

# STEAMSHIP COMMUNICATION TO SOUTH AMERICA

REPORTS FROM CONSULAR OFFICERS OF  
THE UNITED STATES RELATING TO  
STEAMSHIP COMMUNICATION BE-  
TWEEN THE UNITED STATES  
AND SOUTH AMERICA



PRESENTED BY MR. GALLINGER

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## STEAMSHIP COMMUNICATION TO SOUTH AMERICA.

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APRIL 4, 1910.

SIR: In compliance with the request contained in your letter of the 1st ultimo that copies of all reports and correspondence in the possession of the department relating to steamship communication between the United States and South America be sent to you at an early date, I have the honor to inclose herewith copies of reports on this subject by the consular officers of the United States.

I have the honor to be, sir,  
Your obedient servant,

P. C. KNOX.

Hon. J. H. GALLINGER,  
*United States Senate.*

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### NEED OF BETTER SHIPPING FACILITIES BETWEEN THE ARGENTINE REPUBLIC AND SOUTH AMERICA, IN GENERAL, AND THE UNITED STATES.

[From a report by Consul-General Alban G. Snyder, of Buenos Aires, November 7, 1907.]

Having reference to the need of better shipping facilities between the Argentine Republic and South America, in general, and the United States, I have the honor to call the department's attention to this defect in our commercial organization. It has long been recognized that direct regular steamship communication between Atlantic ports and the River Plata is desirable. The need for such organization has to-day become more pressing. The reasons which lead me to make such a statement will readily occur with anyone familiar with the requirements of the American export trade and the entire dependence of the River Plata merchant on the means provided for his getting his imports.

In the first place it must be borne in mind that there are two distinct interests at stake. On the one side we have the exporter desirous of finding new outlets for his trade; on the whole the American manufacturer has been in past times content to devote himself chiefly to the development of his home trade, leaving his export trade to spasmodic effort. The American exporter of to-day sees that to do a proper export business requires a complete organization devoted exclusively to this branch of his business. He has recognized that to export at one moment and neglect his market the next does not suit his customer in foreign lands.

His trade must be continuous and regular and his customer must be able to reckon on getting his goods when he wants them and at

approximately calculated dates. It will be patent to anyone that it is useless for a manufacturer to have his goods ready for export when he can not get cargo space for weeks or perhaps months to come.

Relying upon tramp steamers of shipping companies with irregular sailings, he has the misfortune to see capital lying idle and goods delayed in shipment, to the detriment of his relations with his customers. The tramp steamship owner sends his boats to ports where the freight best tempts him. There are many considerations which determine the steamer's movements. There is the question of back freight, the fluctuations of the money market, tonnage offering, the state of crops all over the world, and the probable shortage here or there. All these things go to induce a shipowner to vary his programme as circumstances arise, and in consequence both the exporter and the importer suffer inconvenience.

With a properly managed service with regular sailings these difficulties could be reduced to a minimum. As more freight presented itself the tonnage could be increased. I believe that the back freight from River Plata ports would gradually patronize such a line, as regular sailings always tempt the shipper. An additional advantage would be that such a line would offer a regular mail service direct between the points where such a service is needed in connection with commercial matters, and that documents and financial advices would come by the vessels which brought the merchandise, and that such mail correspondence would be regular. The present uncertainty as to how long correspondence may or may not permit of an answer being received is perplexing and detrimental to business. The interests at stake are by this time too great to be left to haphazard methods and irregular uncertainties. To foster and oversee trade it seems necessary to assist it by regular facilities of all kinds as applying to carriage of such merchandise. Regular lines of steamers to the ports where a regular and steady demand already exists for American manufactured articles and where all the indications point to an increased demand for such productions should be instituted and encouraged. Such ports and such a market are found in this great South American continent, bound closely to us in every way except by proper communications. An observance of the statistics setting forth the great trade possibilities of South America shows how much our trade suffers by this lack of communication. About 2,000 ships entered and cleared from this port in the first ten months of this year, 105 of which left for the United States, all foreign with the exception of 6 small sailing vessels. Of 170 sailings from New York, embracing from 10 to 12 lines, not a single line, with one possible exception, has regular sailings. Affairs have reached such a point as a result of uncertain shipping conditions that many persons order from New York only as a last resort, and American exporters frequently pay forfeits for delay in delivery of orders.

