at Iguape, Porto Alegre and Araguary and thunderstorms at Barra do Corda, Imperatriz and Araguary. Plantations have been started on various points of the states of Parahyba, Rio G. do Norte, Bahia, Minas, Rio, São Paulo and Sta. Catharina.

**Cacao:** Maximum temperature, 32° and minimum 18° occurred at Ilheos. Largest monthly rainfall of 090mm1 and largest per day of 41mm2 were registered at Ilheos. Lowest total for the month 13.7 as also the largest monthly insolation, 183h9 have been observed at Parahyba. Cultures thriving at Ilheos and Itabuna.

**Coffee:** Temperature: highest 35°6 at Ribeirao Preto and lowest 9°0 at Campinas. Rainfall: highest monthly 122mm3 at São João Evangelista, highest daily 56mm0 at Ribeirao Preto on the 17th; lowest monthly 16mm7 at Campinas. Insolation: largest per month 220h0 at Campinas, lowest 110h1 at Leopoldina, which had however the day the most sunny on the 26th, with 11h8. Dew days: 5 at Leopoldina and Ribeirao Preto, 2 at Campinas and Carmo. Fogs, thunderstorm in the chief coffee regions. Crops ended at Garanhuns and Carmo, those of Ponte Nova and Zona da Matta are in bloom, and fruit-bearing those of Santa Luzia in Goyaz. Plantations took place at Florianopolis.

**Sugar Cane:** Temperature: maximum 34°1 at Pesqueira on the 29th, and lowest, 10°0 at Maché, for the three last days of the month. Rainfall: largest total for the month, 185mm1, also largest daily fall 75mm0 occurred at Campos, lowest total for the month at Escada. Insolation: highest for the month 198h7 in Pesqueira, lowest monthly 114h1 in Caetité. The days 26 and 31 were those of the most sun with 11.5 at Campos. Dew days: 15 at Escada, 12 at Piracicaba, and 3 at Campos and Macahé. Fog in Pesqueira, Campos and Macahé; thunderstorms in Pesqueira, Caetité and Piracicaba. The Campos cultures have improved, those of Goyanna, Victoria and Florianopolis suffered with the changes in weather. Plantation was made at Caetité, Goyaz, São Bento and Quixeramobim. Other sugar cane plantations are in good condition.

**Tobacco:** Temperature: highest 35°0 in Garanhuns; lowest 4°0 in Barbacena; Rainfall, largest for the month 85mm8 in Barbacena; largest per day 23mm6 in Garanhuns on 31st; lowest monthly 42mm6 in Itararé.



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LURED by strong animal and saw dust  
 Smells;  
 Called by elephants trumpeting,  
 Neighing pink-eyed horses,  
 Glossy white;  
 The roaring of  
 Worn-tailed lions:  
 To-night I join the circus:  
 A stake driver,  
 Handy man, hustler,  
 With the show.  
 Summoned by official bugle blare,  
 Follower of the circus,  
 Because it has need of me.  
 Circus follower.

A happy moth whizzing round  
 An arc light irresistible.  
 Jingling to gladdening, thrilling music.  
 (Our band wears bold red jackets,  
 Blazing blue pants  
 With stripes of purest gold.)  
 Sailors may desert the navy  
 When the food is on the bum  
 And the band plays  
 Sour notes,  
 But no circus man  
 Ever left the saw dust long.  
 They come back to the  
 Thrilling thing,  
 Like murderers.  
 Wanting another look at  
 Coons and kids,  
 Crazy for the clatter of  
 Rattling musical bones  
 Glare  
 Lights  
 Joy.  
 Oh, I will stick to  
 The circus  
 And roll in peanut shucks  
 A foot deep  
 Like a boy in a pile of leaves,  
 Loving the speed of it,  
 Maintaining all its  
 Traditions of  
 Triumphant tawdriness,  
 Believing piously the eloquent extravagances  
 Of our own press agent,  
 Knowing they are true.  
 Jumping as the head man  
 Whistles  
 For the fan fare to begin.  
 Putting on a false beard and  
 Parading proudly  
 Round the ring  
 A Roman centurion  
 As the lights burst aloud  
 In gladness.  
 Feeling like a million dollars in  
 My tinsel.  
 Wildest of dreams  
 Come true  
 In that proud moment of  
 My marching round the ring,  
 Leading the mount of a  
 Slimlimbed equestrienne.  
 Oh, youth  
 Joy  
 Glitter  
 Greatness.  
 Spangles!  
 Spangles!

