

INDUSTRIAL DEVELOPMENT OF THE AMAZON VALLEY ATTRACTING ATTENTION OF EUROPEANS

Capitalists, Engineers and Importers Are Making Investigations of the Mineral and Forest Resources of the Valley.

Para, Mouth of Amazon River, Dec. 13.—(By The Associated Press.)—The industrial development of the Amazon Valley is attracting the attention of European countries. British, German, Italian, Norwegian, Swedish and Dutch capitalists, engineers and importers are making investigations of the mineral and forest resources of the valley or have obtained concessions to establish industries here. So far American participation in this development work is conspicuous by its absence.

English engineers are up river at the present time investigating the possibilities of vegetable oil; English experts are here studying the practicality of extracting starch and industrial alcohol from the root of mandioca; an English engineer has returned to this city from Iquitos for further equipment with which to extend the examination he is making in the mineral area of the Peruvian Amazon, on behalf of a British syndicate.

The Italian syndicate which has been operating a small experimental vegetable oil factory at the town of Cameta, on the Tocantins River, about 100 miles from Para, has applied for a concession to open a large factory in Para for the extraction of lubricating, illuminating and edible oils from the nuts of palms and trees which abound in the forest. A similar concession has been given to a group of local capitalists for the establishment of oil factories in certain municipalities through out the state.

Concessions have been granted recently by the State Congress for various factories to manufacture glass, hammocks and thread, salt and its products, paper of all grades, rubber goods, vegetable dyes and ink and buttons from vegetable ivory nut. These so-called "concessions" are not to be confounded with the exclusive monopolies so popular in other Latin-American countries which in the past have proved to be a hamper instead of an aid to industrial development. In Brazil a "concession" to establish a factory or industry is more in the nature of a "charter" with, in some cases, special tax exemptions for a number of years, or privileges in the matter of import dues on machinery and equipment.

Concessions are under discussion in the Chamber of Deputies as also sundry motor roads from the banks of some of the rivers to interior centres of population.

It is rumored that the Braganca railroad is about to be sold by the State of Parato and English syndicate which is said to be backed by the banking firm of Rothschild and Co. The charter of this railroad provides for a line from the city of Para toward the Atlantic and parallel to the coast in the states of Para and Maranhao. About 140 miles have been completed and in operation for several years through a highly productive agricultural district, but the recent discovery of valuable ores and mineral deposits on the projected line into Maranhao probably has been the occasion of the outside interest. Corn, beans, rice, manioc, bananas, and many other fruits, potatoes, vegetables of all kinds are now being raised in the Braganca section for the local market, and during the past year or two the production of cotton, tobacco, sugar-cane, cacao has been undertaken on an extensive scale.

An announcement appeared in the local newspapers recently that the Johnson Line is about to establish a steamer service between Swedish ports and the Amazon, touching at Spanish and Portuguese ports. Local Americans are outspoken in their regret that there appears to be no American participation in this development work; they claim there is no region on earth offering greater opportunities.

CAPTAIN ALCOCK SUCCUMBS TO HIS INJURIES

Feeling Tribute Paid the Departed Hero by His Associates in Trans-Atlantic Flight

San Francisco, Calif., Dec. 19.—The death of Captain Sir John Alcock, in Rouen, France, today was characterized as "a true sacrifice for the sake of humanity," by Lieut. Sir Arthur Brown, Captain Alcock's navigator in the non-stop flight across the Atlantic. Lieut. Brown will depart for Japan December 27.

The sad death of Captain Sir John Alcock, pilot in the first non-stop trans-Atlantic flight, removes one of the most notable names from among those of notable aviators," Lieut. Brown said. "He has probably spent more time in the air than any other man. His experience in the air with many different types of machines had

fitted him for the highly paid and responsible position of test pilot, but rather than accept such a position he joined the Royal Naval Air Service at the outbreak of the war."

Oil Production Gains Three Per cent. Over 1917. A gain of three per cent. over the record production of petroleum in 1917 is indicated in the preliminary estimate for 1918. An estimate of nearly 350,000,000 barrels, as against the record for 1917 of over 335,000,000 barrels is made. The reserve of crude oil held by all producers and

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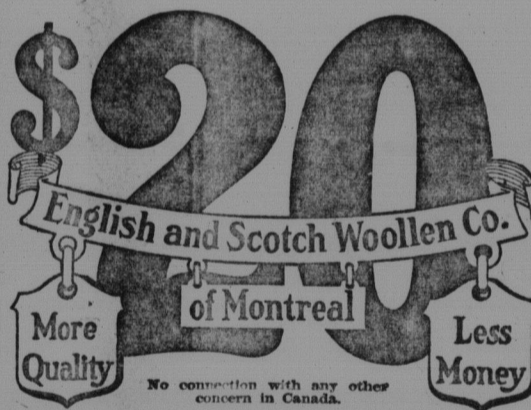
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match and was attended by Mrs. Elbridge Wolverson, Miss Mary Jane Russell, Mrs. Wolverson was under the care of Mr. Harvey Alvin J. Russell, in the presence of fifty guests by Rev. J. W. Chute. The bride wore a gown of white satin and carried a bouquet of white flowers. Mrs. Wolverson was under the care of Mr. Harvey Alvin J. Russell, in the presence of fifty guests by Rev. J. W. Chute.

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