Many lines of swift steamers ply between this port and Europe, some subsidized by their respective governments, and new ships are being constantly built and put in new trade by these companies, and new lines are established from time to time.

[From a report by Consul-General George E. Anderson at Rio de Janeiro, January 25, 1907.]

*List of vessels of over 14 knots speed sailing between Rio de Janeiro, Brazil, and the several European ports in the six months from January to June, 1906.*

SHIPS SAILING FROM RIO DE JANEIRO TO EUROPE.

Clearance.	Ship.	Destination.	Tonnage.
January 1.	Gothic.	London.....	7,689
January 3.	Magdalena.	Southampton.....	5,373
January 8.	Sirio.	Genoa.....	4,140
January 10.	Thames.	Southampton.....	5,621
January 11.	Amazone.	Bordeaux.....	4,500
January 25.	Magellan.	.....do.....	5,200
January 29.	Washington.	Genoa.....	3,003
January 31.	Ionic.	London.....	7,826
Do.	Clyde.	Southampton.....	5,618
February 7.	Cordillere.	Bordeaux.....	5,370
February 8.	Orissa.	Liverpool.....	5,326
February 13.	Umberto.	Genoa.....	2,821
February 13.	Nile.	Southampton.....	5,855
February 21.	Atlantique.	Bordeaux.....	5,100
February 26.	Italia.	Genoa.....	5,300
February 28.	Aragon.	Southampton.....	9,441
March 5.	Sirio.	Genoa.....	4,140
March 8.	Chili.	Bordeaux.....	4,900
March 10.	Oropesa.	Liverpool.....	5,303
March 12.	Trent.	Southampton.....	5,525
March 20.	Danube.	.....do.....	5,891
March 21.	Oravia.	Liverpool.....	5,321
Do.	Amazone.	Bordeaux.....	4,500
March 26.	Athenic.	London.....	7,833
March 28.	Thames.	Southampton.....	5,621
April 5.	Magellan.	Bordeaux.....	5,200
April 6.	Orita.	Liverpool.....	9,231
April 9.	Centro America.	Genoa.....	3,522
April 11.	Clyde.	Southampton.....	5,618
April 10.	Paparua.	London.....	4,246
April 16.	Nile.	Southampton.....	5,855
April 20.	Cordillere.	Bordeaux.....	5,370
April 24.	Corinthic.	London.....	7,832
April 25.	Aragon.	Southampton.....	9,441
May 2.	Atlantique.	Bordeaux.....	5,100
May 7.	Savoia.	Genoa.....	5,279
May 9.	Magdalena.	Southampton.....	5,373
May 11.	Umberto.	Genoa.....	2,821
May 14.	Danube.	Southampton.....	5,891
May 16.	Orissa.	Liverpool.....	5,326
Do.	Chili.	Bordeaux.....	4,900
May 20.	Gothic.	London.....	4,975
May 23.	Thames.	Southampton.....	5,621
June 2.	Segura.	.....do.....	4,747
Do.	Amazone.	Bordeaux.....	4,500
June 6.	Clyde.	Southampton.....	5,618
June 12.	Nile.	Southampton.....	5,855
June 15.	Magellan.	Bordeaux.....	5,200
June 18.	Brazile.	Genoa.....	5,270
June 19.	Ionic.	London.....	7,826
June 20.	Oropesa.	Liverpool.....	5,303
Do.	Aragon.	Southampton.....	9,441
June 26.	Perseo.	Genoa.....	4,158
June 29.	Oravia.	Liverpool.....	5,321
Total tonnage (54 ships)			a 300,857

• Average tonnage per ship 5,571.