Caparisoned horses.  
 Intensity.  
 I boast the  
 Bigness of Barnum.  
 Sound  
 Clowns  
 Freaks  
 Let the elephants come on first.  
 The tusksies  
 With jungley step  
 (Daredevil trainers are  
 Often rolled upon.)  
 Clowns—cowbells—green whiskers—  
 Balloons—brooms—cannon—  
 Impossible things.  
 It's all untrue.  
 A great, gorgeous dream.  
 Oh, for three pairs of eyes  
 To watch all at once  
 The doings of the  
 Three rings  
 As I hustle about  
 Carrying the props  
 Running with ropes.  
 A breathing space.  
 Burlesque  
 A bear on roller skates  
 Japanese jugglers  
 Gymnasts  
 Trying to take themselves apart  
 Like intricate puzzles.  
 The professional pride  
 Of all true performers  
 As they bow at the end of their act  
 Jump into their saw dust slippers  
 And hurry off to make room for others.  
 Cow boys, throats astretch  
 With wild yells.  
 The thudding of flare-eyed Texas ponies,  
 Gils in bandanas, gauntlets and  
 Split skirts of kakhi.  
 Whoopee!  
 Waaawweeee! Yip!  
 The lasso circling round like a  
 Whoop snake biting its tail.  
 Romantic riders  
 Throwing themselves out of  
 Saddles  
 To pick up dropped handkerchiefs  
 With their teeth  
 Their noses bumping the ground  
 As their horses race madly.  
 Oh, the artists of the air.  
 Twinkling-toed wire walkers  
 Pink slippers kicks.  
 Fluffy, bobbing skirts of  
 Chiffon.  
 Clowns tumbling off tables.  
 Oh, I will work my way  
 Up and be a clown.  
 Someday I shall get to be  
 A circus clown  
 With red triangles  
 Licked out on my  
 Chalked cheeks.  
 And then I shall marry a  
 Twisty contortionist  
 And we shall settle down  
 To following the circus  
 And raise a batch of  
 Clever kids  
 To tumble around in our tent  
 And make us feel at home.

(From "My MARJONARY," by ROBERT CARLTON BROWN)

**INSURANCE**

The Chamber's Committee on Transportation and Insurance was requested to look into the responsibility of Insurance Companies for merchandise discharged from ships into lighters before final landing and destination and consequently put the following questions to the Brazilian representation of one of America's largest Insurance Companies, in which answers of great many underlying rules of insurance were set forth.

The Chamber's Publication Committee takes pleasure in publishing the correspondence in question, as same may serve to members who may be in doubt.

Does the discharge into lighters affect in any way the insurance company's responsibility? If so, to what extent as regard pilferage and other losses?

In answer to this query, I am quite certain that practically every shipment arriving in the port of Santos is covered under such insurance conditions as to maintain the responsibility of the company, regardless of whether the goods are discharged into lighters or direct into the warehouses.

The responsibility of the insurance company depends entirely upon the clauses under which the policy is written, for example in the northern port of Ceará, practically all underwriters so condition their insurance as to effect the expiration ex-ship's side, that is, as soon as the merchandise is moved over the side of the vessel the insurance ceases to cover.

As to "theft, and, or pilferage", this likewise depends upon the conditions of the policy, for example, a policy written "from quay to quay", would not cover "theft and, or, pilferage" losses after arrival in the custom house, or en route from Santos to São Paulo but a policy with "warehouse to warehouse" clause should cover until the arrival in the consignee's warehouse in São Paulo, if covered against "theft, and, or pilferage".

My advice regarding insurance on shipments arriving in Brazil, would be that the consignee instruct the shipper to insure against all marine risks, also including "pilferage and, or, theft" and on machinery, "breakage". Pilferage and, or, theft and breakage of machinery are not covered by what is ordinarily covered in "all risk" policy, the words "all risk" referring to marine perils. This cover will cost more, but it is well worth it. A further condition should be that the merchandise be insured from warehouse to warehouse, as this covers the loss that might occur while the merchandise is in process of being dispatched in the customhouse.

Another cause of frequent confusion, is the expression "F.P.A." or "Free From Particular Average" When the insurance is free of particular average the meaning is the shipments insured are not covered by the policy, for example, if ten cases of shoes were insured "F.P.A." arrived with, say, 50% of the contents of each case seriously damaged by sea water the insurance company would not pay for this damage unless the ship had been stranded, sunk, burnt in collision, as that is the wording of the usual "F.P.A." clause (Free of Particular Average unless the vessel be stranded, sunk, burnt, or in collision) If none of the contingencies mentioned occurred, the underwriters will not be liable for the damage, however, had the F.P.A. clause carried a franchise of 3 or 5% as is customary, the underwriters would be responsible for the damage in each case provided the amount 3% or 5% on the invoice value as the case may be.

