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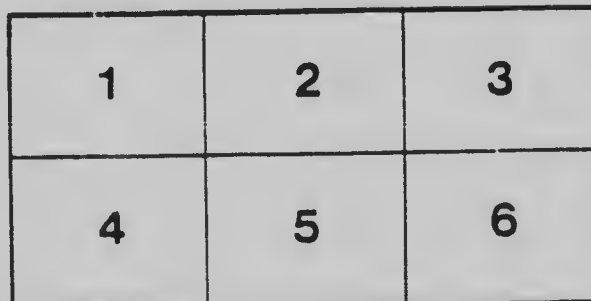
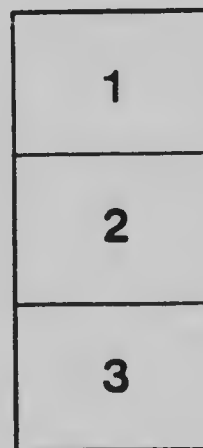
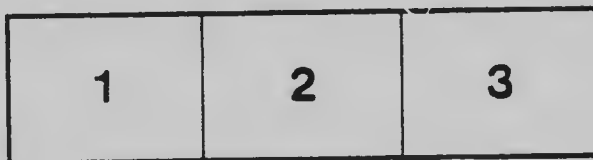
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5 (SUPPLEMENT TO WEEKLY REPORT)

SPECIAL REPORT UPON THE TRADE AND COMMERCE OF BRAZIL

BY

2 MR. H. R. POUSSETTE

Canadian Trade Commissioner at Buenos Ayres

3 Dept of Trade and Commerce

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- II.—Analysis of Trade Statistics.
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INTRODUCTION.

Having regard to the exhaustive character of the Report upon the Trade of Brazil, by Mr. H. R. Poussette, Canadian Trade Commissioner at Buenos Ayres and formerly Acting Trade Commissioner at Rio de Janeiro, it has been deemed desirable to produce it in a separate issue as a supplement to the Weekly Report. It is apparent that Brazil shares the desire of Canada for increase of her manufacturing industries; both in this respect and as a future market for Canadian productions, it is thought that the report will prove of interest to Canadian manufacturers. The high cost of living in Brazil resulting in increased cost of industrial production will be noted.

Since this report was written, the Canadian Trade Commissioners's office at Rio has been closed. Correspondence regarding trade with Brazil may be addressed to Mr. Poussette at 278, Calle Balcarce, Buenos Ayres.

DEPARTMENT OF TRADE AND COMMERCE,
OTTAWA, CANADA.

OCTOBER 28, 1912.

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SUMMARY OF TRADE CONDITIONS.

To enable Canadian exporters, who may be seriously or even only tentatively interested in the foreign trade of Brazil, to gauge adequately the commercial situation of the country as much data as may be likely to assist such object have been included in the subjoined schedules. To each of these when necessary, an explanatory note has been attached, so that there may be no difficulty in understanding the contents.

The information contained in this report is not so full as might be desired, but it has been made as comprehensive as the limited time at the disposal of your Commissioner has permitted. So far as possible, the statements of informants have been checked against the statistics, and every effort has been made to eliminate all that might be unreliable, although it may not have been possible to succeed in this entirely.

Schedule II, containing the customs tariff, is important and must be considered in the light of the information contained in the schedule of imports.

The tariff is a complicated affair, but it is hoped that the explanatory note accompanying it, will be sufficiently clear to enable readers to understand it, especially as several practical illustrations have been worked out.

A POLICY OF MANUFACTURING.

It should be stated that Brazil has embarked upon, and seems determined to pursue, a manufacturing career. To the encouragement of this end, protection has been afforded to a degree that renders external competition in some articles impossible. As to whether or not in view of the conditions prevailing and other economic considerations, this course may not be a little premature, is of course for the country to decide; but it is an undoubted fact that the cost of living is such as to render the problem a very acute one for all who wish to exist in reasonable comfort on ordinary incomes.

So far it has not been possible to secure much reliable data regarding manufacturing industries, although should it be forthcoming before the completion of this report, it will be inserted in the form of an addenda. One of the reasons for including the quadrennial resumé of imports is to enable readers to follow the development or decline of the imports of any particular article and, for want of better information, it will form some sort of guide as to whether or not the manufacture of this article has been commenced locally, during the period under review.

The importation of some commodities is spasmodic, more particularly of those made in Brazil, as at times local production being unable to supply the demand, and the need being urgent, there is no recourse but to buy abroad.

HIGH TARIFF PROTECTION.

To what extent the policy of encouraging manufacturers by means of a high tariff will be carried on is not easily determined, nor whether the assistance is indiscriminate or follows certain formulated lines. It may be that each case is taken on its own merits.

However, the question is one of much importance to Canadian exporters, and will doubtless be carefully examined by them, in considering trade openings in this republic. In this question of manufacture, the policy of the Brazilians differs from that pursued by the republics to the south, where the tariffs are calculated more or less for revenue purposes, the people seemingly being more content with the vast riches con-

tained in their fertile plains than their neighbours to the north. But, it must be stated that the two cases are not quite parallel. The southern countries are more remotely situated from the sources of raw material, where such has to be imported, and for fuel are dependent upon foreign coal; whereas this Republic, in Rio and one or two other industrial centres, is being furnished with electric power generated by water-power and supplied at a reasonable rate. It may not be out of place to mention that this electrical power is the result of Canadian enterprise, and the success of the companies producing it is due in no small measure to the energy and ability of Canadians.

OPPORTUNITIES SOMEWHAT LIMITED AT PRESENT.

So far as it is possible on a hasty visit to appraise the openings which exist in this republic for Canadian exports, your Commissioner is forced to the conclusion that at the present moment these are to some extent limited. There are several reasons for this. One has been mentioned above, namely, the evident determination of the Republic to manufacture so far as possible the commodities consumed within her borders, and the consequent partial exclusion of foreign competition by high protective duties. Another is, that in the interior the standard of living is not high; in fact the same may be said of the coast towns apart from the wealthy and cultured class. A third reason proceeds from the customs preference granted to the United States in certain articles, which, in so far as they are concerned, places any Canadian competition at a hopeless disadvantage. It is for these three reasons, either separately or one or more in conjunction, or for causes connected with them, that looked at from a Canadian standpoint and with a fair knowledge of the Dominion's limitations, the possibilities of trade do not just for the moment warrant too much optimism. However, it is an easy matter to check this statement with the subjoined tables.

Class I, schedule A, is unimportant; in Class II, the only commodity likely to appeal to a Canadian exporter is timber, but of this the great bulk is pitch pine from the Gulf, which comes down in sailing ships.

In looking over Class III, one is forced to eliminate a long list of articles from the fact that as yet our manufacturers have shown either a lack of disposition or of ability, to compete in them in foreign markets. In Class IV, there are several opportunities. However, any articles which may promise success to Canadian producers, will be taken up in detail and as much information as possible will be given.

BRAZIL'S POSITION UNIQUE.

The tone of the above remarks may be such as to discourage the casual inquirer from further investigation, although it is hoped that this may not be the case. The aim in view has been to place the whole subject in such a light as may enable exporters to form their own judgment. It must be borne in mind that to no small extent, the policy of Brazil in so drastically treating the question of manufacturing is unique amongst South American republics, and although this country is vast, potentially and enormously rich in proportion to its population, it does not afford so satisfactory a market in some respects as the three southern republics. But reviewing the whole continent, the advance of the Latin American republics has been so wonderful in recent years, that with tranquility or a fair measure of it, and a continued flow of foreign capital, it is almost impossible to predict from the present indications what the future developments will be.

FUTURE OF THE REPUBLIC.

So far as one can judge, Canada can have little hope in the near future of extending her market in the north of this Republic, where the standard of living amongst

the rubber workers is low. But in the southern part, in the States of S. Paulo, of Minas and more particularly in the State of Rio Grande do Sul, the future holds great promise. The last is as yet little known, but it is being opened up by railways, and if all accounts be true, its soil is capable of supporting a large agricultural population, which would necessarily have to be made up at first by immigration. In the State mentioned is a fair colony of Germans, which people as it is well known, make excellent settlers.

UNITED STATES PREFERENCE.

A very interesting point in connection with the tariff is the preference accorded to certain United States products, which are set out in Schedule I, together with all the information obtainable on the point. This concession is of considerable value to the country in question, although a perusal of Schedules A and B will show that for some reason full advantage is apparently not being taken of it in every case. A reference will be made to this elsewhere.

One hears that the Argentine millers do not look kindly upon the preference in flour, feeling that the Brazilian market was their natural right. Whether in view of this, and the fact that it is hardly likely that the United States can indefinitely continue to export wheat flour, Argentina in the long run will be the gainer by this, remains to be seen. However, it is beyond dispute, that by tariff concessions on coffee, which her people would probably use in any case, she has been able to secure some valuable privileges. This is just one further instance of the efforts being put forth by the United States in her endeavours to make herself supreme in the South American market, a reference to which was recently made in an earlier report written at Buenos Ayres.

SIDELIGHTS ON TRADE CONDITIONS.

With reference to the United States, the remark is occasionally heard, not only here but in other parts of South America, that some United States shippers are inclined to be too sharp, and consider it good business to get the better of a customer. One cannot believe nor desire to believe that this can be applied indiscriminately to United States shippers, but a discomfited customer is not always reasonable.

It would appear, however, that there has been some irritation on the part of Brazilian importers over the methods of some United States exporters, and the indications are, that were Canadian firms to make an effort to enter the market they would find a favourable reception.

SYMPATHIES OF BRITISH FIRMS WITH CANADA.

A factor that the Canadians should not neglect in connection with the South American trade is the sympathetic tendencies which British firms usually exhibit towards Canada. All being equal, it will generally be found that next to the United Kingdom, British firms would prefer to deal with the Dominion rather than with any other country in the world. That is no small consideration when it will weigh strongly against even long-standing business connections.

REPRESENTATIVES A NECESSITY.

It appears highly desirable that Canadian exporters should make an effort to send capable representatives to South America to sell their merchandise in the markets of the continent. The person sent should be of good address, and it must be noted that the energetic methods of the commercial traveller are often unsuited to the easy-going people of South America. The Latin is in less of a hurry than the Anglo-Saxon.

It is important also, that exporters should recognize the difference in the cost of living in South America as compared with Canada. Although gradually raising their rates, hotels in Rio are still cheap, not comparatively so, for they are most inferior; but in every other regard the cost of living is very high in this city.

The conditions in the other large towns of Brazil are much the same. In Buenos Ayres the hotels are somewhat more expensive, but on the whole living is a little less expensive. Uruguay is about the same as Argentina, whilst living in Chili is said to be fairly moderate in cost. Whilst actually engaged in business in Latin America a commercial representative should be allowed from 50 to 100 per cent larger travelling allowance than would be given in Canada.

LOCAL AGENTS.

The remarks regarding the travelling representatives of exporters apply equally to local agents. Owing to the high rents and other general expenses incurred, commission merchants and manufacturers expect greater remuneration for their services than would be demanded in other parts of the world. In this, there is nothing unreasonable.

CREDITS USUALLY EXTENDED.

Credits in Brazil are extended, ranging from 30 to 180 days, but the usage of bills probably averages about 90 days. Some importing firms are quite prepared to pay cash—it depends on the commodity—but as a rule they expect 60 days from sight. If customers are carefully chosen, there is no more reason to fear losses in this republic than in any other part of the world. European firms with long experience behind them have no fears in granting credit facilities to sound business houses.

Because a firm asks for credit, it does not necessarily mean that it is short of funds. Money is much dearer in South America than in North America, and it is to the profit of the local commercial houses to take advantage of this fact. Some of those who not only ask but demand credit are possessed of large means, but it does not suit their system of economy to pay cash.

Credit, however, can be and is overdone. Before granting it, there are two important factors to consider: First, the state of the country's trade and finances; and secondly, the standing of a prospective customer. If these be satisfactory, there is no more reason to fear losses in South America than in the Dominion.

BRAZILIAN CUSTOMS' DUTIES.

It must not be considered in every instance that because duties on certain goods are high they are being manufactured in the country, or that there is no business to be done. The tendency of Brazil's tariff is towards high duties, since from that source the Republic derives its chief source of revenue.

CABLE CODES.

When writing to the firms from whom the trade inquiries have emanated, the letter heads of the shippers, without exception, should contain the cable address of the firm and the names of the codes used. This last remark indeed applies to all exporters, but it is mentioned particularly in this connection, owing to the necessity of avoiding all waste of time.

ANALYSIS OF TRADE STATISTICS.

In the list of imports, those that are likely to be of interest to Canadian exporters will be considered with so much detail as each case requires or the sources of information will permit.

From a reference to the subject elsewhere, it will be doubtless understood that from the method of preparing the returns, the weights or the values of the imports cannot be looked upon as being absolutely correct, but only approximately. Yet in spite of this they contain a good deal of useful information, and serve for the purpose of comparison, either one year with another or one country with another, the probability being that whatever discrepancies there may be will be much the same in the different periods.

ASBESTOS, RAW OR MANUFACTURED.

There is small demand for asbestos in any form. In Class II, Schedule B, it will be seen that the importations of raw asbestos for 1909, only amounted to 68,139 kilos, or 80 tons, and of manufactured 179 tons.

Presumably most of the latter was in the form of packing, as there appears to be no demand for prepared roofing. Owing to a large portion of this country being in the tropics, the houses are roofed with tiles of either home or French manufacture, for the sake of coolness, this being considered the most suitable covering. The French are the most popular, and at present are extremely high in price owing to the shortness of supply. Various asbestos roofing materials have been introduced on to the market, but apparently with not much success; however, a trade inquiry for asbestos roofing will accompany this report, so that manufacturers of this commodity will have an opportunity of testing the market, if they can compete in face of a duty of 500 reis per kilo and severe competition from French tiles.

TIMBER AND LUMBER.

Timber and lumber imports are fairly important in spite of the heavy protection afforded to the national forests, amounting to no less than 20 milreis per cubic meter and which works out at about \$7.30 per cubic yard when the 2 per cent gold and another small tax are added.

Except in the case of wood pulp only, the values are given, and as will be understood in the note accompanying Schedule A, this includes cost, insurance and freight to port of entry. The only item of this sub-class in which the Dominion seems to be interested is that of pine stumps, planks and boards, and of those only to the value of 516,901 milreis or about \$172,000 worth in 1908, and 263,201 milreis or \$87,000 the following year, a small amount when the freight is subtracted. Most of the trade went to the United States, as will be seen, and the greater portion of that to the Gulf. Various opinions are expressed as to the future of the foreign timber trade, but if the statements as to the value and extent of Brazilian forests are to be believed, this republic should have no trouble one day in supplying her own markets, if indeed she may not become an exporter.

No practical suggestions can very well be made as to increasing the business at the Canadian end, price being the ruling factor, unless that the lumbermen might if they desired, make some effort to enter into closer touch with this market. To this end, several trade inquiries are going up from first-class Brazilian firms, and will afford an opportunity for any mills caring to avail themselves of them.

COAL, THE LEADING MINERAL.

As will be seen, the importations of coal total to no small amount during the course of the year. The bulk, in fact almost the whole, comes from the United Kingdom, or 1,298,845 metric tons in 1909. The United States is credited with 45,028 metric tons during the same year and Germany 2,246. Much trade has recently been directed to the United States on account of the coal strike in Great Britain, and the Dominion seems to have profited to some extent, as several cargoes from Nova Scotia have been reported.

Trade in coal is merely a matter of price and quality, but if the Canadian miners should care to place themselves in a position to take advantage of future opportunities, it would only be necessary to put themselves into touch with one or two of the large importing houses who would take note of their names.

After the opening of the Panama canal, a market might be found here for British Columbia coal, if it be of high enough quality to be suitable for use on steamships. There is no custom duty levied on coal imported for use as fuel.

CEMENT FROM GERMANY.

The major portion of the imports of cement in 1909 came from Germany. The amount credited to her in 1909 was 99,618 metric tons, the United Kingdom coming second with 57,687 tons, France third with 7,755, and only 218 tons were purchased from the United States. As the last named was accorded a fiscal preference amounting to 20 per cent in January, 1910, the trade figures since that date may show a gain for her producers over other competitors.