*List of vessels of over 14 knots speed sailing between Rio de Janeiro, Brazil, and the several European ports in the six months from January to June, 1906—Continued.*

## SHIPS SAILING FROM EUROPEAN PORTS TO RIO DE JANEIRO.

Arrival.	Ship.	European port.	Tonnage.
January 5	Danube	Southampton	5,891
January 9	Magellan	Bordeaux	5,200
January 16	Clyde	Southampton	5,618
January 18	Umberto	Genoa	2,821
January 23	Cordillere	Bordeaux	5,370
January 26	Oropesa	Liverpool	5,303
January 30	Nile	Southampton	5,855
February 5	Atlantique	Bordeaux	5,100
February 6	Oravia	Liverpool	5,321
February 12	Aragon	Southampton	9,441
February 20	Chill	Bordeaux	4,900
February 21	Orita	Liverpool	9,231
February 26	Trent	Southampton	5,525
March 5	Amazon	Bordeaux	4,500
March 12	Thames	Southampton	5,621
March 19	Magellan	Bordeaux	5,200
March 27	Clyde	Southampton	5,618
April 1	Nile	do	5,855
April 2	Cordillere	Bordeaux	5,370
April 4	Orissa	Liverpool	5,326
April 11	Sardagna	Genoa	5,602
April 8	Brazile	do	5,270
April 9	Aragon	Southampton	9,441
April 15	Atlantique	Bordeaux	5,100
April 18	Umberto	Genoa	2,821
April 23	Savoa	do	5,279
April 24	Magdalena	Southampton	5,373
Do	Corinthic	London	7,832
April 28	R. Margherita	Genoa	3,818
April 29	Danube	Southampton	5,891
Do	Chill	Bordeaux	4,900
May 1	Oropesa	Liverpool	5,303
May 7	Thames	Southampton	5,621
May 13	Amazon	Bordeaux	4,500
May 16	Oravia	Liverpool	5,321
May 22	Clyde	Southampton	5,618
May 27	Nile	do	5,855
May 29	Orita	Liverpool	9,231
Do	Magellan	Bordeaux	5,200
June 3	Brazile	Genoa	5,270
June 4	Aragon	Southampton	9,441
June 9	Perseo	Genoa	4,158
June 10	Cordillere	Bordeaux	5,370
June 19	Magdalena	Southampton	5,373
June 24	Danube	do	5,891
June 25	Atlantique	Bordeaux	5,100
Total tonnage (46 ships)			<sup>a</sup> 261,645

<sup>a</sup> Average tonnage per ship, 5,688.

Discrepancy in arrivals from Europe as compared with sailings for Europe explained in the fact that some smaller emigrant ships make the trip from Europe to Buenos Aires or Santos direct with emigrants, calling at Rio on their return trips.

## EUROPEAN STEAMSHIP SERVICE TO SOUTH AMERICA.

[From a report by Consul-General Louis H. Aymé, at Lisbon, Portugal, December 29, 1909.]

There are eight steamship lines which maintain a regular service between Lisbon and Rio de Janeiro: The Royal Mail Steam Packet Company, the Lamport & Holt Company, the Pacific Steam Navigation Company, the North German Lloyd Steamship Company, two Hamburg steamship companies, and one other line. The distance in nautical miles is given by the North German Lloyd at 4,261 miles,

by the Pacific Steam Navigation Company 4,311 miles, by Royal Mail 4,317 miles.

The Royal Mail<sup>a</sup> has usually two sailings each months. At certain times there are three sailings, and occasionally, for a month or two, weekly sailings. The time required for the voyage to Rio de Janeiro is thirteen days. The line carries all mail matter handed in by the Portuguese post-office under contract with the Portuguese Government. Such mail consists not only of local bags, but also of the "Sud Express" mails, which include the South American correspondence of nearly all western European countries. The time required for dispatching a letter to Rio de Janeiro and receiving a reply is estimated at about one month. During the months of September, October, and November there embarked on eight vessels at Lisbon for South America 435 first-class and 274 second-class passengers. During the same period there arrived on six vessels 170 first-class and 92 second-class passengers. This company receives no government subvention of any kind.

The North German Lloyd sails every fortnight. The time for the voyage is from twenty to twenty-two days, depending on the stops en route. Mails are carried under the same conditions as by Royal Mail. From September 7 to December 7, 13 cabin passengers sailed and 4 arrived. The line receives no government subvention.

The Pacific Steam Navigation Company has sailings every fortnight. The time for the voyage is thirteen to fourteen days. Mail is carried under the same condition as reported for other lines. In the last three months, 43 cabin passengers sailed and 99 landed. In the last six months, 178 sailed and 108 landed. No subvention is received from the Portuguese Government. Information regarding the two Hamburg lines can be had only from the home offices in Hamburg.

#### THE STEAMSHIP SERVICE FROM SOUTHAMPTON TO SOUTH AMERICA.

[From the report of Albert W. Swalm, consul at Southampton, November 5, 1909.]