When merchandise remains in a lighter or in a warehouse for a period longer than the customary time of dispatch, say ten days or two weeks, the underwriters are perfectly justified in demanding additional premium to cover the liability carried for such an extension of the policy, even though the "warehouse to warehouse" clause is inserted.

The term "General Average" is meant to cover the expenditure incurred for the benefit of all interested and thereby protected, the result being that the vessel, freight and cargo each contribute to the expenditure made for the benefit of all.

At the present time many underwriters are refusing to insure pilferage and, or, theft for South American ports, and those who are writing are requiring attachment of "75% clause", that is, the underwriters will be responsible for only 75% of the loss incurred from this source, making the assured carry one-fourth of this liability.

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In conclusion, I would suggest that as an ordinary thing, all importers required their insurance to cover "from warehouse to warehouse" "against all marine risks or, and, perils", "and, or, breakage from whatever cause derived" that the "3% F.P.A." clause be attached for marine perils, further that the loss due to theft, and, or pilferage, and, or short delivery, be covered regardless of percentage.

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**PROGRESS TOWARDS THE DEVELOPMENT OF AN  
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An eight years' investigation conducted under the auspices of the Smithsonian Institute of Washington to determine whether or not there is a distinct "American" type developing indicates that while there is as yet no such type, there is an approach to it in physiognomy, stature, build, pigmentation, and in other directions. This development is retarded, however, by intermarriage of the old stock with newer elements of the population.

Dr. Hrdlicka, curator of the Division of Physical Anthropology of the institute, who had charge of the investigation, embodied this conclusion in the first report of the result of this fundamental study, made at the recent meeting of the Second International Congress of Eugenics in New York City. His statements were based on the examination of individuals whose families, on both sides, were American-born for three generations.

"The 'Old Americans' are to an important degree still the English, Scotch, or Dutch in their ancestry," says Dr. Hrdlicka, "but in part they are already something new, they have something in common, acquired in this land; they are American. Were it possible for this stock to breed exclusively among themselves for several more centuries they, according to all indications, would produce as distinct a national type as have the various older European nations. But intermarriage with more recent elements of the population is so common, that no hope can be entertained for any rapid progress in this direction. Form of head, that was supposed once to show rapid changes, was found, under the new environment to be one of the most persistent of characteristics.

"The main characteristics of the Old Americans are, first of all, a tall stature. They are, if we disregard a few small groups, the tallest of whites, averaging 5 feet 8 inches in the men and 5 feet 4 inches in the women. This superiority is in part a distinctly American acquisition.

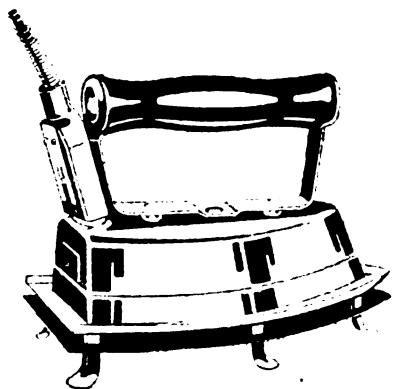
"They are mostly relatively 'spare' in early adult life, with rather a tendency to overweight later on. In this connection there appears one serious feature—many of the younger women are behind their due standard. Their chest, their muscles, are relatively not as well developed as are those of the men. The men, in the average, are in every way a fine lot. The non-working women, many of them, are physically somewhat neglected, which calls for an improvement. Naturally this does not apply to the farm girl or the athletic girl, or the one whose development has been supervised and assisted in a high-class college; but there is a large proportion who do not fall into these classes and it is these who show sub-development.

"But the American woman shows a superior head. The size of her head is somewhat above what it usually is in relation to the average head of the male, and it is also perceptibly above that indicated by her stature. As the size of head means a corresponding size of brain, we have here a highly favorable condition.

"The form of the head in the Old American stock differs widely, according to parentage.

"A much greater progress in 'Americanization' is shown by the face. This has lost the prominence of the cheek bones and and that of the angles of the lower jaw; and in the well nourished approaches a characteristic straight-sided, rather high ovel.

"Only healthy men and women between 24 and 65 years of life and at least three generations American-born on each parental side were included in the study, and the majority of the subjects were examined under standardized conditions and with best instruments as well as care at the U.S. National Museum. They included unselected individuals from all walks of life and all occupations. The length of the study was caused by the unexpected rarity of those who could fill the requirements. The total studies extended to 1,700 persons, but to obtain so many it was found necessary to make trips to parts of New England as well as southward."