In pulverized form the duty is 20 reis per kilo with a rebate of 10 per cent when in barrels. It will be noted that 50 per cent of the duty is payable in gold, which brings it up roughly to about one cent per kilo, or say $\frac{1}{16}$ of a cent per pound.

Owing to the immense growth of the cement manufacturing industry in Canada in recent years, it would appear that a time must come when some of the companies would commence to look about for a new outlet for their produce, but that does not seem to have arrived yet. Still it ought not to be bad business to prepare for the future, and South America presents a suitable field in which to embark in the export trade.

LEATHER, BOOTS AND SHOES.

Little in this section is likely to interest either tanners or manufacturers. Whilst the Dominion might be able to compete in sole leather, the trade is very limited, owing to the heavy customs' duty, amounting to 1,800 reis per kilo, which works out at about 37½ cents a pound, 50 per cent of the duty being payable in gold. The reason for this heavy tax is that sole leather is manufactured in the country, and by the policy pursued, outside competition is overwhelmingly handicapped by the impost.

A large trade is done in hides, suitable for manufacture into boots. Apparently this class of leather is not made in the country, but at the moment no reliable information is available.

Hides are shown by the values of the imports as being of various classes. It is thought that this method may convey more information than if weights were stated. As a matter of fact, Canadian tanners have up to the present shown no desire to compete in this commodity, and it is included only in the event of one or two being now in the market.

In hoots and shoes there is practically no opportunity, the duty at 20 milreis per pair being prohibitive. The imports in 1909 only amounted to \$350,000 and from this

must be taken the cost of transport. Those that were brought in were mostly women's ware of fine quality. The boot-making industry is one of no little importance in the State of Sao Paulo.

A great number of the poorer class do not wear ordinary boots or shoes, but 'tamancos,' which are made with thick wooden soles, having uppers of very common skin or cloth and fashioned like a bath slipper. Into these the bare feet are thrust.

SMALL IMPORTS OF TAR.

The imports of tar are small, although its use may be increasing. It is said that the commodity comes from almost any producing country, being usually sold to make up cargo.

BRUSHES.

Brushes, brooms, &c., are manufactured in the country, and hence the trade in these is of small importance.

MANY MOTOR CARS.

A comparatively fair trade is being done in motor cars, and it is said that these are passing through the customs at about two a day. The majority are doubtless for use in Rio, for the roads of the republic do not admit of their employment in the country districts. Sao Paulo may take a fair number, and one or two other cities a few, but not many. Still, as this city is supposed to be one of the best paved in the world, perhaps due to its being under the jurisdiction of the national government, and possesses some of the most beautiful suburban drives to be found anywhere, it should continue to absorb motor cars in large numbers for many years.

The motor truck will also continue to grow in popularity. The climate not being suitable to horses, mules are employed almost entirely, but as the republic does not supply itself in fodder, this is relatively expensive for any class of animal.

From all that one can learn, it is not easy to put a new motor vehicle on the market. The only way to test it would seem to be to follow the custom and to send down two or three on consignment. If a suitable agent could be secured, there would appear to be little risk, and if success were not achieved, it should not be difficult to sell these for the amount of the factory price, plus expenses of transportation, duty, &c. There is so much competition that no prospective agent is willing to buy from a catalogue, indeed unless the manufacturer will assist, it is unlikely that one will be found to handle the car.

There ought to be a future for the lighter and less expensive class of car that is produced in the Dominion. Most of the vehicles seen about the streets, whether private or for hire, are substantial looking and fitted with the artillery wheel. They are roomy, and have two collapsible chairs in addition to the broad seat. The touring or runabout car is almost universally used, being much more suitable to the Rio climate on account of its airiness. Flimsy, cheap appearing cars are not popular. It should be borne in mind that whatever quality cars may be, for the South American trade it is essential that they look well. As has been the experience in other countries, at first only the high-powered, high-priced cars were in demand, but it has been discovered that apart from the initial cost, these were too expensive to maintain, and hence the excellent sales of cheap and lighter patterns.

All sorts of sizes and makes are in use here, and it may be mentioned that there is a large number of taxis, as many people will use them, even if necessary to stint in other ways; and they must be employed by travellers carrying anything more than hand-baggage. The majority of these, although commodious, are not of the most expensive type.

MOTOR TRUCKS.

In motor trucks, a well known United States make seems to hold the market, no doubt because the makers have energetically undertaken the trade and look after it closely. One feature that is looked for in either trucks or cars, is the easy replacement of broken parts. Hence so far as possible, these should be standardized.

A trade inquiry for a car and for a light motor truck accompanies this report, but an agency will only be considered on the understanding that one or two cars be sent down by the manufacturer on consignment as his share of the expense and trouble of finding a market. Looking at it every way, especially taking into consideration the unsuitability of the climate for heavy work with animals and the popularity gained for motors in the last six years, the outlook is bright for this class of trade.

FEW CARRIAGES OWING TO ROADS.

Not enough hope can be held out to carriage manufacturers to make it worth while considering this market. The few carriages in use, or most of them, have in all likelihood been made within the borders of the republic, and although your Commissioner has no acquaintance with the interior of the Republic, there seems to be little room to doubt that the roads are of such a nature as to make travelling in anything but an ox cart both difficult and dangerous.

Since the cities that enjoy good roads are surrendering themselves to motor transport, there seems to be little future for a trade in pleasure vehicles. Everything is in favour, where the roads admit of it, to exchange draught animals for mechanical power.

CARRIAGE BUILDING MATERIAL.

The notes contained in the previous section apply also to carriage material. So little is known or thought of the carriage building industry, that no importer of any standing has up to the present shown the slightest interest in handling supplies for the trade.

RAILWAY CARS AND WAGONS.

In railway cars and wagons there is at times a considerable business, but from accounts it is spasmodic, depending upon the ability of the local industries to supply the demand. The imports of the two years 1908-9, amounted to about \$4,000,000, less cost of ocean transport. The head of a large firm of importers here stated that owing to the Brazilian works being unable to supply the demand, large orders had recently gone to foreign firms. He also said that as these were for wooden cars, he would have been very glad to have been in touch with a Canadian company and to have given them an opportunity to bid. The trade inquiry of this firm will be found appended to this report, so that if desired by any car works in the Dominion, it will be within their power to open up communication with the local people and thus be ready to take advantage of future openings.

Formerly a good deal of street railway rolling stock came from a well-known firm of English manufacturers, but this seems to have now passed into the hand of the United States' firms, at least in so far as this part of Brazil is concerned.

LARGE QUANTITIES OF STEEL RAILS.

The imports of steel rails are so large as to merit the attention of the Canadian rolling mills. Railway construction in such a huge country as Brazil is bound to play a very important part for many years.

As an advertisement, it would be an advantage to a rolling mill to secure even a small contract. The entry of a new company into this field would soon be heralded about and, whilst the preliminary work of securing a contract might be quiet enough, the fact of having gained a victory would ensure attention in the future from railway contractors.

As the sugar industry is a growing one, this may provide a market for the lighter class of rail, although it has to be acknowledged that there seems little hope at present of Canada competing with the Germans or Belgians in this kind of product.

For any rolling mill desiring to appoint an agent in the republic, or open up correspondence on the subject, the name of two reliable firms can be obtained from the Department of Trade and Commerce.

TUBES, PIPES AND JOININGS.

Great Britain supplied to a principal extent the iron piping used in this country, both in 1908 and 1909. In the former year Belgium sold over 4,000,000 milreis' worth, Germany comes next and the United States last, the figures for the last named being contained in Schedule B.

It is said that there is a wooden tubing in Canada for sale to the export trade, but it is most improbable that this can be used in Brazil, owing to the termites, which can never be left out of the reckoning. A contract has been secured by a London firm for materials in connection with a new drainage scheme for the city of Fortaleza, Ceara, Brazil. The order includes some 16,000 tons of cast iron pipes, and about 4,000 tons of stoneware pipes, together with all the requisite valves, sluice gates and accessories. The value of the contract is approximately £160,000.

LITTLE CHANCE WITH NAILS.

Very little business is to be done in nails, this commodity being manufactured in the republic. External competition is effectually prevented by the heavy tariff, of which the rate is 300 reis per kilo on plain nails, and 400 reis on wire nails.

STEEL FURNITURE.

It is difficult to know to what this term applies, but presumably it would mean office furniture. It is most unlikely that there is much metal office furniture in use yet—one railway which has equipped its offices is the only large user up to the present. The customs' tariff does not specify this article, but if the duties are not too high, it is almost certain to be popular some time in the future, owing to its resistance to ants and to the effects of the atmosphere. Ordinary wooden furniture imported warps and is generally unsuitable for the climate, besides being open to destruction by ants.

Modern office furniture does not seem to have made much headway in Rio; it is conspicuous by its absence from shop windows, as a witness though the business streets will demonstrate. In this regard a vast difference is noted between Rio and Buenos Ayres. In the latter one cannot fail to be struck by the large number of dealers who make office equipment their chief selling feature. However, what has happened there, and comparatively recently, may also take place in Rio de Janeiro, and if the supplies are to come from overseas, they will only be in a metallic form.

Of the 'steel furniture' imported in 1909, nearly half came from the United States.

TWINE AND CORDAGE.

The import of jute twine and cordage is relatively small, notably in the last year for which there are statistics. This is no doubt owing to local manufacture. The duty

is heavy, 1,200 reis per kilogram on cordage up to $\frac{1}{2}$ of an inch in thickness or worked on a basis of 50 per cent gold, it comes to 1.671 reis per kilogram or 25 cents a pound. This must not be conflicted with ropes and cables, which are shown below in another section under fibrous material.

MACHINERY LARGELY FROM UNITED STATES.

Not much in the machinery section can interest Canadian manufacturers for the moment. The United States having a customs preference of 20 per cent on wind-mills, typewriters and scales, it would be a waste of time to consider these products in any form, so long as that handicap remains in force, and there is no prospect of its annulment.

The trade in agricultural machinery was, up to the end of 1909, exceedingly small, only about 3,000,000 milreis or say \$1,000,000 for the two years, 1908-9. About one half of the trade in 1908 and 1909 went to the United States; Great Britain and Germany shared the remainder, the latter having the larger portion; Canada's share was insignificant. The reason for the small trade is, that the staple industries of Brazil are rubber, hides, skins, tobacco and matt; the collection of the rubber from the wild forests of the Amazon requires only the crudest implements, and up to the present year Commissioner has been informed that the cultivation of coffee is mainly done with hand tools. But it has also been stated that ploughs are now coming into more general use for tilling the ground on the larger estates. However, the hope of a large future trade in agricultural implements and machinery lies in the south and southern middle part of the Republic, where it is said, there is an immense amount of splendid land suitable for agriculture and stock raising only awaiting settlement.

To arrive at the purchasing power of agricultural machinery which this new land may possess in the future, it would be well to remember that up to comparatively recent times, Argentina was still importing foodstuffs, although to-day it is one of the greatest producers in the world of wheat, maize, and flax, and this in spite of the fact that a great part of the producing area remains untouched. It is well to consider these things in advance, and make arrangements quietly for possible events, even if these may be years ahead. It is vastly important to be early in a new field. In connection with this subject, it may be mentioned here, that a large and financially very strong firm of importers and commission merchants, who have a view to the future, are willing to enter into correspondence on the subject of the establishment of a trade on sound lines, if this be warranted by the outlook. It is unlikely that Rio would ever be the centre of a big implement business—the presumption is that this would incline towards the south, to the States of Sao Paulo or Rio Grande do Sul.

It would require a large quantity of machinery for Brazil even to supply itself with food-stuffs and fodder. At present she is importing these heavily, as will be verified at a glance at Schedule B, wheat alone amounting to 20,000,000 bushels during the two years ending 1909.

As far as can be learned, no attempt has been made or is contemplated to manufacture agricultural implements or machinery locally. The duty on machines is not stated explicitly, but it could hardly be more than 15 per cent ad valorem; ploughs and ploughing machines come in free.

HOES.

Hoes are not classed separately, but are no doubt included under 'Tools and other Utensils.' It can be taken as a certainty that there is a considerable importation of this class of implements for use in coffee culture. The Dominion should be able to compete in this article in any part of the world, and through the trade inquiries' column, an opportunity is presented to commence a Brazilian trade.

INDUSTRIAL MACHINERY.

Industrial machinery no doubt refers to that used in the manufacturing plants and sugar mills. The greater part is supplied by the United Kingdom and Germany, who lead the world in such equipment.

BICYCLES.

As may be seen by the returns, the trade is small. Those interested will be struck by the comparatively few to be seen on the streets of Rio, which is a good indication for the rest of the country.

TOOLS, SUCH AS PICKS, SPADES, ETC.

Tools include such articles as picks, spades, shovels, hoes, axes, files, hammers, saws, &c.

The spades and shovels in use are of the cheap variety, and consequently there is little demand for those that cannot comply with this condition, no matter how well worth a high price they may be. They are principally used on contract work, where the work and treatment are rough, particularly the latter, so much so that it is claimed that the high class shovel has a life but little longer than the cheap one, and thus does not justify its purchase.

The hammers, files, saws, and axes are those usually met with in any part of the world, that is, the product of certain makers, generally British or United States, who have practically erected a standard. The United States seem to have been most successful, one reason being the quality of the tool, but the root of the success achieved lies more in the selling method of the makers. Hoes are mentioned under agricultural implements, and present an opportunity for quite a good trade.

Tools are not made in the country. The duty is relatively low, 100 reis per kilo, or worked out about 2½ cents per pound.

WOVEN WIRE FENCING.

There is practically no demand for woven wire fencing. The small amount that is used in the country is fabricated locally.

BARBED WIRE FENCING.

A very fair demand exists for barbed wire fencing. This is one of the commodities, the import of which is bound to increase with the advance of agriculture.

STOVES.

There appears to be little demand for stoves, as they are manufactured within the Republic. Many of those that are on view are covered with enamel or a kind of porcelain. Owing to the high cost of coal, oil stoves are most popular for domestic purposes.

ILLUMINATIVE BUOYS.

Under illuminative buoys, Canada is credited with 60,000 milreis in 1909, out of a total of 173,271 milreis. Your Commissioner knows nothing of this industry in the Dominion, but if these figures be correct, it ought to encourage the manufacturers to try for orders in other parts of the continent. If they can compete here, they can do so elsewhere. This is a field that will grow with the commerce of the various republics.

MUSICAL INSTRUMENTS.

Canada can do nothing in this section, even if her piano manufacturing industry were far enough advanced to make it worth while considering, since even with a preference of 20 per cent, the United States have been unable to make appreciative headway up to 1909 against the continental makers. South Americans do not take to organs; it is an instrument that is never heard except in churches, and then it is usually of the pipe style. The phonograph has come to stay and nothing but a piano can compete with it in the home.

DENTAL AND SURGICAL INSTRUMENTS.

Some two or three years ago, a firm manufacturing dental instruments in Ontario showed some interest in the foreign trade. It is more on that account than anything else, that a reference is made to these articles.

The United States, Germany and France pretty well divide the trade in surgical instruments, but the first named controls it in dental appliances. This is a hopeful outlook, if there should be a firm in Canada able to take care of any foreign orders.

WOOD MANUFACTURES.

Furniture being an article of national manufacture, there is little to interest factories in the Dominion. The customs duties are, of course, prohibitive, as will be seen by referring to Schedule E, containing the tariff.

The imports, the figures of which appear in the various schedules, are said to be principally for the finer classes of furniture of European manufacture. The United States show sales of 689,122 milreis in 1908, but only 246,910 milreis in the following annual period. If the freights be deducted from these amounts, the remaining figures are not important. One can assume with fair certainty that these importations consisted of school furniture and refrigerators. Since 1906 the United States have enjoyed a preference on the latter article, and since 1910 on the former, amounting to 20 per cent in both cases.