As far back as 1851, fifty-eight years ago, a monthly line of steamship service was inaugurated by the Royal Mail Steam Packet Company from Southampton to Rio de Janeiro, Brazil, taking in on the way Portuguese and Spanish ports of Coruna, Vigo, Lisbon, and Teneriffe. From Rio de Janeiro a branch line was established for Montevideo and Buenos Aires. In a few years the direct sailings from Southampton were made to include the River Plata ports, and in 1872 the sailings were made fortnightly, the Royal Mail fleet doubled in number, and quadrupled in tonnage. The trade greatly increased, and in 1905 the company added what is known as the "A" class of steamships, being 5 in number, and of from 10,000 to 12,000 tons. For about two-thirds of the time for the last four years the service has been weekly, both ways, and the ships have had their passenger and cargo capacity fully taxed all the time. In addition to the full line of passenger ships, other vessels have been engaged in this South American traffic, so that the list of the Royal Mail Line

<sup>a</sup> See note in Royal Mail report attached to the report by Consul Swalm in Southampton.

shows 15 vessels of from 3,000 to 12,000 tons capacity gross. About one-half of the list is almost exclusively devoted to cargo work. At present the Royal Mail sailings are scheduled on a fortnightly basis from Southampton to the River Plata. The ships make Rio Janeiro, taking in Portuguese and Spanish intermediate ports in seventeen days. The direct nautical mileage is given as 5,178 miles. The speed of the steamships is said to average 16 knots.

This line carries the English, French, Spanish, and Portuguese mails at a poundage rate and at times receives the mails of other European countries, who "pouch" for that purpose on the main English offices. Letters can be dispatched and answers received from the River Plata in forty-five days, and from the Brazilian ports in ten days less. I am not able to give the earnings from carrying the mails, but the amount is not large.

No subventions <sup>a</sup> of any kind are granted by the Government, nor have they been granted within the last quarter of a century.

The great majority sentiment of the English shipping lines has been opposed to subventions in general.

The passenger traffic to and from South America has been a very growing thing, and for a long time the outgoing ships—from both chief ports of departure—have had about all the passenger accommodation taken up. Of course it is not all through traffic, but the ships generally arrive with full lists. I am assured that the average list has been constantly on the increase, and I know that many people have had to book at least one month ahead to secure desired accommodations. The same can not be said for the cargo capacity, for that is a matter in which the seasonable demands of South America serve to increase or decrease the demand for space.

That a practical view may be had of the Brazil and River Plata service under this flag, I give the names and tonnage of the ships in the service:

	Registered tons.
<i>Asturias</i> (twin screw).....	12,002
<i>Avon</i> (twin screw).....	11,073
<i>Araguaya</i> (twin screw).....	10,537
<i>Amazon</i> (twin screw).....	10,037
<i>Nile</i> .....	5,887
<i>Aragon</i> (twin screw).....	9,441
<i>Danube</i> .....	5,885
<i>Thames</i> .....	5,621
<i>Clyde</i> .....	5,618
<i>Pardo</i> .....	4,410
<i>Potaro</i> .....	4,378
<i>Parana</i> .....	4,182
<i>Teviot</i> .....	3,271
<i>Tamar</i> .....	3,207
<i>Tyne</i> .....	2,902

This tonnage can be augmented as may be needed from the separate West Indian fleet—15 ships above 2,000 tons. It may be added here that cargo is taken for any South American port, including the Amazonian regions.

In addition to the Royal Mail the port of Southampton is in touch with South American trade through the Hamburg Sud Amerikaniche and the Hamburg-Amerika lines, which jointly have 10 ships in the

<sup>a</sup>See quotation from "A Link of Empire" attached to end of this consul's report.

trade, and which have made this a port of call for passenger traffic. They own the following-named ships:

	Tons.
<i>Carcarado</i> . . . . .	8,000
<i>Ypiranga</i> . . . . .	8,000
<i>Konig Wilhelm II</i> . . . . .	9,408
<i>Konig Frederich August</i> . . . . .	9,461
<b>The Hamburg Sud Amerikaniche Line:</b>	
<i>Cap Arcona</i> . . . . .	9,830
<i>Cap Vilano</i> . . . . .	9,467
<i>Cap Blanco</i> . . . . .	7,523
<i>Cap Ortegal</i> . . . . .	7,818