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## Causes of the Collapse of the Brazilian Empire

**Note:** On Tuesday of the coming week, the 15 of November, we celebrate the 32nd birthday of the Republic of Brazil. This year of 1921 has been memorable in the history of the Republic as marking the end of all bitterness against the old Empire and all fear of its revival; for at the instigation of President Pessoa the remains of the exiled last Emperor and Empress were brought from Lisbon to rest in their beloved Petropolis. Anyone who witnessed the impressive ceremonies on the arrival of the bodies appreciates the reverence in which Brazilians now hold the time of the Empire.)

To ex-President Roosevelt has been attributed the statement that there were two revolutions whose motives he had never been able to fathom—the February Revolution which overthrew the government of Louis-Phillippe and the Brazilian Revolution of 1889 which brought to an end the only empire in the new world if we except the shortlived monarchy of Maximilian in Mexico. And in truth the causes of the collapse of the imperial regime in Brazil seem at first sight inexplicable. When on November 15, 1889, the world learned that the venerable Emperor Dom Pedro II. had been deposed and a republic declared the news was received with incredulity coupled with a feeling akin to indignation. Outside of South America at least the feeling was all but universal that the Braganza dynasty had become thoroughly acclimated in Brazil; that it was largely due to the wisdom and statesmanship of her ruler that Brazil had enjoyed a half century of almost unbroken peace, accompanied by a material progress which was the admiration and envy of her South American neighbors. Under the liberal and enlightened rule of her emperor, Brazil, the "crowned democracy of America" had apparently solved the difficult problem of wedding the principles of an hereditary monarchy with the political and personal freedom assumed to exist only in a republic. To depose and banish the kindly and genial old emperor, the "grand-son of Marcus Aurelius" as he was somewhat whimsically called by Victor Hugo; to send into exile the aged ruler whose every thought was directed to the welfare of his country, seemed not only unwise but ungrateful. It is the object of this paper to submit to a brief scrutiny the causes of one of the most striking and momentous political transformations in the history of Hispanic America.

It is a historical commonplace that the causes of the great crises in a nation's history, whether it be a civil or foreign war,

or as in the case of Brazil, a bloodless revolution, are apt to be complex and strike their roots deep into the nation's past. The explanation ordinarily given for the overthrow of the Braganza dynasty, namely the resentment of the army at the alleged ill-treatment it had suffered at the hands of the imperial government, military pronunciamento of the traditional Spanish American type, is much too simple. If the monarchy tottered and fell at a blow leveled by a few disgruntled regiments garrisoned at Rio de Janeiro, it was because the supports on which the monarchy might be expected to rely were lacking. By 1889, the Brazilian Empire, which to the world at large presented such an imposing front, had in reality become a hollow shell, ready to collapse at the first assault. One by one the foundations on which the stability and persistence of the Empire were based had crumbled.

As a preliminary to our analysis of the causes of the downfall of the Empire stress should be laid on certain peculiar characteristics of the Brazilian monarchy. The history of continental Europe would lead us to believe that if the cause of a monarchy is to become identified with that of the nation certain indispensable conditions must be fulfilled. A monarchy must derive its vitality, and to a certain extent, its sanction, from national and warlike tradition, a hereditary nobility of which the reigning prince is the chief, a military spirit, incorporated in the prince and finding in him its highest expression, a clergy whose interests are closely identified with those of the crown, and finally a profound conviction in the popular mind of the legitimacy of the privileges and authority claimed by the ruling dynasty. Such a conviction would of course be greatly reinforced by the belief that the sovereign was invested with certain mystical attributes, emanating from the doctrine of the divine right of kings.

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In the case of Brazil under Dom Pedro II. these conditions were in considerable part lacking. The Empire possessed a titled aristocracy, to be sure, but it was not hereditary; it enjoyed no political privileges, and the mere possession of a title did not of itself assure any great social prestige. In other words the titles of the swarm of barons, counts, and viscounts whose sonorous names were supplied by the rivers and other geographical features of the Empire were largely honorific distinctions, bestowed by the emperor as a recognition of public service, or for the establishment of a school, hospital, or insane asylum. They were also used, in England, by the prime minister to pay political debts or to win over possible political opponents. There was little in common, however, between the nobles of Brazil and the aristocracy of England or the noblesse of France under the ancient regime; nor did the court of Rio de Janeiro reflect the pomp and splendor of St. James or Versailles.