The ordinary house furniture is made locally, some of it from hard native wood and probably a good deal from pitch pine, which is brought in the rough state from the gulf. Some business might be done in oak tables for bedrooms, but it would be practically hopeless to try to compete in dining tables against a protection of about \$17 on a table not exceeding a length of 6 metres or about 20 feet. For longer ones the duties are still higher.

Office desks of good quality are made locally from a native hard wood, which stands the climate and also the attacks of the ants which are ubiquitous. Business men apparently prefer the domestically-made article. This is just as well, as the tariff would effectually crush any popularity that foreign-made desks might have won.

A reference is made elsewhere to steel office furniture, which all things considered must be the most suitable and most satisfactory for use in the tropics.

TOOTHPICKS.

A small business is to be done in this commodity, as may be seen by the returns. Toothpicks may almost be looked upon as a table appointment in South America, so generally used are they. As a rule they are of a poor quality, being very brittle. Your Commissioner remembers some samples that were sent to him at Durban from Canada, which were of an excellent quality, but not able to compete against the quill ones that were in vogue in South Africa. If this reference should meet the eye of the manufacturer who sent them, he might with advantage make an attempt to gain a footing in South America.

BROOMS AND BRUSHES.

Brooms and brushes are made in the country under a heavy protection. It is useless therefore, to look for trade in that quarter.

OILMAN'S STORES.

Oilmen's stores, such as boot polishes, blueing, starch, &c., do not hold out much prospect of success, most of them being manufactured in the country. There is a certain amount imported, as there are always some people who must have foreign-made goods, but in that case they usually patronize some well-known brand.

BOOT POLISH.

Boot polish made locally has a ready sale, although it is said to keep badly owing to drying up rapidly, it is satisfactory for immediate use, and is consequently purchased by the bootblacks at a lower price than the imported article. As shoe polishing in South America almost amounts to an industry, the bulk of the trade rests with these people. Polishes made in the United States share the business with the English makes.

STARCH.

Starch is locally made from the mandioca root, but of oilman's stores, it gives the best prospect. The importation last year amounted to about \$150,000 less freight. As white clothes are used in a great part of Brazil the year round, there is as a consequence an equal demand the year round for the commodity. The greater part of the imported starch comes from the United Kingdom and Germany.

Boot polish in pomatum form pays a duty of 800 reis per kilo, which gives roughly 15 cents per pound. Starch pays 300 reis per kilo, which works out roughly at 54 cents a pound.

PERFUMERIES.

As might be expected, France supplies the greater proportion of perfumery. The United States do a fair amount of trade and it is more than likely will continue to improve, especially in toilet waters.

PAINT AND VARNISH.

It is singular that the United States with a fiscal preference of 20 per cent in paints and varnish has made so small use of this immense advantage. Of a total importation of prepared paint in 1909, amounting to 1,342,436 milreis, they were only able to do 221,246 milreis, whilst Great Britain sold four times as much. Now that the paint manufacturing industry is becoming important in the Dominion, the trade here might be of interest if it were not for the heavy preference accorded to the United States. If with this preference the United States factories cannot overcome British competition, there is little hope for Canadian makers. It may be that the United States have advanced in this class of merchandise during the last two years, but it is not possible to test the statement. One sees their paints on sale, one large establishment in Rio having a window full of the paints, varnishes and enamels of one of the best known firms in the world, whose headquarters are in the United States.

BELTING.

The trade in leather belting is not of great importance, but with the advance of the manufacturing industries, there is likely to be a steady and perhaps a slightly increasing demand. There was an enhanced demand in 1906, which since then has been maintained at from 111 to 130 metric tons, or in short tons 133 to 156. Practically the whole of the supplies came from the United Kingdom, the best known makers being represented here, as practically everywhere else in the world.

No other kind of belting is mentioned in the trade reports, which leads one to suppose that any business that there may be in balata belting is not large.

One factory in Rio Grande do Sul manufactures leather belting. There may be one or two others, but as already stated elsewhere, it is most difficult to obtain data regarding the manufacturing industry as a whole. The customs' duty on leather belting is 2,400 reis per kilo or roughly, 48 cents per pound.

PULLEYS.

Although not mentioned in the trade returns, there must be some business in pulleys, a very good indication of this being the sales of belting mentioned above. In the tariff the duty is shown at 700 reis per kilo, without specifying whether of wood or iron. It may apply to both, or the tariff in this regard may be incomplete. The duty at this rate would work out at about 22 cents per pound, which would seem unduly high for wooden pulleys.

This report includes a trade inquiry, so that it will be possible to test the market, or at least gain an idea if the split wood pulley in which Canada is strong can compete in the market.

CALCIUM CARBIDE.

The only chemical product of interest to Canadian producers is calcium carbide, of which the importations were 4,227 metric tons in 1909. Calcium carbide was not shown separately in the returns prior to 1905. There was a notable improvement in the imports for 1907, the figures being nearly double of the previous year. It is quite likely that when issued, the figures for the last two years will show an advance.

Norway is the largest supplier of the commodity, the aggressive methods of a certain very well known firm being responsible for the trade. The United States, France and Sweden, all share in the sales to Brazil, and several other countries including Canada have unimportant portions.

There is nothing to prevent Canada from cutting into this trade in Brazil more than in any other part of the world. One advantage is that she is nearer to the South American market than either Norway or Sweden. Several inquiries from excellent firms are being included, so that it will at least be possible to open correspondence. Samples, with prices c.i.f. port of destination, should accompany preliminary correspondence. The price of the Norway carbide is £14.10 c.i.f. Rio de Janeiro.

Calcium carbide is not an article of national manufacture. The duty differentiates between the pure and the impure product, although the reason for this is not apparent. The Brazilian trade, in conjunction with Argentina's and Uruguay's, warrants a venture on the part of the Canadian factories.

PRINTING PAPER.

The importations of printing paper nearly doubled themselves in the six years ending 1909, rising from 8,965 metric tons to 16,406, or about 19,000 short tons. No commodity imported into South America could have more interest, one would think, for Canadian exporters; probably no other in latter years has increased so rapidly in volume. Latin American people are most assiduous readers of newspapers, and when one considers that it is not manufactured anywhere in the continent, it is natural to conclude that these southern republics present a wonderfully attractive

field to Canadian paper mills. Amongst those situated on the east coast alone, it should not be difficult to sell from 1,000 to 2,000 tons a month.

The chief competitors for the Brazilian orders in 1909 were Germany, Norway and Belgium. The United States had a very small share, not much more than the Dominion, which was insignificant.

The leading South American journals, well printed on good paper, ably edited and managed, housed very often in large handsome buildings and with a foreign news service that is much more comprehensive in its scope than any daily newspaper published in Canada, would compare favourably with the best of any country in the world. Taking the issue of the leading journal of the day on which this is written, as a sample, there are found in its pages, despatches, some of them copious, from no less than 23 foreign countries including the Dominion, which total at a rough calculation to 6,100 words. This is particularly creditable in view of the fact that cabling to South America is still very expensive, the ordinary rate to Europe is 61 cents a word and to North America 85 cents. In Rio are at least seven morning papers sold in the street, and five or six other dailies issued in the afternoon and evening. Several trade inquiries accompany this report, from firms who are well able to handle printing paper.

Canadian mills should look into the importance of this huge southern market. Even if they are not prepared to take care of any orders to-day, they may be in a couple of years. But this is not a line that can be sold by 'travellers'—usually at a certain season of the year contracts are renewed or new ones made and it consequently is necessary to have agents on the spot.

Business connections can sometimes be arranged by correspondence, but so important a field warrants the sending of a capable representative to study the conditions, which vary to some extent with each country. This is undoubtedly a trade in which no republic should be considered separately, but all the more important ones as a whole. Paper of various classes is manufactured in the country, such as account and memo forms, coloured paper, coloured tissues, &c., but no printing paper for journals, the duty on which is low, being only 10 reis per kilo, equal to about \$2.93 per ton. The f.o.b. price of the German printing paper is 18s. per 100 kilos or £4 5s. 8½d. per short ton, equal to \$20.84 per ton. The f.o.b. price of paper from the United States mills is about the same, but very little is coming from them. The price of German paper c.i.f. Rio, is 26s. to 27s. per 100 kilos.

WALL PAPER.

The wall paper having the best sale in Brazil is made in the country. Although of much inferior quality, it is cheaper in price, and from some of the samples seen on the walls in Rio, it is not hard to believe that amongst the general class the latter quality is the chief desideratum. Later on a better demand may be set in, but it does not seem to be a wide one for the present. England, Germany, France and the United States supply the foreign-made article.

Owing to the hot climate of the middle and the northern part of Brazil, destemper is probably more suitable as a covering for interior walls than wall paper, particularly when it is desirable that no precaution should be neglected to keep every part of a building in a thoroughly sanitary state.

STEEL CEILINGS AND EXPANDED METAL.

There is not much business in steel ceilings and expanded metal at present, so far as one can learn. These are lines in which it would be a little difficult to secure a good agent. Later on, it is quite probable that a demand will set in for this class of goods so that it would be as well to be prepared for it.

A trade inquiry is going forward from a manufacturer's agent, who is willing to handle metal ceilings and expanded metal on certain terms.

MOTOR BOATS.

A fair number of motor boats are in use in Rio harbour, but they seem to be employed solely in transporting passengers to and from the passenger steamers. Apparently they are little used for pleasure. But the time is almost certain to come when the people will awaken to the advantages of this form of recreation afforded by motor boats. When one considers the unsurpassed loveliness of the surroundings of Rio's landlocked harbour, and its great extent, the only wonder is that it has been neglected so long.

In anticipation, it would be advisable for one or two Canadian manufacturers to endeavour to arrange for an agency, with a boat to be shown as a sample. South Americans are very conservative and usually desire to see an article before purchasing it.

SUNDRY ARTICLES.

Under 'Sundry Articles,' not much is to be said. Owing to the advancement made in their manufacture in the Dominion, some interest might be taken in the imports of watches and articles of rubber, were it not that the United States having obtained a preference of 20 per cent in these, by the decree of June 1906, hope of competing against such a handicap is vain, except for those countries having cheap labour, and industries that have been long established.

MATCHES.

Matches, of which only the kind known as the 'safety' are in use, are almost entirely made in the country.

FOODSTUFFS—CODFISH AND OTHER FISH.

The trade in codfish between Canada and Brazil is one of long standing, and so far as one can judge, it has been a satisfactory one for both buyer and seller. Canadian cod comes into competition with the Norwegian, and to a small extent with the Scotch, but has a higher reputation than either of these. It is said to be of finer quality and better cured, and also that its keeping properties are superior. At the same time it is stated that the grade is not so excellent as formerly, less time being given apparently to the curing. If this should be so, it would be unfortunate, as in the end it cannot result in greater profit, the price being bound by immutable laws to drop, but in the meantime, the reputation of a commodity which has been favourably known in connection with the Dominion for a very long time might be injured.

In the two years ending 1909, the imports of codfish amounted to over 28,000,000 c.i.f. or about \$9,000,000, as will be seen by referring to Schedule II. This schedule also brings out the fact that Newfoundland was the chief supplier, with Canada and Norway about even for second place. Most of the fish of the first named, it is stated, is consumed in the northern part of Brazil, in the States of Pernambuco, Pará, Amazonas, and others that form the upper and only partially explored half of this vast republic.

Norwegian cod in and about Rio is in good demand; it is well liked, of better appearance than the Canadian, and has in its lower price a strong recommendation to the consumer. The product of the eastern provinces of the Dominion finds most favour in the southern part, especially in the State of Sao Paulo, where the standard of living is higher, and the demand is for a better quality of article than will content the people of the north. The keeping qualities also do much to popularize it with the consumers of the interior. This also admits of its being stocked in fairly large quantities, which is a consideration for the speculative importers.

The present price of Norwegian codfish has been stated to be 36 to 37 shillings, c.i.f. Rio; the source from which this information was derived should be perfectly reliable. It is reported that the catch this year in Norway has been unprecedentedly large and that the competition of that country is likely to be more severe than previously. Norwegian cod has been offered down to 32s. 9d. per case and Scotch to 35s. In spite of this low quotation, it is improbable that Norway fish will affect the sales of Gaspé article, even with the latter's much higher price, as a certain class of people will have it, whatever its price may be if at all in reason. This statement is not in conflict with what has been stated above with regard to the falling off in the curing; the sales go on in spite of it. It is to be hoped that no lowering of the present standard will take place.

Apparently the 1909 trade returns do not affect the true state of affairs regarding imports of Scotch cod, as it is since that date that an important business has sprung up.

It seems that the majority of the Gaspé shippers of cod, enjoy a most excellent reputation in this market, one large importer going so far as to say that in their methods, they were an example to other exporters. This is very satisfactory, and should be extremely pleasing to the firms who have deserved it.

SCALE FISH.

Of scale fish, hake, haddock and ling from Canada are in some demand. The chief factor in their sale is cheapness, consistent, of course, with that quality which may be expected from such class of product.

A complaint has been made that a certain firm of fish exporters in the Maritime Provinces have sent consignments of scale fish to Brazil that were of most inferior quality. If this be true, such procedure is most detrimental to the interests and the names of other exporters, who by excellent methods practised over a long course of years, have built up an excellent reputation for themselves and for their product.

Schedule II shows the principal ports of entry for codfish, the balance of the total imports is spread over the many other smaller ports that exist along the extended coast line and the banks of the Amazon.

PRESERVED FISH.

As may be seen by a reference to Schedule B, there is a fair demand for tinned fish, amounting to about 5,000 tons during the two years ending 1909. More than half of this came from Portugal, due no doubt to some extent to the fact that the bulk of the Brazilians are of either Portuguese birth or extraction, and hence have a preference for the fish, to which in some cases they have been accustomed. The United States went from fourth place in 1908 to second in 1909, with the United Kingdom and Italy third and fourth, but all far behind Portugal.

CEREALS AND ALIMENTARY GRAINS.

There is an item under the above heading of some 857,636 reis in the 1909 returns, or stripped of the freight charges about \$200,000. As oatmeal is rarely seen in the country, one can only conclude that the bulk of this grain is in the form of a prepared barley, which is used fairly extensively for soups and broths. It is also sold, prepared in a certain manner, as a substitute for coffee. Between these two uses, it should not be difficult to account for \$200,000 worth.

BEANS.

The imports of beans are of some importance. Of these, about one-third, or a little more, come from the United States.

FLOUR.

All the above enumerated articles enjoy a substantial customs' preference amounting in the case of flour to 30 per cent, and of condensed milk and dried fruits to 20 per cent. (Schedule K.)

Attached to Schedule K, are some figures on the import flour trade of Brazil which demonstrate the fact that in spite of an advantage, which reduced to cash amounts to \$3.51 per Canadian ton, being 30 per cent of the duty of 18 reis per kilo or \$11.70 per ton, the United States cannot successfully dispute Argentina's claim that Brazil is her natural market, so long as the last is compelled to import wheat flour. The 30 per cent rebate to the United States product does not appear able to offset Argentina's advantage in lower freight rates farther south than the mouth of the Amazon, or Pernambuco at the extreme. The richer market of the middle and south deals solely with Brazil's great southern neighbour. Flour makes a very suitable cargo for ships sailing from Buenos Ayres to Europe and touching at Brazilian ports, particularly when they have space available.

CONDENSED MILK.

Condensed milk pays a duty of about 9½ cents a pound. The United States have a rebate of almost 2 cents a pound, but even with this they were not able to make headway against the English-Swiss combine, which sold from Switzerland about 90 per cent of Brazil's imports against the United States' 1½ per cent. The methods of the combine are so thorough as to make competition hopeless.

DRIED FRUITS.

The principal dried fruits coming into the country are apples, peaches, prunes and apricots. The duty amounts to about 7 cents per pound, on which the United States produce has been entitled to 20 per cent since January, 1910. If Canadian exporters can cut under the California packers to the extent of 1½ cents a pound, and can pack as well, they can compete but only on these terms. It is hardly worth while trying, as there are plenty of other markets where the terms are even.

FRESH FRUITS.