There are three sailings monthly. These ships sail from Hamburg via Boulogne, Southampton, Vigo, Coruna, Leixoes (Oporto), and Lisbon, to Brazil and the River Plate, taking from fifteen to seventeen days to Rio Janeiro and eighteen to twenty days to the River Plate. They carry all classes of passengers, but do not take cargo from English ports direct. They get cargo from across the channel in small ships. It is not out of place to call attention to the fact that the German combination has, in addition to the above, three other lines sailing from Hamburg, as follows:

(1) Fortnightly, touching as follows: Antwerp, Boulogne, Vigo, Oporto, Lisbon, and Madeira, and north Brazilian ports up to Manaos.

(2) Weekly, from Hamburg, for same outward-bound ports, Pernambuco, Bahia, Victoria, Rio Janeiro, and Santos.

(3) Fortnightly sailings from Hamburg for all the south Brazilian ports, seven in number. These all become carriers of English manufacturers, which find their way to them at some over-channel port.

The vessels of the express line to Rio Janeiro and the River Plate are all first-class ships, and their accommodations for passenger and cargo are generally well taken. The passengers from this port number from 20 to 75 per vessel. Dover has recently been made the port of call for nearly all of the express steamers, but some of the Hamburg-Amerika Line are still posted for this port.

A *Link of Empire*, or *Seventy Years of British Shipping*, issued by the Royal Mail Steam Packet Company, shows no commercial subventions, but gives the following list of grants of money to the company for carrying mail:

MAIL CONTRACT WITH THE COMMISSIONERS FOR EXECUTING THE OFFICE OF LORD HIGH ADMIRAL.

1840, March 20—*West Indies service*.—Commenced January 1, 1842, for ten years. Subsidy, £240,000 per annum. Two sailings a month.

NOTE.—The steaming and sailing amounted to 684,816 miles per year, but was reduced in October, 1842, to 392,976 miles. Later, in 1843, a further reduction of 40,000 miles was agreed.

MAIL CONTRACTS WITH THE LORDS COMMISSIONERS OF THE ADMIRALTY.

1846, July 1—*West Indies service*.—Owing to further modifications in the original contract, a new one was drawn up for six years from January 1, 1846. Mileage in excess of 389,448 to be paid for extra.

1850, July 5—*West Indies and Brazil and River Plata services*.—For ten years from January, 1851. Two sailings monthly to the West Indies and a monthly service to Brazil and River Plata. Mileage increased by 152,000 miles. Subsidy, £270,000, and addition of only £30,000 a year.

1858, February 25—*West Indies and Brazil and River Plata services.*—Contract of 1850 extended by two years in consideration of improvements in the Brazil and West Indies services.

1858, July 1—*Australian service.*—Owing to the failure of the European and Australian Mail Company, the Royal Mail Steam Packet Company agreed to continue the Australian mail service, and entered into a mail contract for eight months, for a subsidy at the rate of £185,000 per annum, giving a monthly sailing, with government indemnity of £6,000 a month under certain circumstances of loss in the working. In 1860 and 1863 about £60,000 was received by the company under this head.

#### MAIL CONTRACTS WITH THE POSTMASTER-GENERAL.

1863, July 13—*Brazil and River Plata.*—From January 1, 1864, for seven years. Monthly service. Subsidy, £33,500.

1863, July 22—*West Indies service.*—From January 1, 1864, for six years. Fortnightly service from Southampton, also an intercolonial service. Subsidy, £72,914.

1864—*West Indies service.*—Supplementary contract, terminable at three months' notice, for conveyance of mails to British Honduras. Subsidy, £8,886 per annum.

1864, November 16—*West Indies service.*—Supplementary to the mail contract of July 22, 1863, with reference to government passengers, etc.

1865, April 1—*Brazil and River Plata service.*—Supplementary to the mail contract of July 13, 1863, with reference to government passengers, etc.

1868, June 26—*Brazil and River Plata and West Indies services.*—The contracts dated July 13 and July 22, 1863, extended to December 31, 1874.

1871, August 31—*St. Thomas and Porto Rico service.*—To continue only as long as the West Indies contract of July 22, 1863. Monthly service. Subsidy, £1,000 per annum.