As for the emperor himself, he was to all outward seeming the exact antithesis of the crowned heads of the late empires of continental Europe. Of the conventional trappings of royalty, he had few if any. Simple, democratic in his tastes, hating all dis-

play and ostentation, accessible to even the humblest of his subjects, caring nothing for military pomp, he might inspire respect and esteem, but seldom veneration or awe. By no stretch of the imagination could this kindly, genial, scholarly ruler be regarded as an exemplar of the divine right of kings.

Yet it would be idle to deny that during the greater part of the nineteenth century the Empire enjoyed a real popularity and could count on the support of almost every element of the population. Especially was this true in the '50s, '60s, and '70s, when the influence and prestige of Dom Pedro II. were at their height. The army, the great landowners, the professional classes, the clergy were all regarded as pillars of the throne. But as the century began to draw to its close one by one these props fell away; the last agony of the Empire found the logical defenders of the dynasty either apathetic or actively hostile. How is this waning of the star of the monarchy to be reconciled with the real and indisputable benefits which the Empire had brought to Brazil?

This change in popular attitude is to be seen most clearly perhaps in the case of the large landowners. This class, comparatively small in number but great in wealth and influence, had always been regarded as one of the pillars of the monarchy. They formed the nearest approach to a landed aristocracy to be found anywhere in South America outside the Republic of Chile. From the great "fazendeiros", the coffee kings of São Paulo; from the ranchers of Minas Geraes; from the old families of sugar and cotton planters in Bahia and Pernambuco, had been recruited many of the staunchest supporters of the Empire. It was the irony of fate that the loyalty to the throne of this influential class was converted over night into an indifference or hostility as a direct result of the greatest social and humanitarian reform ever consummated in Brazil. On May 13, 1888, Princess Isabella, acting as regent for Dom Pedro who was then in Europe, signed the bill definitely extinguishing slavery in the Empire. That slavery was destined to disappear; that its existence was a standing reproach to the fair name of Brazil, no one undertook to deny. Unlike slavery in the United States, slavery in Brazil, at least in its latter days, had as an institution no defenders. The cleavage in public opinion came between those who favored gradual emancipation and the champions of immediate liberation. Up until 1888 the former had been in the ascendant. In 1871 the Rio Branco bill was passed which, among other provisions, declared that henceforth all children born of slave mothers should be free. In 1885 freedom was granted to all slaves over 60. But the abolitionists were not satisfied. Led by a phalanx of able and enthusiastic young men, of whom the most noted was Joaquim Nabuco, later appointed the first Brazilian ambassador to the United States, they kept up a ceaseless agitation in press and Parliament and prepared the ground for the final act of 1888. Princess Isabella had become an ardent convert to the abolition cause and threw into the scale all the influence of the monarchy.

The most anomalous and unfortunate aspect of the problem was the question of indemnity. It is probable that the planters would have acquiesced in the situation, even with a certain cheerfulness, had they received some compensation for their slaves.

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But the abolitionists, who now found themselves in a strategic position, were opposed on principle to any indemnity. This attitude reflected on their part little political acumen or sagacity. The chief wealth of many of the planters was confined to their slaves; to these men emancipation without indemnity seemed to spell financial ruin. Especially was this true in the north where it was hopeless to expect to substitute for slave labor that of European immigrants. But when it became clear that a bill for complete emancipation was certain to be voted by Parliament a curious situation developed. Though the hope of some compensation had in the past been held out to the planters, at the present juncture no one apparently dared to incur the charge or even the odium of pronouncing the word indemnity; this despite the excellent precedent established by England and France in the case of their slaveholding colonies in the Antilles and the Guianas. Even the Brazilian slaveowners themselves, with a delicacy little short of quixotic, seemed loath to mention the fatal word. They feared apparently that they would be accused of placing their opposition on too sordid a basis. The prime-minister, João Alfredo, seemed to have been laboring under the same generous obsession. He made the mistake of assuming that emancipation had become such a national ideal or aspiration that it would be unseemly to tarnish it with financial considerations.

It is true that Princess Isabella had received intimations that abolition, immediate and without compensation, might be fraught with grave consequences for the Braganza dynasty. Yet some of the most experienced of Isabella's advisors deprecated any such peril. Dantas, the ex-prime minister in reply to Senator Cotegipe who was opposing the act as being too drastic declared: "It were better only to wear the crown a few hours and enjoy the immense happiness of being a fellowworker with a whole people in such a law as this, than to wear the same crown year upon year on the condition of keeping up the accursed institution of slavery. No, there is no danger. From my experience and on my political responsibility I declare from my seat in this house that today we have a new country, that this law is a new constitution."