Fresh fruit presents excellent opportunities for Canadian apples, but up to the present no advantage has been taken of the market. In conjunction with the Argentine trade, it ought to be possible to sell 100,000 barrels in the season, from October to March. But although every effort has been made to work up the trade with Argentina, your Commissioner fears that another season will pass without anything being accomplished in this direction.

Trade inquiries for apples are going forward with this report from first-class firms, but it will be quite useless to treat them in any other way than that recommended in the sheet accompanying them. The demand is for fruit contained in cases rather than in barrels, and although the Canadian grocers are adepts at packing the latter, an effort should also be made to succeed at the other method. It is needless to add that the fruit must be of first-class quality and uniform throughout.

If apples are to come through the tropics and be landed in satisfactory condition, they must be stowed in a cold storage chamber on the ship and maintained at a certain temperature. As the freezer space on the only steamship line trading between New York and South America equipped with it has been booked up for several years in advance, or is reported to be, by a Brazilian firm importing United States apples, the sole alternative is to ship via Liverpool or Southampton. As a matter of fact, this route ought to be more satisfactory for Ontario shippers during the first two months of the season than via New York, except for the loss of time on the voyage.

The best method of handling the South American trade would be for one or two fruit growers' associations, who would be responsible for the quality of the apples and for a regular supply to take it up. It cannot be too strongly urged that there is no time to lose; when this report is published, the shipping season will be within two months of its commencement. It should be noted that it is futile to address questions either to this or the Buenos Ayres office as to the rates, route, &c. The proper course is to apply to the steamship companies, who should be able to quote through rates from Montreal, St. John or Halifax to Rio or Buenos Ayres, via Liverpool.

Large quantities of apples are being exported from the States of California, Washington and New York to South America during the northern, and from Australia and New Zealand during the southern winter. The States of Washington and New York, particularly the former, are establishing a fine reputation for their fruit. Their packing is said to be perfect.

Apples for the Brazilian trade should first of all look well. They must be of fair size and bright in colour, and the finer the quality, the greater the future trade.

PEARS.

There would be a sale for a large quantity of pears, if the supply were large enough to admit of shipping to Brazil and Argentina.

The duty on fresh fruit is 100 reis per kilo, which reduced, works out at about 13 cents per pound. There is no fiscal preference on this commodity accorded to any country, so that the field is a fair one for all competitors.

HAMS, BACON AND CHEESE.

Bacon and hams have a limited demand. It is entirely a matter of price, quality and packing. In these it has seemed to be almost impossible for Canadian packers to compete with British firms—at least up to the present. One or two trade inquiries accompany this report.

There is little chance for success unless shippers are willing to pack as requested by the importer, and if necessary his directions must be followed in the preparation of the meat, where only a trifling amount of trouble is involved.

Canadian cheddar cheese of the milder kind should be able to compete in this market. It might, however, be necessary to put them in smaller sizes than 56 pounds. As a matter of fact, this would probably assist the sale of Canadian cheeses in other parts of the world, where a very large one is unsuitable for the smaller stores.

As the bulk of the people in Brazil are accustomed to a mild cheese, it follows that a strong tasting one does not appeal to them. Almost the entire imports originate in Italy and Holland, with the former in the lead.

TABLE SALT.

Spain supplies the greater part of the salt consumed in Brazil. Price, and to some extent quality, are the only factors that count. Any salt that can be placed on the market here at 240 reis per kilo, or about 31 cents per pound, can compete, it is said.

WHEAT.

Practically the whole of the wheat which is imported to be ground into flour comes from Argentina.

EXPLANATION OF SCHEDULES.

Although the appended schedules more or less explain themselves, a few words as to the way they have been prepared may not be amiss.

As mentioned elsewhere, the latest detailed statistics available are those of 1909. The returns for 1910 having been destroyed in the Printing Bureau fire, the date of their publication is indefinite. The only up-to-date information is that contained in the President's last message, but it is very meagre, and only deals with totals. Still it is useful and enables a comparison to be made between the imports of merchandise for all the years from 1905 to 1911 inclusive. The comparison itself is very important, as it elicits the fact that in seven years the imports of Brazil doubled themselves.

To enable the returns to be clearly understood, an explanation of the currency, weights, &c., is given in Schedule A.

In Schedules B, C and D, only the articles likely to be of interest to Canadian exporters have been included. Without following any particular system, these have been extracted and put down in such a form, it is hoped, as to convey the most information. The weights have been included as well as the values where it is thought these may be useful.

METHOD OF PREPARING STATISTICS.

The arrangement of the Brazilian import statistics is different from that usually followed. Instead of arranging them by articles, the practice adopted has been to classify them by countries, consequently no attempt has been made in this report to adhere to the former method, owing to the amount of work involved for which there is not time at present. An exception has been made in the case of five articles (Schedule II) that are at present interesting to Canadian exporters, or are important for the possibilities which they contain.

EXPLANATION OF SCHEDULES.

The values are shown for the c.i.f. prices, and not invoice prices, which is the custom usually followed. This is brought out in Schedule E, where the proportion of the total of insurance and freight to the total values of the importations by countries is shown; the usefulness of this is somewhat obscure, but doubtless there is a reason for it.

In Schedule F, there not being sufficient space to include both weights and values, that which might be most informing has been employed. This should be carefully noted as otherwise the figures will be confusing. In some cases the unit for each article and for the total of the class or sub-class is different. Values are shown in sterling, that being the currency used in the Brazilian year book, from which the figures of this schedule are taken.

The explanation of Schedule I, has been included with the customs' tariff.

To Schedule K, some figures in connection with the flour trade have been included, as having an intimate connection with the subject of the United States preference.

SCHEDULE A.

CURRENCY.

1,000 reis gold = 1,700 reis paper currency.

1,000 reis paper = 1 milreis paper.

1,000,000 reis = 1,000 milreis = one conto (paper).

£1 = 15 milreis.

\$1.00 = 3.082 milreis, written 3\$082.

\$1,000.00 = 3,082\$000 or 3 contos and 082 milreis, written 3,082,\$000.

1 milreis = 32.45 cents or approximately $\frac{1}{3}$ dollar.

NOTE.—In regarding the trade returns, if the figures when in milreis be divided by 3, the result will approximate to the value in Canadian dollars. In calculating the trade returns, paper currency is employed.

WEIGHTS.

1 kilogram = 2.2046 pounds ($2\frac{1}{3}$ lbs. approximately).

1,000 kilograms = 1 ton = 2,205 lbs. ($2\frac{1}{16}$ tons approximately).

LANGUAGE.

The language of Brazil is Portuguese.

SCHEDULE B.

IMPORTS OF MERCHANDISE IN BRAZIL, 1908 AND 1909.

Value of milreis 32.45 cents.

Merchandise.	1908.	1909.	1908.	1909.
<i>Class I.</i>	kilos.	kilos.	milreis.	milreis.
Live stock			2,832,355	4,539,067
<i>Class II.</i>				
Raw materials and articles for use in arts and industries			198,403,158	107,397,307
Iron and steel			4,873,695	5,237,140
Steel, bar and rod	3,628,028	6,806,227	1,170,190	1,607,350
Iron, bar, rod, plate and sheet	18,779,563	20,527,564	3,024,548	2,922,360
Lumber and timber			6,016,649	6,566,712
Staves and hoops			167,274	315,886
Wood pulp for manufacture of paper	1,383,310	2,001,444	189,045	254,751
Pine stumps, planks, boards			5,059,596	5,153,369
Wood of all kinds, rough, sawed, planed and veneered			251,583	729,124
Rough match wood			339,612	107,139
Substances for the manufacture of perfume, dyes, paints			6,346,857	6,817,639
Lime-seed oil	3,066,555	3,084,356	1,473,218	1,521,169
Dry paints	1,452,091	1,632,214	716,393	998,709
Red lead or minium	459,125	576,153	163,632	193,166
Stones, earths and similar minerals			46,421,109	43,585,254
Asbestos, rough and prepared	37,167	68,139	7,943	12,680
Coal	1,354,608,765	1,347,925,209	31,866,068	28,649,758
Cement	197,291,362	201,751,065	8,811,417	8,348,736
Skins and hides			6,542,556	8,458,907
Sole leather	10,936	12,599	36,661	43,436
Vegetable extracts			4,893,778	4,445,770
Tar and pitch	844,216	876,174	143,217	149,776
Vegetable oils for industrial use	3,116,722	2,278,944	1,661,996	1,234,092
Resin	15,482,927	15,385,910	2,526,472	2,484,881
<i>Class III.</i>				
Manufactures			298,540,950	315,142,736
Arms and Ammunition (hunting and war)			4,815,741	19,006,201
Lead bullets, shot, fuses and cartridges	701,698	2,379,344	1,553,002	7,531,449
Rifles, revolvers, pistols and other firearms	263,768	571,583	2,701,299	6,722,782
Brushes, dusters, brooms and pencils			501,388	486,677
Carrriages and other vehicles			8,587,113	9,124,632
Motor cars (number of)	297	306	1,803,795	1,777,756
Railway cars and wagons			5,897,788	6,509,418
Unenumerated			479,293	356,972
Iron and steel			62,175,488	63,922,970
Fish hooks, spurs, stirrups, buckles, horse-bits, necks, pulleys, bits, bits, hinges, etc.			929,144	874,083
Iron and steel wire	26,769,233	29,991,338	7,560,791	6,851,554

IMPORTS OF MERCHANDISE IN BRAZIL, 1908 AND 1909—Continued.

Value of mitreis 32 45 cents.

1909.	Merchandise.	1908.	1909.	1908.	1909.
mitreis.	<i>Class III.—Con.</i>	kilos.	kilos.	mitreis.	mitreis.
4,539,067	Manufactures— <i>Con.</i>				
	Iron and steel— <i>Con.</i>				
	Axles, wheels and appertaining, for railway cars and wagons			3,990,920	2,918,153
	Axles, wheels and appertaining, for other vehicles			257,284	179,068
107,397,307	Staples, nails, screws, rivets			1,173,841	1,151,158
5,287,140	Furniture			155,003	294,840
	Iron structures for buildings			5,270,050	4,641,968
1,607,350	Rail joinings and railway accessories ..	117,869,457	172,709,662	15,488,726	23,336,288
2,922,360	Tubes, pipes, joinings	54,116,313	23,565,613	10,999,565	5,410,710
	Manufactures of iron, unenumerated ..			7,110,897	7,239,787
6,566,712	Wood			9,531,388	8,152,376
315,886	Wearing apparel			485,065	322,750
254,751	Jute and hemp			1,034,286	644,516
5,153,969	Twine (packing thread)			126,729	123,331
729,124	Corlage			469,615	132,253
107,139	Machinery, apparatus, utensils and tools ..			53,572,478	56,488,370
6,817,630	Machinery for electricity and electric lighting			7,204,717	7,770,676
1,521,169	Electric cables			1,407,174	1,548,876
998,709	Tools and utensils of all kinds			6,449,314	5,580,626
193,166	Scales			281,237	249,962
13,585,254	Hydraulic pumps and accessories			666,344	600,016
	Locomotives			5,768,577	6,648,500
12,680	Motors and fixed engines			2,649,594	2,452,604
28,649,758	Sewing machines			3,343,732	3,076,770
8,348,736	Typewriting machines and accessories ..			428,241	643,263
	Industrial machinery			8,728,313	10,279,666
8,458,907	Agricultural machinery			1,761,880	1,332,511
43,436	Mills			257,488	292,926
	Lighthouses, illuminative buoys, etc. ..				173,271
	Presses of all kinds			67,454	30,918
4,445,770	Cycles, bicycles, etc.			230,317	279,072
	Machinery unenumerated			12,974,235	14,441,058
149,776	Wood			3,860,577	3,080,344
1,231,002	Furniture			2,069,654	1,236,380
2,484,881	Teethpicks			273,543	252,995
	Manufactures of wood, unenumerated ..			706,718	803,498
315,442,736	Straw, mat-weed, bro-m, coco fibre and similar fibrous materials			650,299	1,269,571
19,096,201	Corlage			260,743	603,187
7,531,449	Brooms and brushes			24,259	20,036
6,722,782	Paper and manufactures thereof			14,596,595	13,036,542
486,677	Paper for unenumerated use	7,633,375	6,462,219	3,172,738	2,723,203
9,124,632	Printing paper	14,989,340	16,406,122	4,141,307	4,403,556
1,777,756	Manufactures of paper unenumerated ..	344,942	293,373	559,068	512,075
6,509,418	Stones, earths and similar minerals			4,098,176	8,638,937
350,972	Manufactures of asbestos			153,659	154,090
63,922,970	Skins and leathers			2,405,050	2,455,494
874,083	Boots and shoes			878,189	787,782
9,851,554	Belting	111,282	121,253	488,334	541,923

IMPORTS OF MERCHANDISE IN BRAZIL, 1908 AND 1909—Continued.

Value of milreis 32 45 cents.

Merchandise.	1908.		1909.	
	kilos.	kilos.	milreis.	milreis.
<i>Class III—Con.</i>				
<i>Manufactures—Con.</i>				
Perfumery, dyes, paints			4,286,892	5,415,391
Boot blacking..				
Perfumery	282,400	113,662	147,994	204,357
Paints (prepared)			2,522,311	3,259,522
Varnishes, all kinds.	1,486,631	1,811,457	1,070,019	1,342,433
Chemical products, drugs and pharmaceutical specialties.	129,139	150,660	283,090	299,044
Carburet of calcium			12,281,793	13,969,539
	3,409,058	4,227,087	951,706	1,033,943
<i>Sundry articles</i>				
Boxes and cases of all kinds			42,692,969	45,254,273
Watches			274,857	278,721
Gasoline			739,778	796,286
Kerosene or refined petroleum			555,632	568,091
Manufactures of rubber unenumerated			11,819,985	12,137,188
Mineral and vegetable lubricating oils.			1,421,214	1,757,110
Paraffin			2,451,708	2,693,063
Matches			239,702	200,378
Starch			2,200	2,187
	933,884	1,082,327	401,540	483,760
<i>Class IV.</i>				
Foodstuffs and fodder			157,495,173	165,442,817
Codfish				
Alcoholic and fermented beverages	31,022,420	33,471,743	14,889,687	13,450,053
Cereals and alimentary grains			1,170,346	1,547,706
Preserved fish and extracts.			530,437	857,636
Wheat flour	2,310,207	2,479,336	2,578,500	2,831,545
Flours and meals, unenumerated.	151,076,977	146,304,805	29,614,290	30,563,296
Beans, all kinds.	416,983	535,379	364,743	448,609
Dried fruits and vegetables			1,855,070	2,139,327
Dried fruits			1,095,633	
Dried vegetables		1,235,330		1,095,165
Fresh fruit and vegetables.		50,542		27,391
Fresh fruits	7,120,812		3,583,662	
Fresh vegetables		6,499,914		3,510,549
Condensed milk		106,042		64,380
Hams	2,593,496	3,295,303	2,468,717	3,141,631
Cheese	448,391	492,944	840,580	886,550
Table salt	1,567,217	1,470,205	2,495,091	2,408,560
Bacon	39,815,528	42,829,371	1,463,156	1,511,721
Wheat	751,965	711,119	745,346	811,042
Foodstuffs, unenumerated	259,947,593	259,303,978	29,859,973	32,184,656
Fodder			337,135	381,336
Bran			1,869,915	1,864,859
			180,430	147,361
<i>Class V.</i>				
Specie and notes of foreign banks			2,265,429	140,805,216
RESUME BY CLASSES.				
<i>Class I.—Live stock</i>			2,832,355	4,593,067
<i>Class II.—Raw materials and articles for use in arts and industries.</i>			108,403,158	107,397,397
<i>Class III.—Manufactures</i>			298,540,950	315,442,736
<i>Class IV.—Foodstuffs and fodder</i>			157,495,173	165,442,817
Total of merchandise			567,271,636	592,875,927
<i>Class V.—Specie and foreign banknotes</i>			2,265,429	140,805,216
Grand total			569,537,065	733,681,143

SCHEDULE C.

IMPORTS FROM THE UNITED STATES, 1908 AND 1909.

Value of milreis 32 45 cents.