1874, May 5—*West Indies service.*—From January 1, 1875, for five years. Fortnightly service. Subsidy, £84,750.

1874, July 8—*West Indies service.*—Supplementary to contract of May 5, 1874, arranging for a regular call at Plymouth homeward, with an extra subsidy of £2,000 per annum.

1874, December 24—*Brazil and River Plata service.*—Commenced January 1, 1875, subject to six months' notice. Payment for conveyance of mails made on a poundage-rate basis.

1875, February 9—*West Indies service.*—Supplementary to contract of May 5, 1874, with reference to government passengers, etc.

1876, June 15—*Brazil and River Plata service.*—Outward only, from September 1, 1876, subject to six months' notice. Fortnightly sailings. Payment for conveyance of mails made on a poundage-rate basis.

1878, August 12—*West Indies service.*—From January 1, 1880, for five years. Fortnightly sailings from Southampton; also an intercolonial service. Subsidy, £80,000.

1884, July 11—*West Indies service.*—Contract of May 12, 1878, extended for six months until July 1, 1885.

1885, March 18—*West Indies service.*—From July 1, 1885, for five years. When steamer goes to Greytown, Limon, or Savanilla from Colon, the mails to be conveyed without extra charge. Fortnightly service from Southampton, also an intercolonial service. Subsidy, £90,000.

1887, December 23—*Portuguese service.*—Parcel mails between United Kingdom and Lisbon and back to be conveyed under Brazil and River Plata contract by any of the steamers calling at the said port. Payment for conveyance of mails made on a poundage rate basis. From January 1, 1888. Termination by six months' previous notice, or end with contract of June 15, 1876.

1888, August 7—*River Plata service.*—Parcel mails between United Kingdom and Montevideo, and the United Kingdom and Buenos Aires and back, from September 1, 1889. Termination by six months' previous notice, or to end with mail contract June 15, 1876. Parcel mails to be conveyed by any steamer calling at the said ports. Payment for conveyance of mails made on a poundage rate basis.

1890, May 15—*West Indies service.*—From July 1, 1890, for five years. Fortnightly service from Southampton, together with an intercolonial service. Subsidy, £85,000 per annum.

1895, May 24—*West Indies service.*—From July 1, 1895, for five years. Fortnightly service from Southampton; also an intercolonial service. Subsidy, £80,000.

1900, September 1—*West Indies service.*—From July 1, 1900, for five years. Subsidy, £80,000 with an additional £5,000 from July 9, 1902, in return for the trans-Atlantic mail steamers calling at Trinidad. Fortnightly service from Southampton, together with an intercolonial service. Subsidy from 1902, £85,000.

1905, July 1—*West Indies service*.—No contract was in force from this date until June 1, 1907. During this period the mails were dispatched by the post-office by first steamer of any line sailing to the West Indies, and were paid for at the rate of  $\frac{1}{2}d$ . per letter, and the parcels on a poundage rate basis.

1907, June 1—*West Indies trans-Atlantic service*.—Expiring six months' notice. Fortnightly service. Payment for conveyance of mails made on a poundage rate basis.

1907, August 29—*West Indies intercolonial service*.—Contract for ten years. Subsidy, £25,000 per annum.

1908, November 20—*Morocco service*.—Expires at six months' notice. Payment for conveyance of mails made on a poundage rate basis.

#### MAIL CONTRACTS WITH COLONIAL GOVERNMENTS.

1872, February 23—*British Honduras service*.—Jamaica to Belize and back. From November 17, 1871, for three years and then terminable for six months' notice. Monthly service. Subsidy, £5,000.

1889, December 19—*Leeward Islands service*.—For five years. To be maintained by a steamer of 500 tons gross register, with a speed of 10 knots per hour. Subsidy, £3,000 per annum.

1892, March 11—*St. Lucia coastal service*.—To be performed by two steamers for five years, commencing August 1, 1892. Subsidy, £1,000.

1892, May 24—*Grenada coastal service*.—To be performed by three steamers for five years, from August 1, 1892, terminable by six months' notice. Subsidy, £1,500.

1897, July 31—*St. Lucia coastal service*.—Contract of 1892 extended for five years from July 31, 1897.

1901, March 22—*Trinidad and Tobago*.—One steamer each for Trinidad and Tobago. From March 19, 1901, for five years.