The popular rejoicings which followed the passage of the emancipation bill awoke few echoes among the great landowners. Following a natural reaction, this influential class ceased to regard its interest as identified with those of the monarchy. While little if any overt opposition was manifest there were evidences of a strong undercurrent of revulsion, to those who could look beneath the surface. It is significant for instance that within a month after the passage of the act of May 13 a number of the larger municipalities of the provinces of Rio de Janeiro, São Paulo and Minas Geraes addressed themselves directly to Parliament demanding not only indemnities for the loss of the former slaves, but what was more ominous, the calling of a constituent assembly to discuss the whole problem of the future government of Brazil. Small wonder therefore that many of the planters joined the ranks of the Republicans or at least looked with complacency or open approval upon their anti-dynastic propaganda. The number of converts to the republican cause was especially strong in the provinces of Rio de Janeiro where the saying was current that since the blacks had been freed it was time the whites should be emancipated likewise.


The defection of the great landowners and those financially interested in the maintenance of slavery had been preceded by the loss of another element in the population to which the monarchy should logically have looked for support. Through a chain of mistakes and errors which should never have arisen the Empire had aroused the hostility of the clergy even as it had that of the former slaveowners.

The limits of this article naturally preclude any detailed account of the relations of the church and state under the Braganza dynasty. It may merely be noted that, when Brazil separated from Portugal, the new Empire continued to exercise

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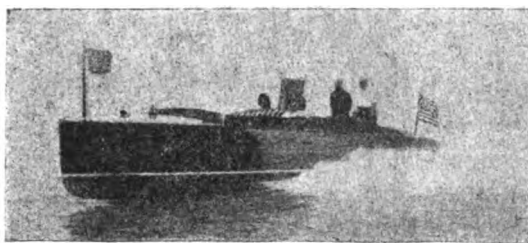
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the jealous and petty supervision over the church that had characterized the Portuguese government since the dignities and prerogatives of the great military orders had been attached to the crown in 1551. This tendency towards an exaggerated regalism was of course accentuated during the despotic rule of Pombal. Of the various prerogatives bequeathed by the mother country to her trans-Atlantic offspring, the most important was perhaps the "patronato," or right of patronage, a right tolerated, but never recognized by the Holy See. As the nineteenth century wore on the supervision of the state over the church became more minute and vexatious; every important act of the ecclesiastical authorities was subject to inspection and revision.

For a full century after Brazilian independence this system had evoked no serious opposition from the clergy. The clerical question, in the sense it is understood in Catholic Europe or in such South American countries as Chile, had never arisen in Brazil. From the first the Empire had recruited many of its staunchest supporters from the ranks of the clergy. The most striking instance was of course Padre Diogo Feijó who acted as regent of the Empire during the troublous years 1835-1837. The clergy had full liberty to enter politics and there were repeatedly to be found a number of able and patriotic priests in the Imperial Parliament. If, as has been frequently alleged, the tutelage of the state was but a veiled form of slavery the clergy had willingly acquiesced in this servitude.

In 1873 a change came. The cordial relations hitherto existing between the Empire and the Church were suddenly interrupted by a quarrel of extreme bitterness. The contest which has sometimes, though with scant justification, been styled the Brazilian "Kulturkampf," was in part but a repercussion of those ultramontane tendencies which during the preceding decade had made such headway in Catholic Europe, particularly in France. As was to be expected the movement was signalized in Brazil by a revival of certain Catholic practices and teachings which had gradually fallen into abeyance.

The relation of the Church to the Masonic Order was the storm-center about which the conflict revolved. It should be kept clearly in mind that the masonic lodges in Brazil had up to this time evinced no antagonism to the Church. Representatives of the clergy were frequently counted among their members. Moreover, the lodges had entrenched themselves solidly in public esteem through the conspicuous service many of their members had rendered in public life. A number of the protagonists of Independence had been masons. Dom Pedro himself was a mason; the prime minister, the Baron of Rio Branco was a Grand-Master of the Orient. In many communities the lodge had become a common stamping-ground for monarchists, republicans, Catholics, and free-thinkers.

An institution enjoying wide popularity at this time in Brazil was a kind of religious and benevolent association known as the "irmandade" or brotherhood. Though the members of this organization were almost exclusively laymen it was conducted to a large extent under church auspices and was supposed to be amenable to church discipline. Up until 1873 masons had been freely admitted to membership; their presence in the brotherhoods had not only occasioned no scandal but was regarded as proper and fitting. It was not unusual to find influential Catholic members of both the masonic orders and the "irmandade."