1909.	1908	1909	1908	1909
milreis.	Quantity.	Quantity.	Value.	Value.
5,415,392				
204,354				
3,259,528				
1,312,436				
299,042				
13,969,532				
1,033,949				
45,254,278				
278,721				
796,286				
568,091				
12,137,188				
1,757,116				
2,693,063				
200,378				
2,187				
483,760				
165,442,817				
13,450,053				
1,547,706				
857,636				
2,831,545				
39,563,296				
448,609				
2,139,327				
1,095,165				
27,391				
3,510,549				
64,380				
3,141,631				
886,550				
2,408,560				
1,511,721				
811,042				
32,184,656				
381,336				
1,864,859				
147,361				
140,805,216				
4,593,067				
107,397,397				
315,442,736				
165,442,817				
592,975,927				
140,805,216				
733,681,143				
	1908	1909	1908	1909
Merchandise.	Quantity.	Quantity.	Value.	Value.
<i>Class I.</i>	kilos.	kilos.	Milreis.	Milreis.
Live stock.....			213,771	57,813
<i>Class II.</i>				
Raw materials and articles for use in arts and industries.....			9,271,911	10,969,186
Cotton.....	20,825	36,007	76,975	57,571
Cane, bamboo, rush, rattan, osier.....	14,039	332	2,612	1,538
Iron and steel.....	283,105	1,077,282	82,641	214,110
Steel in rods and bars.....	115,456	715,631	38,366	130,682
Iron in rods, bars and sheets.....	167,649	285,416	44,275	76,344
Jute and Hemp.....	77,766	120,700	42,714	65,398
Wood.....	51,503,905	74,933,163	3,852,442	4,619,959
Staves and hoops.....	6,275	519,154	3,206	103,168
Pine, blocks, boards and planks.....	51,406,439	74,182,914	3,826,330	4,464,227
Wood of all kinds, rough, sawed, planed, veneered.....	91,191	231,095	22,906	52,563
Substances for the manufacture of dyes, paints, perfumery.....	811,868	656,117	507,999	427,618
Linseed oil.....	10,221	28,308	5,276	16,938
Turpentine.....	777,163	585,000	472,647	371,727
Stones, earths, etc.....	2,533,122	47,950,997	173,386	1,017,485
Coal.....	1,523,858	45,678,615	62,343	786,828
Cement.....	120,423	218,551	6,947	15,932
Skins and hides.....	42,263	59,079	555,792	1,003,673
Skins and hides, prepared and tanned.....	42,248	59,028	555,639	1,003,429
Vegetable extracts.....	17,667,282	16,340,711	3,706,200	3,169,571
Vegetable oils for industrial use.....	2,359,124	1,392,220	1,220,032	721,356
Resin.....	15,294,860	14,926,711	2,479,091	2,436,552
<i>Class III.</i>				
Manufactured articles.....			49,274,834	51,767,907
Cotton.....	661,311	647,788	1,144,736	1,417,428
Piece goods, white.....	19,713	21,184	56,684	51,513
Piece goods, printed.....	29,160	25,214	93,498	64,175
Piece goods coloured.....	138,138	167,636	314,254	392,256
Piece goods not specified.....	94,792	118,257	230,014	264,186
Manufactures not specified.....	160,828	288,937	365,628	578,787
Arms and ammunition, hunting and war.....	547,603	909,998	1,714,684	2,735,442
Lead, bullets, shot, fuses, cartridges.....	479,827	799,955	907,280	1,464,296
Rifles, revolvers, pistols.....	66,084	108,621	801,933	1,282,734

IMPORTS FROM THE UNITED STATES, 1908 AND 1909—Continued.

Value of milreis 32 45 cts.

Merchandise.	1908.	1909.	1908.	1909.
	Quantity.	Quantity.	Value.	Value.
	kilos.	kilos.	milreis	milreis.
<i>Class III—Con.</i>				
Manufactured articles.— <i>Con.</i>				
Carriages and other vehicles.....			1,236,457	1,306,533
Motor cars.....No.	43	30	234,234	128,655
Accessories for same.....	4,750	7,095	38,599	40,311
Railway wagons.....	1,146,588	1,798,117	795,109	964,017
Unenumerated.....			168,524	173,521
Copper and alloys.....	579,650	699,827	951,028	1,247,475
Iron and steel.....	23,151,388	37,591,506	6,576,155	7,863,336
Hooks, spurs, stirrups, buckles, bits, locks, padlocks, bolts, hinges.....	194,351	219,145	136,524	178,786
Iron and steel wire.....	6,614,697	5,448,864	1,400,868	1,151,903
Cutlery, manufactures.....	100,248	179,088	403,245	663,955
Axles, wheels, appurtenances for wagons and other vehicles.....	27,965	46,526	"	33,285
Staples, nails, screws, rivets.....	437,232	495,690	"	190,775
Furniture.....	34,646	68,325	"	122,558
Building material or iron structures for buildings.....	1,746,612	426,835	"	133,771
Telegraph and telephone poles, bridges.....	3,039,561	3,091,684	809,831	638,561
Rail joinings and accessories.....	8,517,214	24,295,160	1,366,396	3,199,152
Tubes, pipes and joinings.....	777,982	1,393,231	324,844	363,332
Manufactures, not specified.....	601,400	667,894	512,212	582,493
Musical instruments.....			332,319	341,402
Phonographs and accessories.....	35,310	30,201	177,198	157,673
Gramophones.....each.	92	106	84,152	107,048
Surgical, medical, dental instruments and articles.....	72,907	82,052	477,416	526,584
Mathematical, physical, chemical, optical instruments and articles.....			195,999	244,541
Jute and hemp.....	51,153	23,915	81,908	48,765
Cordage.....	34,883	12,116	34,457	9,524
Manufactures, not specified.....	7,560	5,050	30,919	27,224
Earthenware, porcelain, glass and crystal.....	309,532	464,265	266,352	374,897
Machinery, apparatus, utensils and tools.....	13,702,615	13,695,419	15,739,752	15,390,285
Apparatus for electricity and electric light	2,444,704	1,845,905	3,804,204	3,333,974
Electric cables.....	742,222	768,419	793,236	621,345
Tools and various utensils.....	825,675	671,590	1,403,171	1,698,111
Scales.....	137,744	84,358	123,171	89,458
Hydraulic pumps and accessories.....	142,700	147,822	155,291	118,237
Locomotives.....	3,358,504	5,135,518	2,782,425	3,758,877
Fixed engines, motors.....	384,505	351,315	554,981	514,043
Sewing machines.....	917,921	1,386,789	1,492,837	1,985,018
Typewriting machines and accessories.....	26,200	41,720	385,413	562,185
Machinery, industrial.....	490,073	133,184	458,024	146,958
Machinery, agricultural.....	1,702,758	1,323,183	813,529	644,024
Mills.....	23,518	17,598	17,001	17,170
Presses, all kinds.....	31,144	11,765	21,245	6,175
Cycles, bicycles.....		39,010	70,356	57,770
Machines and accessories, not specified.....	2,667,259	1,671,632	2,815,642	2,164,596

IMPORTS FROM THE UNITED STATES, 1908 AND 1909—Continued.

Value of milreis 32.45 cents.

1909.	Merchandise.	1908	1909	1908	1909
Value.		Quantity.	Quantity.	Value.	Value.
milreis.	<i>Class III—Con.</i>	kilos.	kilos.	milreis.	milreis.
	Manufactured articles— <i>Con.</i>				
1,306,539	Wood.....	1,013,069	543,072	810,340	418,332
128,652	Furniture.....	853,026	336,351	689,122	246,910
40,349	Toothpicks.....	36	191	44	297
964,017	Manufactures not specified.....	156,035	205,992	97,211	165,331
173,521	Straw, mat-wood, broom, coco fibre, &c....	47,638	264,516	29,831	127,336
1,247,475	Cordage.....	27,018	97,546	19,498	61,386
7,863,336	Brooms and brushes.....	1,861	1,628	1,805	1,656
	Manufactures, not specified.....	17,469	163,650	6,892	62,704
	Paper and manufactures thereof.....	715,417	539,147	1,638,224	767,588
178,786	Printed books, newspapers, reviews, maps,				
1,151,903	music, &c.....	78,167	42,191	336,096	71,567
663,955	Printed matter, post cards, calendars.....	153,554	127,206	1,010,446	487,762
33,285	Writing paper.....	15,578	17,618	18,881	17,355
190,775	Printing paper.....	178,657	89,991	57,352	24,450
122,558	Cardboard and millboard.....	123,531	123,461	47,960	52,784
133,771	Skins and hides.....	11,473	16,894	476,019	460,963
638,561	Boots and shoes.....			426,581	397,758
3,199,152	Belting for machinery.....	2,594	1,933	18,154	14,088
363,332	Perfumery, dyes, paints and other articles				
582,493	Blacking for shoes.....	301,758	316,969	523,208	605,264
341,402	Perfumery.....	32,520	37,949	71,849	84,641
157,673	Prepared paint.....	26,695	41,313	136,814	206,231
167,048	Prepared paint.....	206,571	176,339	256,793	221,246
526,584	Chemical products, drugs and pharmaceu-				
	tical specialities.....	845,036	812,544	1,435,330	1,597,323
244,541	Calcium carbide.....	526,028	445,210	152,625	113,137
48,765	Capsules, drages & medicinal globules.	5,566	5,186	274,305	271,750
	Not specified.....	237,184	269,040	766,772	1,136,664
9,524	Sundry articles.....			15,438,943	16,092,000
27,224	For illumination.....	32,242	54,511	100,868	123,378
374,897	Clocks and alarm clocks.....			283,201	199,129
	Watches.....			140,202	71,857
15,390,285	Fire-works.....	27,636	26,165	8,647	26,109
3,533,974	Gasoline.....	1,297,822	1,097,894	507,231	517,531
621,345	Kerosene.....	76,012,406	80,131,043	11,753,396	12,083,274
1,098,111	Manufactures of rubber, not specified	30,585	40,847	153,947	256,356
89,458	Steamboats, sailboats and other vessels			96,894	127,875
148,237	Mineral and vegetable lubricating oils	5,911,355	6,628,097	1,665,145	1,912,462
3,756,877	Paraffin.....	68,064	158,477	41,425	52,512
514,043	Soap and saponaceous compounds.....	82,332	140,612	54,881	87,695
1,985,018	Photographic apparatus and accessories	9,168	10,756	80,086	93,115
562,185	Not specified.....			256,484	211,563
146,958	<i>Class IV.</i>				
644,024	Foodstuffs and fodder.....			9,942,332	10,616,017
17,170	Foodstuffs.....	9,111,729	32,215,162	9,869,881	10,429,185
6,475	Codfish.....	95,786	1,130,403	134,533	459,748
57,770	Lard.....	1,095,977	512,867	1,623,486	380,178
2,164,896	Cereals and alimentary grains not specified	91,598	349,725	28,557	75,729
	Preserved meat and extracts.....	45,445	57,109	47,415	63,315

IMPORTS FROM THE UNITED STATES, 1908 AND 1909—Continued.

Value of milreis 32.45 cents

Merchandise.	1908.	1909.	1908.	1909.
	Quantity.	Quantity.	Value.	Value.
<i>Class IV. — Con.</i>	kilos.	kilos.	milreis.	milreis.
Foodstuffs and fodder— <i>Con.</i>				
Foodstuffs— <i>Con.</i>				
Preserved fruit, vegetables & extracts.	73,438		68,121	
Preserved fruit and extracts.		62,531		64,070
Preserved vegetables and extracts.		62,350		45,941
Flour	25,712,273	26,524,944	6,366,907	7,241,588
Meals not specified	111,658	156,977	59,990	113,542
Beans, all kinds		580,979	144,110	229,219
Dried fruit		24,273		23,399
Fresh fruit		291,025		113,817
Conserved milk	476,803	46,951	130,619	75,749
Ham	6,020	23,687	27,872	32,882
Salt	1,127	16,658	134	1,359
Wheat	691,824	1,144	69	346
Not specified	28,492	14,700	27,487	20,168
Fodder	510,456	1,346,148	73,051	187,832
Bran	490,760	555,433	71,110	82,708
<i>Class V.</i>				
Specie and foreign banknotes:—				
Dollars			9,462	29,763,113

RESUMÉ BY CLASSES.

<i>Class I. — Live stock</i>	213,771	57,818
<i>Class II. — Raw materials</i>	9,271,911	10,969,186
<i>Class III. — Manufactured articles</i>	49,274,834	51,767,907
<i>Class IV. — Foodstuffs and fodder</i>	9,942,932	10,616,017
Total of merchandise	68,703,448	73,410,928
<i>Class V. — Metallic specie and banknotes</i>	9,462	29,763,113
Grand total	68,712,910	103,174,041

SCHEDULE D.

IMPORTS FROM CANADA, 1908 AND 1909.

Value of milreis 32.45 cents.

1909. Value.	Merchandise.	1908. Quantity.	1909. Quantity.	1908. Value.	1909. Value.
64,070					
45,941					
7,241,588					
113,542					
229,219					
23,399					
113,817					
75,749					
32,882					
1,359					
346					
29,168					
187,832					
82,768					
29,763,113					
57,818					
10,969,186					
51,767,907					
10,616,017					
73,410,928					
29,763,113					
93,174,041					
	<i>Class II.</i>	kilos.	kilos.	milreis.	milreis.
	Raw materials and articles for use in arts and industries			516,850	263,920
	Wood	4,298,368	2,275,771	516,801	263,597
	Pine in stumps, planks and boards	4,298,368	2,272,041	516,801	263,201
	Wood, rough, sawed planed and veneered		3,730		396
	<i>Class III.</i>				
	Manufactured articles			406,808	191,693
	Cotton	3,865	3,709	8,568	7,827
	Lead bullets, ammunition, fuses and cart ridges	3,485	929	5,167	1,958
	Motor cars	No. 1		2,764	
	Other vehicles not specified			866	
	Lead, tin, zinc and alloys	118		371	
	Copper and alloys	466		343	
	Iron and steel	442	678	342	218
	C. ry.	11		125	
	Material for building	431	135	217	33
	Machines, apparatus, utensils and tools	290,493	92,321	355,611	55,873
	Illuminative buoys		27,466		60,369
	Agricultural machines	53,400	32,479	23,4	14,526
	Machines and apparatus not specified	146,099	29,588	331,1	75
	Paper and manufactures thereof	39,413	98,419	9,659	24,941
	Printing paper	29,457	98,275	9,089	24,474
	Chemical products, drugs and pharmaceutical specialities	57,380	111	20,764	950
	Calcium carbide	57,056		17,990	
	<i>Class IV.</i>				
	Foodstuffs and fodder			2,807,217	2,685,216
	Foodstuffs	5,196,224	6,145,442	2,807,217	2,685,216
	Codfish	5,164,694	6,098,380	2,762,571	2,615,142
	Preserved fish	13,556	25,738	31,585	45,450
	Dried fruits and vegetables	61		89	
	Fresh fruit and vegetables	14,271		6,696	
	Fresh fruit		12,508		9,799
	Total imports from Canada			3,729,875	3,143,820

SCHEDULE E.

GENERAL IMPORTS OF BRAZIL BY COUNTRIES, 1908 AND 1909.