On which side rests the responsibility for the interruption of these harmonious relations is still a matter of controversy. Certain, it is, however, that to the exalted, ultramontane elements among the Brazilian clergy such a situation was regarded as scandalous. The opposition to the masons was led by the Bishop of Olinda, Mgr. Vidal de Oliveira, a young hot-headed prelate, who had been educated in Rome and had been swept into the current of Catholic reaction associated with Pius IX. In December, 1872, Dom Vital, as he was generally called, ordered the "irmandades" of Pernambuco to expel from their organizations all members who were masons unless they should withdraw from

this order, "which had repeatedly been the object of condemnation by the Church."

In issuing this command Dom Vital ran directly counter to the laws of the Empire, as the order condemning masonry had been promulgated without the sanction of the government. The "irmandades," moreover were not only religious but also civil corporations and in the latter capacity did not come under the authority of the Church. The bishop none the less persisted in his course and when the "irmandades" refused to expel the masons their chapels and churches were placed under an interdict.

The "irmandades" in their distress appealed to the imperial government, which in turn laid the matter before the Council of State. In a famous "parecer" or decision, signed by the distinguished Minister of Justice, Nabuco de Araujo, this body declared that the bishop had exceeded his authority in demanding the expulsion of the masons from the "irmandades". In pursuance of this decision the government ordered the bishop to withdraw within a month the sentence of interdiction. Dom Vital not only refused to obey this injunction but enjoined refusal on his vicars under threat of suspension "ex informata conscientia." He publicly declared that he refused to abide by the constitution as he recognized no higher authority than that of the Church. The remaining members of the Brazilian episcopate, with the exception of Dom Antonio de Macedo Costa, Bishop of Pará, took no active part in the controversy. Dom Antonio, however, late in 1873, endeavored to subject the "irmandades" of Pará to the same discipline as had been applied by Dom Vital in Pernambuco.

The imperial government took vigorous action to bring to an end a controversy which was filling northern Brazil with disension and threatening to envenom the relations between the Empire and the Church. It determined to attack the Bishop of Olinda in the most vulnerable point of his defense. In the early autumn of 1873, it sent a special mission to Rome under Baron Penedo to secure an official disapproval of his acts. Pius IX., through the Secretary of State, Antonelli, wrote a famous letter to the Bishop of Olinda, formally disapproving his conduct and containing, according to Penedo, the phrase "gesta tua non laudantur". The refractory bishop was ordered to restore the brotherhoods to their former state and to reestablish peace in the Church.

It would have been well for the prestige of the monarchy had the government been content to let this diplomatic triumph close the incident. But in spite of the success of the Penedo mission the government determined to prosecute not only the Bishop of Olinda, but also the Bishop of Pará, who as we have seen had entered the list in defense of his colleague. Both men were tried and convicted by the Supreme Court at Rio and sentenced to four years of hard labor; Dom Pedro commuted the hard labor and after two years granted pardon to both of the bishops.

It is beyond cavil that the religious controversy of the seventies seriously impaired the prestige of the Empire. The prosecution of the bishops and their four years' sentence won them much sympathy not only in Brazil but also in Europe. Among ultramontane circles they were naturally regarded as martyrs. The Brazilian clergy, though for the most part holding aloof from the controversy, felt keenly the affront suffered by their bishops. The grievance against the Empire, harbored in secret, found passionate expression upon the advent of the Republic. The collective pastoral letter of March 19, 1890, written by the former Bishop of Pará, now Archbishop of Bahia, and signed by the entire Brazilian episcopate declared: "We have just witnessed a spectacle which filled the universe with astonishment; one of those events by which the Almighty, when it is pleasing unto Him, teaches tremendous lessons to peoples and kings; a throne suddenly precipitated into the abyss which dissolvent principles, flourishing in its very shadow, had during a few years dug for it."