Countries of Origin.	1908.	Percentage between freight and cost.	1909.	Percentage between freight and cost.
	milreis.		milreis.	
Argentina.....	57,479,415	10.4	59,517,743	10.0
Austria.....	9,083,118	12.9	7,890,281	12.2
Belgium.....	26,483,673	17.4	24,002,650	16.6
Canada.....	3,729,875	15.8	3,113,829	16.8
Chih.....	739,586	20.0	590,089	15.3
China.....	423,846	13.1	460,969	15.1
Cuba.....	142,871	3.4	106,356	4.4
Denmark.....	1,049,583	7.7	1,919,981	6.1
France.....	51,131,969	12.2	61,369,702	13.2
Germany.....	84,259,135	15.2	92,340,923	13.8
Great Britain.....	163,422,796	19.9	159,054,687	21.0
Greece.....	29,441	16.5	39,614	18.5
Holland.....	3,082,935	15.7	5,766,194	18.6
India.....	2,870,672	19.6	4,899,802	33.2
Italy.....	19,253,921	11.6	17,265,276	12.9
Japan.....	209,130	11.8	191,236	11.0
Norway.....	4,950,975	16.2	4,961,864	17.8
New Zealand.....	13,496	45.6	7,735	38.6
Newfoundland.....	8,099,552	14.5	6,622,622	18.4
Paraguay.....	395,046	13.9	726,979	21.4
Peru.....	153,820	18.6	58,262	3.1
Portugal.....	29,351,954	19.5	32,952,901	21.4
Russia.....	606,020	40.6	473,802	33.0
Sweden.....	2,313,771	29.0	1,847,212	24.5
Switzerland.....	5,588,500	6.1	6,472,697	6.5
Turkey Asia.....	117,863	21.0	82,946	28.9
Turkey Europe.....	199,182	13.7	129,606	12.5
United States.....	68,763,413	16.2	73,410,928	16.3
Uruguay.....	17,609,736	11.5	20,751,925	11.1
Other countries.....	510,235	12.0	513,796	10.5
	567,271,636	16.0	592,875,927	16.2

SCHEDULE F.

RÉSUMÉ OF TRADE RETURNS, 1904-07.

Article or Class.	1904.	1905.	1906.	1907.
<i>Class I.</i>				
Live stock—				
Value in £ sterling.....	161,500	313,780	141,520	169,029
<i>Class II.</i>				
Raw materials or prepared for use in arts and industries—				
Total weight in kilos.....	16,138,078	16,621,675	14,574,859	18,617,047
Total value in £ sterling.....	217,896	231,172	250,098	372,111
Lead, tin, zinc and alloys—				
Weight in kilos.....	3,169,536	3,678,263	3,990,967	4,925,388
Copper and alloys—				
Weight in kilos.....	1,091,813	1,380,665	1,227,644	1,529,423
Animal residues—				
Glue, gelatine..... kilos	69,783	95,283	120,972	154,677
Spermaceti..... "	84,152	96,972	124,263	105,887
Tallow and grease..... "	1,705,700	2,699,794	2,219,502	1,677,091
Total in kilos.....	2,075,812	3,059,301	2,653,961	2,081,264
Iron and steel—				
Steel, bar and rod..... kilos	2,757,579	2,261,733	3,654,682	3,796,301
Iron, bar and rod..... "	17,496,251	18,043,640	18,694,413	21,530,828
Iron, pig, cast, puddles and filings..... "	4,173,639	4,509,974	9,851,886	9,472,344
Total in kilos.....	24,427,469	25,815,347	32,200,981	34,799,473
Lumber and timber—				
Staves and hoops..... kilos	401,922	1,811,539	1,762,030	811,904
Cork and bark..... "	2,478	906	1,419	1,419
Match sticks and boxes..... "	2,191,096	1,503,056	1,536,868
Wood pulp for manufacture of paper..... "	466,864	1,016,674	1,838,967	620,799
Lumber and timber unenumerated..... "	836,940	1,681,679	4,096,542	6,524,416
Total in kilos.....	3,899,300	6,013,874	9,229,826	7,958,538
Substances for the manufacture of perfumery, dyes, paints, &c.—				
Linseed..... kilos	2,825,155
Red lead or minium..... "	489,662	553,920	533,413	625,835
Total in kilos.....	10,564,668	11,728,339	12,499,428	13,094,383
Stones, earths and similar minerals—				
Asbestos..... kilos	21,895	13,417	43,980	13,389
Coal..... tons	987,556	1,055,154	1,207,694	1,301,452
Cement..... kilos	94,056,067	129,577,653	180,307,425	179,322,907
Emery stone and powder..... "	32,838	32,866	111,385	371,360
Total value in £ sterling.....	1,650,885	1,808,793	2,496,725	3,033,256
Hides and skins—				
Tanned or otherwise prepared..... kilos	659,571	731,298	732,407	797,923
Sole leather..... "	7,536	24,949	12,732	10,260
Total in kilos.....	667,107	756,247	745,139	808,183

RESUMÉ OF TRADE RETURNS, 1904-07—Continued.

Article or Class.	1904.	1905.	1906.	1907.
<i>Class III.</i>				
Manufactures—				
Cotton				
Total value in £	3,332,239	3,418,926	3,581,341	4,241,677
Manufactures of aluminium kilos.	14,958	14,627	16,617	27,335
Arms and ammunition				
Lead, bullets, cartridges, etc. kilos.	520,611	558,139	840,276	785,852
Powder	73,122	96,873	100,238	101,797
Total in kilos	915,693	1,352,886	1,271,860	1,144,065
Carriages and other vehicles—				
Automobiles No.				366
Appurtenances kilos.				58,427
Railway cars and wagons	1,023,971	2,193,702	3,593,934	7,428,551
Other vehicles £.	16,366	28,091	49,620	10,640
Total value in £ sterling	39,376	116,856	242,585	463,173
Manufactures of copper and alloys—				
Wire, all kinds kilos.	998,598	894,334	1,711,619	911,252
Tubes and pipes	124,224	123,590	103,897	154,171
Total in kilos	1,794,937	1,921,568	2,813,288	2,091,471
Iron and steel, manufactures of				
Fish-hooks, spurs, stirrups, locks. . . kilos.	578,409	739,929	1,017,823	1,066,110
Wire, all kinds	17,073,376	19,685,578	19,091,777	28,142,867
Galvanized corrugated sheets.	4,719,630	5,127,944	6,971,768	9,286,891
Axles, wheels, parts for ry. cars. . .	3,436,729	8,457,890	8,111,819	7,713,145
Axles, wheels and parts for un-				
enumerated vehicles	374,364	340,335	1,100,181	1,112,596
Enamelled iron goods.				1,052,689
Staples, nails, screws and other				
structural iron for houses, boats,				
posts, fences	11,977,877	21,668,024	33,288,064	40,276,758
Furniture	156,194	192,700	228,999	271,864
Rails and accessories	48,818,670	75,439,987	95,214,004	107,091,630
Tubes, pipes and fishplates.	19,170,631	9,611,476	26,770,429	63,252,829
Manufactures of iron, not specified	8,413,800	11,089,519	11,073,231	12,897,522
Total in kilos	114,240,848	162,174,689	211,948,767	284,407,675
Machinery, tools, implements, sundry uten-				
ils—				
Members, stills, boilers kilos	1,370,495	1,936,409	2,187,911	1,971,991
Machinery and access. for electric				
light unenumerated	2,245,742	3,072,111	2,839,801	4,742,388
Hydraulic pumps	291,694	298,674	443,086	583,224
Locomotives and parts thereof . . .	1,266,840	2,549,631	4,660,377	5,971,643
Motors, fixed engines and parts				
thereof	590,363	1,511,750	1,793,725	2,339,093
Sewing machines and parts thereof.	836,543	1,418,985	1,846,731	3,184,135
Industrial machines and parts				
thereof	5,040,835	7,265,991	5,797,697	10,699,100
Typewriting machines and parts				
thereof	6,358	15,292	16,905	27,079
Agricultural machinery and parts				
thereof			1,406,469	2,560,683
Mills or grinders	212,308	442,348	360,199	510,214
Presses, all kinds.	84,282	140,818	130,532	121,987
Cycles, all kinds and parts thereof	21,133	42,894		
Machinery, unenumerated	9,508,391	11,127,390	9,821,925	13,522,615
Implements and tools			5,637,421	6,578,709
Value in £ sterling	1,378,001	1,809,036	2,211,799	3,480,112

RESUMÉ OF TRADE RETURNS, 1904-07—Continued.

1907.	Article or Class.	1904.	1905.	1906.	1907.
	<i>Class III. Con.</i>				
	Wood—				
4,241,677	Furniture, in £ sterling	40,978	53,390	61,305	85,005
	Toothpicks "	10,286	11,226	12,813	15,607
27,335	Wood, value £ sterling	117,061	138,119	160,104	238,016
	Paper and manufactures thereof				
785,852	Printing paper	8,965,044	11,245,776	11,592,235	14,578,768
101,797	Millboard and cardboard	2,013,744	2,217,515	2,258,493	3,465,671
1,174,065	Total weight, paper	19,437,734	25,110,829	24,461,919	28,377,162
	Stones, earths and similar minerals—				
366	Asbestos,	45,306	101,703	241,362	468,281
58,127	Tiles,	10,227,758	37,564,768	50,988,961	13,645,990
7,428,551	Stones, total in kilos	20,638,110	55,264,821	64,720,780	41,867,092
10,610					
463,173	Skins and leathers, manufactures of—				
	Boots and shoes,	59,431	58,836		
	Belting "	70,323	85,404	111,228	130,261
911,252	Skins and leathers, value in £				
154,171	sterling	107,544	117,777	153,268	191,585
2,091,471					
	Perfumery, dyes, paints				
	Boot blacking	125,565	113,612	118,726	135,504
1,066,110	Paints, all kinds	1,399,260	1,493,134	1,069,095	1,429,811
28,142,807	Varnishes, all kinds				118,280
9,286,891	Total in kilos of perfumeries, dyes, etc.	1,859,314	1,971,738	1,768,065	2,282,570
7,713,145					
1,112,536					
1,052,689					
	Chemical products, drugs and medicines—				
	Calcium carbide			2,330,029	4,213,151
	Coal liver oil		75,678	73,643	83,876
40,276,758	Chemical products unenumerated,	10,772,282	15,387,330	15,243,252	16,343,751
271,864	Total in kilos	12,238,313	17,309,072	19,538,003	22,558,697
7,07,091,630					
33,252,829					
12,897,522					
4,407,675					
	Sundries—				
	Dynamite and other explosives,	246,711	184,752	319,537	333,440
	Kerosene	61,384,874	70,015,611	70,826,591	75,779,373
	Gasoline				1,109,839
	Manufactures of rubber,	246,083	358,987	313,839	269,407
1,971,991	Steamers, boats and vessels, all kinds,	1,055,061	1,480,255		
4,742,388	Lubricating oils, all kinds,	6,684,770	6,811,606	6,451,219	8,580,605
583,224	Matches	2,474	8,639	5,056	5,080
5,971,643	Starch	649,415	863,626	1,209,226	1,124,328
	Value in £ sterling	1,718,647	1,752,465	1,972,609	2,483,424
2,339,093					
3,184,135					
	<i>Class IV.</i>				
	Foodstuffs and fodder—Value in £ sterling—				
0,690,100	Codfish,	9,039,770	10,281,062	10,250,686	10,880,121
27,079	Lard	20,298,787	24,125,443	25,932,218	26,324,223
	Butter	1,311,734	729,453	2,567,386	4,586,221
2,560,683	Biscuits	115,985	136,002	111,051	126,479
510,214	Preserved fish	1,817,757	2,673,981	2,454,530	2,756,853
124,987	Bran	2,519,755	4,039,061	3,810,061	2,054,813
3,522,615	Wheat flour	131,049,121	140,464,415	133,916,007	170,232,996
3,578,709	Fruits and vegetables, dried	1,119,479	1,240,069	1,410,730	1,583,854
3,480,112	Fruits and vegetables, fresh	6,186,395	7,763,095	6,511,927	6,758,920
	Condensed milk	1,839,866	2,280,610	2,321,526	2,876,601
	Butter	2,550,250	2,979,068	2,424,185	2,472,690
	Ham	316,446	366,655	471,291	470,843
	Cheese	1,386,516	1,415,285	1,716,745	1,647,489
	Salt	41,167,688	28,645,061	32,147,163	47,755,150
	Bacon	699,765	633,322	685,078	765,008
	Wheat	193,560,519	281,903	214,231,638,583	246,853,148

RESUMÉ OF TRADE RETURNS, 1904-07—Continued.

SUMMARY BY CLASS.

Article or Class.	1904.	1905.	1906.	1907.
<i>Class I.</i> —Live stock, £ sterling	161,500	313,780	141,520	169,029
<i>Class II.</i> —Materials, raw or prepared, £ sterling	4,537,181	5,031,863	6,385,801	8,088,850
<i>Class III.</i> —Manufactures, £ sterling	12,185,972	14,203,346	16,426,034	21,389,603
<i>Class IV.</i> —Foodstuffs and fodder	9,039,770	10,281,062	10,250,686	10,880,121
Total of merchandise, £	25,915,423	29,830,051	33,204,041	40,527,603

SCHEDULE G.

RESUMÉ OF TOTALS OF IMPORTS AND EXPORTS OF MERCHANDISE FOR 8 YEARS IN STERLING.

IMPORTS.

1904	£25,915,423
1905	29,830,051
1906	33,204,041
1907	40,527,603
1908	35,491,410
1909	37,139,354
1910	47,871,974
1911	52,798,016

EXPORTS.

1904	£39,430,136
1905	44,643,113
1906	53,059,480
1907	54,176,698
1908	44,155,680
1909	63,724,440
1910	63,091,547
1911	66,838,892

EXPORTS OF PRINCIPAL ARTICLES FOR 1910-1911.

	Unit.	1910.	1911.	Equivalent in £.		Difference in 1911.
				1910	1911.	
Cotton	Kilo	11,160,072	14,646,009	893,237	978,998	+ 85,761
Sugar	"	58,823,682	33,208,301	679,007	409,659	- 270,348
Rubber	"	38,546,970	35,549,127	24,645,865	15,057,015	- 9,588,850
Cocoa	"	29,157,579	34,994,087	1,382,973	1,641,381	+ 258,408
Coffee	Bags	9,723,738	11,257,802	26,696,413	40,401,206	+ 13,704,793
Leather	Kilo	34,056,825	31,931,698	1,736,288	1,798,781	+ 62,493
Tobacco	"	34,148,779	18,489,122	1,606,512	965,375	- 641,137
Matte	"	59,360,219	61,834,446	1,959,053	1,983,209	+ 24,156
Skins and hides	"	2,695,983	2,797,909	691,096	647,564	- 44,432
Total of 9 articles				60,291,344	63,882,188	+ 3,590,844
Sundry articles				2,800,203	2,956,704	+ 156,501
				63,091,547	66,838,892	+ 3,747,345

SCHEDULE H.

IMPORTS OF CODFISH IN BRAZIL, BY PORTS, 1908 AND 1909.

Destiny.	1908.	1909.
	milreis.*	milreis.*
Total imports of codfish	14,889,687	13,450,052
Rio de Janeiro	3,528,691	2,921,067
Santos	2,239,305	1,943,525
Pará	412,848	488,845
Bahia	2,597,600	2,235,755
Maceio	1,272,894	1,465,415

IMPORTS OF CODFISH BY ORIGIN, 1908 AND 1909.

Origin.	1908.	1909.
	milreis.*	milreis.*
Canada	2,762,571	2,615,142
Great Britain	81,098	239,682
Newfoundland	8,099,128	6,622,436
Norway	3,497,696	3,379,148
United States	134,533	459,748

PRINTING PAPER IMPORTED IN 1908 AND 1909 IN BRAZIL, BY COUNTRY OF ORIGIN.

Country of Origin.	1908.	1909.
	milreis.*	milreis.*
Austria	137,801	173,696
Belgium	704,786	526,684
Canada	9,089	24,474
France	88,513	178,754
Germany	1,969,332	2,127,952
Great Britain	105,998	120,472
Holland	222,774	349,021
Norway	430,604	560,058
Sweden	253,748	242,446
Total imports of printing paper	4,141,307	4,403,550

* Value of milreis = 32.45 cents.

CALCIUM CARBIDE, IMPORTS BY COUNTRIES.

Country of Origin.	1908.	1909.
	kilos.	kilos.
Austria.....	81,310	126,500
Canada.....	57,056
France.....	479,426	308,750
Germany.....	48,740	251,280
Italy.....	183,490	93,340
Sweden.....	571,314	795,079
Norway.....	1,446,155	2,178,930
United States.....	526,028	415,210
Total imports of calcium carbide.....	2,400,697	4,174,783

IMPORTS OF PINE IN PLANKS, BOARDS, ETC., 1908 AND 1909, BY COUNTRIES OF ORIGIN.

Value of milreis 32.45 cents.

Country of Origin.	1908.	1909.
	milreis.	milreis.
United States.....	3,826,330	4,464,227
Canada.....	516,801	263,201
Sweden.....	85,744	161,881
Total imports of pine in planks, boards, &c.....	5,059,596	5,153,369

IMPORTS OF AGRICULTURAL MACHINERY, 1908 AND 1909, BY COUNTRIES OF ORIGIN.

Value of milreis 32.45 cents.

Country of Origin.	1908.	1909.
	milreis.	milreis.
Canada.....	23,491	14,526
Germany.....	482,856	392,531
Great Britain.....	370,555	197,026
United States.....	843,529	644,024
Total imports of agricultural machinery.....	1,761,880	1,332,511

SCHEDULE I.

THE BRAZILIAN CUSTOMS TARIFF.

The Brazilian customs' tariff is not so simple as the Canadian, but if a little complicated, it may be ascribed to the necessity for devising a measure that would meet the needs of the country. Only articles likely to be of interest to Canadian exporters have been chosen, others that it would have been desirable to include do not appear, owing to their not being mentioned in the tariff book.

Of the four columns on the right of the page, the first from the left gives the unit of the commodity in which the duty is to be calculated. The second states the rate per unit. The third, headed 'rate' is the percentage of the article which the figure in column 2 ('duty'), bears to its specific value. It must be understood that in most cases a specific value is given to an article, no matter what its real value or invoiced value may be; presumably this is to prevent frauds in the customs. To explain: 'on cotton rubber belting' the duty is 1,800 reis, the rate is 30 per cent, this means that the 1,800 reis is 30 per cent of the specific value of that particular article, which must then be 6,000 reis per kilo. This has been arbitrarily fixed by the customs' authorities, whether the invoiced value be 2,000 or 20,000 reis per kilo.

The figures given under the heading 'gold rate,' are the percentages of the duty calculated in paper currency, that must be converted into gold currency, but the duties being always paid in paper, the gold proportion of any one would be actually paid in its equivalent of paper, taken at 1,000 to 1,700 reis. The idea of this as explained is that the funds accruing from the portion of the customs' duty paid in gold, are allocated for a certain purpose such as providing amortization funds for loans, or something of that nature. To take an example, the duty on high boots is 20,000 reis a pair, and the gold rate is 50 per cent, which means that 50 per cent of the 20,000 reis has to be paid in gold, the exchange between paper and gold being 1,000 to 1,700 reis, the duty to be paid will be 10,000 reis paper, and 10,000 reis gold, which converted into paper would be equal to 17,000 reis. Therefore, the duty would be in reality 27,000 reis a pair.

But in addition to this there is a tax of 2 per cent on the specific value, which is required to be calculated in gold, the proceeds of which go to the Harbour Improvements fund, and another small tax which goes towards a fund to cover the cost of preparing the trade statistics, but as the latter is small it can be neglected here, where only an approximation of the duty is required.

Where the rate is *ad valorem* the same procedure is followed, except that in this case there would be no specific valuation.

One or two concrete examples can be taken to explain the above. Leather Belting being the first. The duty is 2,400 milreis per kilo (paper), the rate is 30 per cent, therefore the specific value is $\frac{100}{30}$ of this, or 8,000 milreis per kilo; and the gold rate being 35 per cent, that percentage of the duty has to be converted in gold, plus 2 per cent of the specific value also paid in gold (Harbour Improvements fund).

Leather belting at 2,400 reis per kilo.

$2,400 \times 100$ = 8,000 reis = specific value.

35% of 8,000 = 2,800 reis = proportion of duty to be paid in gold.

2% of 8,000 = 160 reis =

Total 1,000 reis at 1,700 reis rate = 1,700 reis paper.

1,700 reis

1,500 reis = 65% of duty to be paid in paper currency.

Total 3,200 reis = approximate duty per kilo, paper currency.
= 48 cents a pound.

Calcium carbide. (Pure)	
500 per kilo duty.	
$500 \times 100 = 1,000 =$ specific value.	
50	
Gold percentage at 50%	= 250 reis.
2% tax on \$1,000	= 30 reis.
	270 reis.
270 reis x 1,700 reis	= 459 reis.
50% of 500 reis to be paid in paper currency	= 250 reis.
	700 reis per kilo.
	= 10 cents a pound.

EXTRACT FROM CUSTOMS TARIFF, 1911.

Articles.		Duty.	Rate.	Gold rate.
		Reis.	p. c.	p. c.
Asbestos.	Prepared, with or without rubber or wire, in any form and for any use.	kilo 500	20	35
Belting.	Of leather, for pumps and machines.	" 2,400	30	35
	Of cotton and rubber	" 1,800	30	35
Boots and shoes	High boots.	pair 20,000	60	50
	Not specified.	" 15,000	60	50
	Shoes, till 22 centimetres length	" 3,000	60	50
	" over 22 "	" 7,000	60	50
	Rubber shoes.	kilo 3,000	50	35
Bootblacking.	Liquid.	" 250	50	35
	In pomatum or powder.	" 800	50	35
Calcium carbide.	Pure.	" 500	50	35
	Impure.	" 60	50	35
Carriages.	Carriages with 4 wheels.	" 3,000	60	35
	" 2 "	" 4,500	60	35
Cement	Pulverized.	" 20	30	50
	In tiles	sq. m. 3,200	60	50
Cordage (jute).	Not less than 2 millimetres diameter	kilo 1,200	80	50
	Coloured	" 1,600	80	50
Furniture.	Arm chairs, bent wood.	each 7,000	50	35
	Chairs "	" 3,600	60	35
	Arm chairs, cut wood	" 2,400	60	35
	Chairs "	" 1,200	60	35
	Arm chairs, cane seats.	" 7,000	60	35
	Chairs "	" 3,500	60	35
	Rocking chairs	" 9,000	60	35
	" simple.	" 6,000	60	35
	Chairs for children.	" 3,600	60	35
	Pine wood chairs, common.	" 1,000	50	35
	Not specified, common wood chairs.	" ad val	50	35
	Chairs with cane backs pay 30% extra.			
	Chairs of bent wood and with fancy work, 20% more.			
	Beds, small.	each 32,000	50	35
	" broad	" 56,000	50	35
	Cupboards, 3 drawers.	" 18,000	50	35
	" more than 3 drawers.	" 30,000	50	35
	Desks, small.	" 60,000	50	35
	" large.	" 84,000	50	35
	Sofas, small	" 28,000	50	35
	" large.	" 40,000	50	35
	Stools, for pianos, common wood	" 7,000	50	35
	Tables, cane.	" 12,000	50	35
	" center, wood.	" 18,400	50	35
	" for bedrooms.	" 4,400	50	35
	" for dining room, till 6 metres.	" 42,000	50	35
	" over 6 "	" 84,000	50	35
Hardware.	Hinges, all kinds	kilo 400	50	35
	Locks, simple.	" 600	60	35
	" double.	" 1,500	50	35
	Nails, plain.	" 300	50	50
	" wire.	" 400	50	50

EXTRACT FROM CUSTOMS TARIFF—Continued.

Articles.		Duty.	Rate.	Gold rate.
		Reus.	p.c.	p.c.
Hardware	Tools: Picks, crowbars, pickaxes, stone hammers, miners' hoes, sledge hammers, shovels of any kind, with or without handles, all tools for bricklayers, carpenters, gardeners, miners, mattocks, hoes, rakes, scythes, sickles, reaping hooks and instruments for cutting grass, cane hatchets, axes, augers, drills. kilo	150	15	35
	Wire, woven. "	1,200	50	35
	" for fences. "	500	50	35
	" not specified. "	2,000	50	35
Machines	Laundry machines. "	300	7	35
	Locomotives and tenders, dynamos, motors, mills moved by electricity.	ad val	15	35
	Mining machinery, stone-breakers and others moved by electricity.	"	15	35
	Motor cars for industrial purposes.	"	5	35
	" passengers. "	"	7	35
	Ploughing machines.	free		
	Presses for Cassava, shelling, grinding.	ad val	15	35
	Pulleys. kilo	700	50	35
	Steam pumps and motors, for fire extinction.	ad val	15	35
Machines	Saws, circular, by hand or by steam.	ad val.	15	35
	Sewing machines, all kinds. kilo.	300	25	35
Paints and varnish	House paint. "	100	25	35
	Tar varnish. "	500	50	35
Paper	Printing paper. "	10	10	35
	Wall paper. "	2,000	50	50
	Wall paper, gilt or silvered. "	4,000	50	50
	Wrapping paper, coarse on both sides.	200	50	50
Railway	Wagons and others for passengers and freight.	ad val.	30	50
Rubber, manufactures of.	Canes, whips. "	5,000	50	35
	Tobacco pouches. "	4,000	50	35
	Dolls and other playthings. "	3,500	50	35
	Buttons, any kind. "	4,000	50	35
	Rubber shoes. "	3,000	50	35
	Combs, rules, penholders. "	4,000	50	35
	Fans. "	3,000	50	35
	Belting, cotton and rubber. "	1,800	30	35
	Suspenders, silk and rubber. "	30,000	50	35
	Suspenders, other material. "	7,000	50	35
Skins and Hides.	Fragments of kid leather. "	1,200	30	50
	Sole leather. "	1,800	40	50
	Kid and morocco leather. "	2,200	30	35
Starch "	300	20	35
Stoves	All kinds. "	300	50	35
Wood	Pine wood, raw, per cubic centimetre.	20,000	50	50
	Pine wood, planks and boards.	25,000	50	50
	Not specified. "	18,800	50	50
	Woodenware, hair brushes. dozen.	8,000	50	35
	Hat brushes. "	6,000	50	35
	Tooth brushes. "	2,000	50	35
	Floor brushes. "	9,000	50	35
	Boot brushes. "	4,000	50	35
	Not specified. kilo.	4,000	50	35
	Matches, wood. "	3,200	50	50
	Matches, other kinds. "	4,500	50	50
	Toothpicks. "	1,000	50	35
	Wheelbarrows. "	4,000	50	35
Food-stuffs	Alimentary powders. "	2,000	50	35
	Bacon. "	200	30	50
	Cheese. "	1,200	50	50
	Fish, tinned. "	1,200	50	35
	Codfish. "	50	20	35
	Flour. "	25	10	35
	Fruit, fresh. "	100	50	35
	Fruit, tinned. "	1,200	50	50
	Fruit, dried. "	400	50	35
	Ham. "	1,200	50	50
	Milk, condensed. "	500	60	35
	Salt, common. litre.	25	25	50
	Salt, pure. "	100	25	50

SCHEDULE K.

ARTICLES ON WHICH UNITED STATES ENJOY A CUSTOMS PREFERENCE.

Below will be found a list of the commodities, upon all of which the United States enjoys a customs' preference of 20 per cent, except in the case of flour, which has been raised to 30 per cent.

This fiscal preference was initiated by a Decree of April 16, 1904, and was included in the budget of that year. This privilege would seem to have ceased at the end of the following year, but was renewed by Decree No. 6079 of June 30, 1906, which specified eleven articles at the rate of 20 per cent. Decree No. 7817, of January 15, confirms the former Decree and added four additional articles. Decree No. 9520 of January 12, 1911, raised the preference on flour to 30 per cent.

As Article 22, of Law No. 2524 of December, 1911, throws some light on the subject, it is given here in full.

'Art. 22.—The authorization given to government to adopt a differential tariff for one or more merchandises of foreign produce continues valid; the reduction can attain a limit of 30 per cent, as a compensation for concessions given to Brazilian produce, such as coffee, maté, sugar and alcohol.'

The pretext for the preference, is the fact that the United States are such heavy purchasers of Brazilian coffee and rubber, and consequently most valuable customers. During the years 1908 and 1909, they took 45 per cent of the exported coffee and 50 per cent of the exported rubber, and also 17,000 metric tons of raw sugar, out of a total of 100,000.

By Decree No. 6079, June 30, 1906—

- Flour.
- Condensed milk.
- Articles made of rubber.
- Watches.
- Paint.
- Varnish.
- Typewriting machines.
- Refrigerators.
- Pianos.
- Scales.
- Windmills.

Decree No. 7817, January 15, 1910—

- Cement.
- Corsets or stays.
- Dry fruits.
- Furniture for schools.

COMPARATIVE STATEMENT OF IMPORTS OF WHEAT FLOUR.

	1910.	1909.	1908.	1907.	1906.
	Metric Tons.	Metric Tons.	Metric Tons.	Metric Tons.	Metric Tons.
Argentina	108,359	108,022	112,074	126,379	122,282
Uruguay	7,026				
United States	40,654	26,524	25,712	20,542	24,526
Austria	2,344	2,430	6,437	8,034	6,334
Other countries	569	9,326	6,851	6,296	802
	158,955	146,304	151,076	170,252	153,946
Total consumption including national mills	380,374	327,817	333,039	353,050	319,407
	%	%	%	%	%
Percentage of flour imported by Countries.					
Argentina	86.70	88.31	88.3	87.23	90.08
Uruguay	1.85				
United States	10.70	8.09	7.7	8.61	7.68
Austria	0.60	0.75	1.9	2.33	1.99
Other countries	0.15	2.85	2.0	1.83	0.25
	100	100	100	100	100

According to a cable received a few days ago from Washington, the export of flour from the United States to Brazil during the month of April last amounted to 71,732 barrels, as against 40,030 for the corresponding month last year.

SCHEDULE L.

EXTRACTS FROM LAST MESSAGE OF PRESIDENT OF REPUBLIC.

(Refer Schedule A for explanation of \$ sign.)

Railways.—At the end of 1910 the lines in traffic throughout the country were of an extent of 21,370 kilometres. This number was raised to 22,129 at the end of 1911. Of this increase, 455 kilometres were on lines fiscalized by the Union, and the rest on the Federal and State lines. * * * * *

Ports.—The works at the port of Para, Pernambuco, Bahia and Rio Grande do Sul are now going on well while that of Victoria has been commenced. At Rio, Messrs. C. H. Walker & Co. have completed their contract, and properly equipped warehouses are being erected on the new quays. Surveys are being made for improving the ports of Paranaguá, Fortaleza, Corumbá and Jaraguá. * * * *

Post Office.—Revenue from the department amounted to 8,412,737\$124, as against 6,082,219\$194 in 1910, an increase of 2,330,517\$930. In 1909 revenue was 8,905,681\$446, and since then rates for abroad have been reduced by 50 per cent and to the interior by 33 per cent, so that in spite of the reduction, revenue in 1911 was only 492,987\$446 less than in 1909, or 5.8 per cent. * * * * *

Telegraphs.—The extent of lines in the Republic on December 31, 1911, was 32,446 kilometres, an increase of 1,113 as compared with December 31, 1910. The number of stations has been raised from 629 to 658 during the past year.

Revenue from the department amounted to 9,949,000\$058, and expenditure to 14,909,000\$, so that there is a deficit of 4,744,908\$ on the working of the service.

The wireless stations are working well and new ones are to be installed in Rio Grande, Santa Catharina, S. Thomé, Cruzeiro do Sul, Senna Madureira, Rio Branco, S. Luiz Caceres and Porto Murinho. * * * * *

Finance.—It is not particularly easy to arrive at the exact state of affairs, but we will give the position as stated in the message.

Total revenue in 1911, including ordinary and extraordinary and operations of credit, amounted to 139,948,629\$ gold and 424,581,130\$ paper, while expenditure during the same period amounted to 89,088,808\$ gold and 511,874,222\$ paper.

Reduced to sterling this gives a deficit of only 100,000. Let us, however, take the revenue proper according to the message at 122,354,239\$ gold and 383,618,735\$ paper, and expenditure at 89,088,808\$ gold and 511,874,222\$ paper. Reducing total revenue to paper we get 590,091,501\$. Total expenditure expressed in paper amounts to 662,211,587\$, so that in this case there is a deficit of 72,120,085\$ or in sterling 4,808,000 in round figures. * * * * *

Turning to the national debt we find that the external debt now amounts to sterling 82,903,120 and 300,000,000 francs. In December, 1910, it amounted to sterling 77,331,757 and francs 240,000,000 so that the increase during the year has been sterling 5,571,363 and francs 60,000,000. Much of this increase is accounted for by the loan for the completion of the Rio Port works, and the contract with the South American Railway Construction Co. for the construction of the Ceará Railway system, while the 60,000,000 francs paid for the State of Bahia Railway system construction. The position is thus more or less as follows:—

In 1910 the deficit was 94,708 contos, while during that year the national debt was increased by 188,000 contos. In 1911 the deficit was 72,120 contos, while the debt was increased by 149,000 contos. Thus in two years the total deficit was 166,828 contos and the increase of the debt 337,000 contos, a total of 503,828 contos, or some 33,600,000 sterling, a pretty rapid piling up of obligations.