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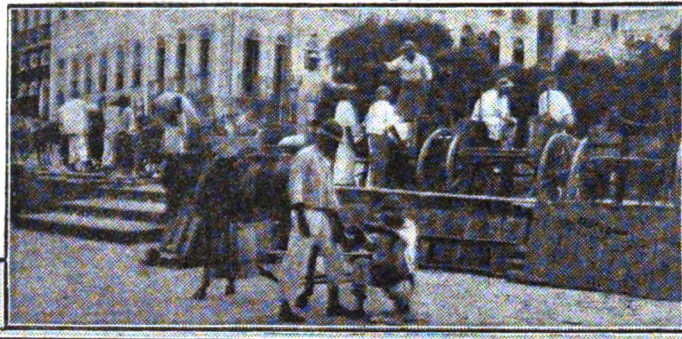
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In Santa Catharina it is estimated that 31 counties will produce: 1,351,320 sacks of corn, 243,080 sacks of beans, 236,610 sacks of rice, 658,380 sacks of mandioca flour, 31,411 sacks of hair powder, 12,660 sacks of tapioca, 285,400 sacks (45 kilos) of sugar, 4,955 pipes of aguardente, 154,250 sacks of potatoes, 5,455 sacks of peas, 44,005 sacks of wheat, 61,744 sacks of rye, 12,007 sacks of barley, 43,600 sacks of coffee, 4,730 sacks of peanuts, 112,800 arrobas of rope tobacco, 72,500 strings of onions, 725,000 pinepples, 50,000 arrobas of alfalfa, 830,000 bunches of bananas, and 500 pipes of wine.

The total area under cultivation in the State is 103,470 hectares and the area not under cultivation, including forests and pastures, is 8,958,031 hectares.

In Espirito Santo the 1920-21 crop is estimated at: 1,368,340 bags of corn, 34,660 bags of beans, 43,750 bags of rice, 6,565 bags of sugar, 220,000 kilos of cotton, 2,601,000 arrobas of coffee, 1,800 arrobas of tobacco, and 50,333 bags of flour.

#### AMERICAN FOREIGN TRADE SHOWS IMPROVEMENT.

Substantial increase in American foreign trade in August was announced by the Department of Commerce. Exports for the month were estimated at \$375,000,000, as compared with \$321,000,000 in July and \$578,182,691 for August of last year. Imports for the period totaled \$194,000,000, as compared with \$177,000,000 in July and \$513,111,488 in August, 1920.

The department's figures showed the gradual growth in the volume of foreign trade in the past few months to the August total, the highest figure since March, when exports amounted to \$386,680,346.

The gain in the balance of trade from August foreign trade operations was estimated at \$181,000,000, the excess over imports for the month. For the eight months ending with August the gain in the balance of trade was estimated at \$1,536,772,958, against a gain for the same period last year of \$1,480,574,770.

Exports for the eight months ending with August totalled \$3,230,087,224, as compared with \$5,475,303,593 for the eight months last year. The volume of imports for the same period amounted to \$1,693,204,266, against \$3,994,728,933 last year.

#### HOME STUDY COURSES OF COLUMBIA UNIVERSITY.

The University Extension Department of Columbia University in the City of New York wishes to draw the attention of all English-speaking residents of Rio de Janeiro to its Home Study Department which was organized over a year ago and which now numbers students from every continent on the globe. Courses are prepared and supervised by members of the teaching staff of Columbia University. The work submitted by student receives the personal attention of an academic officer specially appointed for the purpose and responsible to the Department in which the subject matter of course falls.

The University does not require proof of previous academic work for admission to Home Study Courses, except where prerequisites are clearly stated for advanced courses. Enrollment may begin at any time. The subjects offered include English Literature and Composition, Foreign Exchange, business, languages, mathematics, introduction to agriculture, astronomy, Fine Arts, History, etc.

A copy of the Bulletin of the Department is now on file at the American Consulate General. Copies may be obtained by writing to the University Extension Dept., Room 301, University Hall, Columbia University, New York City.

Diga que viu no "Brazam" — Diga a todos.

# BRAZILIAN AMERICAN

EDIÇÃO ESPECIAL PARA O ESTADO DE MINAS GERAES

em combinação com o

## GRANDE NUMERO DE ANNIVERSARIO

A' sahir em 17 de Dezembro do corrente anno

Endossado pelos Governos e todos os leaders,  
pela sua grande popularidade e immensa  
circulação no Brazil e no Extrangeiro.

Photographias, Artigos e Informaçoes sobre cousas  
da maior importancia, mostrando o actual  
progresso do Estado de Minas. Ultimas  
iniciativas dos Governos Estadual e  
Federal. A cultura do algodão  
e a futura riqueza do Paiz.

Para informações e outros detalhes, com o Sr. Encarregado em Minas  
deste Numero Especial, á rua dos Caetés 275, Bello Horizonte.

A MELHOR OPPORTUNIDADE JA' OFFERECIDA  
PARA ANNUNCIAR NUMA PUBLICAÇÃO  
ESPECIAL DOS INTERESSES DE MINAS GERAES



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**S. S.**  
**LINES**

§§ AEOLUS

November 17th

§§ HURON

November 29th

§§

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**LEGION**

**Will Leave Rio**

December 12th

**And Arrive in New York**

December 24th

**In Time For**

**• XMAS •**

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