'At the end of December 1911, the internal debt of the country amounted to 620,525,600\$, while from January to March, 1912, a further indebtedness of 11,091,000\$ in government bonds has been incurred, making a total of 631,616,600\$. The message apart, it will be remembered that in our last number, we recorded an issue of 105,000,000\$, so that in point of fact the total internal debt, when this is taken up in full will amount to 736,616,600\$ or sterling 49,107,673. Adding this to the external obligations, viz., sterling 82,903,120 and 300,000,000 francs, we get a total of sterling 144,010,893. * * * * *

'Deposits in the Caixa were at their lowest on May 2, 1911, when they amounted to sterling 16,828,169, while on December 31 they amounted to sterling 25,232,368, equivalent to a total value of convertible notes in circulation of 378,485,663\$.

'On March 31, 1912, the total value of convertible notes was 371,706,740\$ or sterling 23,491,667, which plus the treasury account outstanding reached sterling 24,780,985. * * * * *

'*Foreign Trade.* The statistics in the message regarding exports have already appeared and been commented on in these columns on March 12. The following are the figures for exports and imports during the last two years:—

	Sterling
1911.	119,783,702
1910.	110,963,561
Of these exports were as follows:—	
1911.	66,838,892
1910.	63,091,546
And imports:—	
1911.	52,798,016
1910.	47,871,974

'This shows a balance of trade for 1911 of sterling 14,040,876 and for 1910 of sterling 15,219,573. * * * * *

'*Immigration.*—The number of immigrants entering the country in 1911 was 133,616, an average of 366 per diem. This was an increase, as compared with 1910, of 45,052. Of the total entries 78,021 were spontaneous and 55,595 subsidized by the government.'

SCHEDULE M.

EXTRACTS FROM SYNOPSIS OF ADMINISTRATION OF SAO PAULO, 1908-12.

Refer Schedule A for explanation of \$ sign.

'To-day terminates the quadrennium 1908-12 during which I had the supreme honour of being President of the State of Sao Paulo. It is a matter of congratulation to me on this occasion when, in obedience to the precepts of the constitution and the free vote of the people of Sao Paulo, I now hand over the government of the State to your Excellency, whose ripe experience and administrative capacity, tested in so many previous occasions and in commissions even more elevated, are the best of all guarantees of continuous happiness for Sao Paulo and the renown of Brazil at large.

'It is now my agreeable task to present to your Excellency a synopsis of the principal acts and events of my administration and the state of the public affairs.

'The period traversed has been one of uninterrupted expansion of the all-vital forces of the state, especially during the latter part of my term of office, during which the confidence inspired by the economic situation contributed so powerfully to stimulate enterprise in every branch of agriculture, commerce and industry, and generally in the manifestations of energy and of the intellect.

'Certainly the earlier part of the quadrennium was from a financial point of view by no means an easy one for my government; seeing that the effects of the terrible economic crisis that we had combated for years, was yet intense.

'Fortunately the resistance and tenacity of Paulistas overcame all obstacles and, reacting on productive forces, gave rise to the present state of undeniable, and, we trust, lasting prosperity.

'The extraordinary development that to-day characterizes our agriculture; the surprising expansion of manufactures, not only in this capital, but all over the state; the construction of both branch as well as main lines of railway serving districts with state-like areas, but hitherto unprovided with transport of any kind; the admirable growth of this capital, from the cottage to the palace, the development of education, the personnel, programmes and methods of which have been all carefully thought out; the reorganization of the police on the most modern and improved models, with a personnel zealous and correct, and instructed how best to lend aid and assistance to the public; the municipalities realizing important local improvements out of their own resources. All these are factors of the situation that, whilst ensuring the stability of our finances and economy, are typical of the high degree of the civilization we have reached. * * * * *

'*Immigration.*—Fortunately the current of immigration has of late increased considerably, and from information received by the government, seems likely to increase still more. The movement during the last four years was as follows:—

	Arrivals.	Departures.
1908.	40,225	30,750
1909.	39,674	34,512
1910.	40,478	30,761
1911.	64,990	27,331

'Of arrivals in 1911, 17,849 were Italians, 11,276 Spaniards, 13,796 Portuguese, and the rest Germans, Russians and Austrians. * * * * *

'*Trade with foreign countries.*—The expansion of the trade of the state with foreign countries during the quadrennium was remarkable. The following shows its value in currency for each year:—

1908.	390,934,146\$
1909.	547,642,837\$
1910.	429,752,808\$
1911.	675,267,614\$

From 113,910,000\$ in 1908 the value of imports rose in 1911 to 194,367,000\$ and that of exports from 277,023,000\$ to 480,900,000\$ in consequence of the valorization of coffee. In 1911 the total value of exports from all Brazil was £66,836,892, of which £32,110,966 belonged to S. Paulo, or about 48 per cent.

In the same year the total amount of imports for all Brazil was £52,798,016, of which £12,831,959 were received at the port of Santos alone.

The balance of the foreign trade in favour of the State of Sao Paulo reaches 286,532,958\$ in 1911. The increase in imports of materials like iron and steel, manufacturing and agricultural implements and machinery bear eloquent witness to the degree of economic development.

Coffee exports continue to predominate. In 1908, at the commencement of the quadrennium, the average value of a bag of coffee was 80\$770 f.o.b. In 1911 it had risen to 81\$780.

Shipping.—The movement at the port of Santos increases year by year, as the following figures show:—

1909.	3,062,041	3,071,794
1910.	3,336,291	3,342,063
1911.	3,556,780	3,567,264
1912.	3,785,896	3,773,059

The Brazilian flag is well represented in this movement. Entries at all ports of the state in 1908 were 1,586 vessels, as against 2,128 in 1911.

Railways.—Railway development showed great impulse during the quadrennium, and rose from 4,082 kilometres in 1908 to 5,461 by close of 1911, an increase of 1,382 kilometres, whilst 619 kilometres more were in construction and 1,368 under surveys.

The principal lines in construction are the Fumilense railway to the river Mogy-Guassú, that of Salto Grande to Port Tybiniá, the extension of the Araraquará railway to Rio Preto and of the Bragantina line to the borders of Minas. * *

EXPORTS.

The value of all exports from the State of Sao Paulo reached 381,117,453\$663 in 1911, discriminated as follows:

Subject to Export Duties—

Coffee	306,300:417\$000
Hides	10:459\$000
Charcoal	6\$000
Tobacco	395:439\$503
Firewood	285\$000

306,705:606\$503

Exempt from Duties—

Cotton textiles	20,849:718\$200
Sundry textiles	1,100:942\$100
Leather and saddlery	1,335:271\$000
Boots and shoes	5,390:216\$100
Clothing	2,969:360\$000
Empty bags	1,050:710\$100
Empty bottles	1,123:711\$600
Paper	1,243:038\$000
Printed matter	3,226:548\$000
Hats	4,142:072\$800
Beer	1,763:800\$000
Ironmongery	2,207:143\$500
Beans	1,764:385\$000
Rice	4,120:341\$000
Bran (17,505,386 kilo-)	1,338:133\$500
Bananas	1,013:222\$000
Haberdashery	3,114:620\$600
Other goods	15,317:580\$000

71,440:817\$160

381,147:459\$663

* Exports of coffee amounted to 496,136,930 kilogrammes, or 8,268,948 bags of 60 kilos, for which the official valuation for appraisement of duties was 160 reis per kilo, almost throughout the year. * * * * *

EXPENDITURE.

* The amount expended by the treasury was 83,859:817\$921 discriminated as follows:—

Interior	20,256:132\$354
Justice	14,870:384\$263
Agriculture	25,386:173\$211
Finance	23,347:158\$096

SCHEDULE N.

TRADE INQUIRIES.

The following trade inquiries, to which reference is made throughout this report, appeared in advance in Weekly Report No. 441. The names of the firms making these inquiries, with their addresses, can only be obtained by those specially interested in the respective commodities upon application to: 'The Inquiries Branch, Department of Trade and Commerce, Ottawa.'

In order to secure the addresses, it is necessary to quote the reference number.

778. *Printing Paper*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of printing paper, who may be able to compete with the German and United States mills.

779. *Calcium Carbide*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of calcium carbide. It is requested that small samples be forwarded with prices c.i.f. Rio de Janeiro.

780. *Wheelbarrows*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of wheelbarrows. Quote prices c.i.f. Rio de Janeiro.

781. *Pine and Spruce Lumber*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of pine and spruce lumber. Quote prices c.i.f. Rio de Janeiro.

782. *Spades and Shovels*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of spades and shovels.

783. *Hoes*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of hoes. Quote prices c.i.f. Rio de Janeiro.

784. *Steel Rails*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of steel rails.

785. *Railway Box and Flat Cars*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of railway box and flat cars.

786. *Apples*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of apples.

787. *Printing Paper*.—An old-established and financially strong importing house desires to enter into correspondence with a Canadian paper mill, capable of supplying the Brazilian market.

788. *Calcium Carbide*.—An old-established and financially strong importing house in Brazil would be glad to receive samples and quotations c.i.f. Rio de Janeiro, of calcium carbide.

789. *Spades and Shovels*.—An old-established and financially strong house of importation in Brazil wishes to be placed in touch with manufacturers of spades and shovels. Quotations to be c.i.f. Rio de Janeiro.

790. *Wheelbarrows and Trucks*.—An old-established and financially strong importing house in Brazil wishes to be placed in touch with manufacturers of wheelbarrows and trucks. Quotations to be c.i.f. Rio de Janeiro.

791. *Agricultural Machinery*.—An old-established and financially strong importing house in Brazil desires to enter into communication with manufacturers of agricultural machinery, with a view to handling their goods.

792. *Ploughs and Harrows*.—An old-established and financially strong importing house in Brazil desires to enter into touch with manufacturers of ploughs and harrows, with a view to handling their goods.

793. *Pine and Spruce Lumber*.—An old-established and financially strong importing house in Brazil desires to be placed in touch with exporters of pine and spruce lumber. Quote prices c.i.f. Rio de Janeiro.

794. *Leather and Balata Belting*.—An old-established and financially strong importing house in Brazil desires to enter into communication with manufacturers of leather and balata belting. Quote prices c.i.f. Rio de Janeiro.

795. *Tools*.—An old-established and financially strong importing house in Brazil desires to enter into communication with manufacturers of tools. Quote prices c.i.f. Rio de Janeiro.

796. *Harbour Buoys*.—An old-established and financially strong importing house in Brazil desires to enter into communication with manufacturers of harbour buoys.

797. *Hoes*.—An old-established and financially strong importing house in Brazil desires to enter into communication with exporters of hoes. Quote prices c.i.f. Rio de Janeiro.

798. *Steel Rails*.—An old-established and financially strong importing house in Brazil desires to enter into communication with manufacturers of steel rails.

799. *Railway Box and Flat Cars*.—An old-established and financially strong importing house in Brazil desires to enter into communication with manufacturers of railway box and flat cars.

800. *Motor Boats*.—An old-established and financially strong importing house in Brazil desires to enter into communication with manufacturers of motor boats. Quote prices c.i.f. Rio de Janeiro.

801. *Apples*.—An old-established and financially strong importing house in Brazil desires to enter into communication with exporters of apples.

802. *Calcium Carbide*.—A large and old-established firm of Brazilian importers desires to enter into touch with exporters of calcium carbide. It is requested that small samples be forwarded with prices c.i.f. Rio de Janeiro.

803. *Wheelbarrows*.—A large and old-established firm of Brazilian importers desires to enter into communication with manufacturers of wheelbarrows. Quote prices c.i.f. Rio de Janeiro.

804. *Spades and Shovels*.—A large and old-established firm of Brazilian importers desires to be placed in touch with exporters of spades and shovels. Quote prices c.i.f. Rio de Janeiro.

805. *Hoes*.—A large and old-established firm of Brazilian importers desires to be placed in touch with exporters of hoes. Quote prices c.i.f. Rio de Janeiro.

806. *Printing Paper*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of printing paper, who may be able to compete with the German and United States mills.

807. *Leather and Balata Belting*.—An old-established firm of Brazilian importers in Brazil desires to be placed in touch with exporters of leather and balata belting. Quote prices c.i.f. Rio de Janeiro.

808. *Apples*.—An old-established firm of Brazilian importers in Brazil desires to be placed in touch with exporters of apples.

809. *Printing Paper*.—A firm of manufacturers' agents desires to enter into communication with exporters of printing paper.

810. *Calcium Carbide*.—A firm of manufacturers' agents in Brazil desires to enter into communication with exporters of calcium carbide. It is requested that small samples be forwarded with prices c.i.f. Rio de Janeiro.

811. *Motor Cars*.—A firm of manufacturers' agents in Brazil desires to enter into communication with exporters of motor cars.

812. *Light Motor Trucks*.—A firm of manufacturers' agents in Brazil desires to enter into communication with exporters of light motor trucks.

813. *Split Wood Pulleys*.—A firm of manufacturers' agents desires to enter into communication with exporters of split wood pulleys. Quote prices c.i.f. Rio de Janeiro.

814. *Wall Paper*.—A firm of manufacturers' agents in Brazil desires to enter into touch with exporters of wall paper. Forward samples with prices c.i.f. Rio de Janeiro.

815. *Leather and Balata Belting*.—A firm of manufacturers' agents in Brazil desires to enter into communication with exporters of leather and balata belting.

816. *Steel Ceilings and Expanded Metal*.—A firm of manufacturers' agents in Brazil desires to enter into communication with exporters of steel ceilings and expanded metal.

817. *Toothpicks*.—A firm of manufacturers' agents in Brazil desires to enter into communication with manufacturers of toothpicks. Forward samples with c.i.f. price Rio de Janeiro.

818. *Motor Boats*.—A firm of manufacturers' agents in Brazil desires to enter into correspondence with manufacturers of motor boats.

819. *Apples*.—A large firm of importers in Brazil desires to be placed in touch with exporters of apples, and when the season opens would be glad to receive ten sample boxes.

820. *Box and Flat Cars*.—A large firm of importers in Brazil desires to be placed in touch with exporters of box and flat cars.

821. *Steel Rails*.—A large firm of importers in Brazil desires to be placed in touch with exporters of steel rails.

822. *Wheelbarrows*.—A large firm of importers in Brazil desires to be placed in touch with exporters of wheelbarrows. Quote c.i.f. prices Rio de Janeiro.

823. *Shovels and Spades*.—A large firm of importers in Brazil desires to be placed in touch with exporters of shovels and spades. Quote prices c.i.f. Rio de Janeiro.

824. *Hoes*.—A large firm of importers in Brazil desires to be placed in touch with exporters of hoes. Quote prices c.i.f. Rio de Janeiro.

825. *Calcium Carbide*.—A large firm of importers in Brazil desires to be placed in touch with exporters of calcium carbide. It is requested that small samples be sent with prices c.i.f. Rio de Janeiro.

826. *Apples*.—A firm of commission merchants of Brazil desires to enter into communication with exporters of apples.

827. *Hams and Bacon*.—A firm of commission merchants in Brazil desires to enter into communication with exporters of ham and bacon. Quote c.i.f. prices Rio de Janeiro.

828. *Cheese*.—A firm of commission merchants in Brazil desires to enter into communication with exporters of cheese. Quote prices c.i.f. Rio de Janeiro.

829. *Hams and Bacon*.—An old-established and strong firm of importers in Brazil desires to be placed in touch with exporters of ham and bacon. Quote prices c.i.f. Rio de Janeiro.