1901, June 24—*St. Lucia coastal service*.—Weekly service from Castries to Dennery for two years. Subsidy, £250. Discontinued 1902.

1902, August 21—*St. Lucia coastal service*.—Contract of 1892 continued with one steamer only from August 1, 1902, to December 31, 1906.

1902, October 8—*Grenada coastal service*.—To be performed by *Taw and Wear*, with *Eze* as relief steamer. From September 1, 1902, to December 31, 1906. Subject to six months' notice.

1902, November 20—*Dominica coastal service*.—For five years from December 25, 1901. To be performed by a steamer of not less than 80 tons gross register and 8 knots speed.

1905—*Australian commonwealth service*.—From April 4, 1905, to January 31, 1908. Fortnightly service. Subsidy £120,000 per annum. (Jointly with Orient Steam Navigation Company, Limited.)

1906, March 19—*Trinidad and Tobago coastal service*.

1907, January 1—*St. Lucia coastal service*.

1907, January 1—*Grenada coastal service*.

1907, November 15—*Australian commonwealth service*.—Extension of contract of 1905, providing for an additional payment of £4,000 for calling at Brisbane.

1909, January 1—*Dominica coastal service*.

#### MAIL CONTRACTS WITH FOREIGN GOVERNMENTS.

1875, April 20—*Costa Rica Government*.—For ten years. To call at Port Limon monthly out and home. Subsidy £1,200 per annum.

1876, September 11—*Portuguese Government*.—From October 1, 1876, at six months' notice. Lisbon, Southampton, and Lisbon to St. Vincent, Brazil, and River Plata. Fortnightly service. Payment for conveyance of mails made on a poundage-rate basis.

1876, October 12—*Brazil Government*.—Payment for conveyance of mails made on a poundage rate basis from Brazil to Europe, also to River Plata and between Brazilian ports. Six months' notice.

1877, July 30—*Argentine Government*.—Contract for fortnightly service from the Argentine to England and the continent. Terminable at six months' notice. Payment for conveyance of mails made on a poundage rate basis.

NOTE.—Payment ceased June, 1886, and was resumed from January to November, 1888, and since 1888 the company has had to carry the mails from the Argentine to England and the continent without receiving any payment.

1877, August 31—*Brazil Government*.—From October 22, 1877, until terminated by six months' notice. For conveyance of mails from Brazil to Europe and to River Plata, and between ports of Brazil, giving two sailings monthly. Payment for conveyance of mails made on a poundage rate basis.

NOTE.—Payment ceased 1900, since which date the company has had to carry the mails from Brazil to England and the continent without receiving any payment.

1878, October 23—*Brazil Government*.—For five years from December, 1878. Six months' notice. Subsidy, £2,500 per annum. Monthly call of South American mail steamers at Maceio.

1883, October 27—*Brazil Government*.—Contract of October 23, 1878, extended for five years from November 24, 1883.

1885, October 20—*Costa Rica Government*.—Contract of 1875 extended for five years.

1890, December 21—*Costa Rica Government*.—Contract of 1875 extended for a further five years.

1892, December 2—*Brazil Government*.—Contract of October 23, 1878, extended for five years from January, 1893.

1895, August 23—*Costa Rica Government*.—Contract of 1875 extended until April 8, 1898, with option of renewal.

1897, December 10—*Portuguese Government*.—Rates of payment revised under contract of 1876. Fixed sum per annum for foreign mails passing through Portugal (except from Spain). Separate fixed sum for mails from Spain. From January 1, 1898, to December 31, 1904—thereafter till ended by six months' notice.

#### STEAMSHIP SERVICE BETWEEN MARSEILLES AND SOUTH AMERICA.

[From a report by Consul-General A. Gaulin, at Marseille, November 18, 1909.]

(1) Two steamship lines maintain a regular service between Marseille and South America. The most important and only one carrying mail and passengers is the Société Générale de Transports Maritimes à Vapeur, which was established in 1865. The other company, the Seetransport Gesellschaft of Hamburg, is exclusively a freight line. The distance from this port to Rio de Janeiro over the route commonly followed (Malaga and Dakar) is 4,919 nautical miles.

The number of sailings per month by the first-named line follows: For Rio de Janeiro, 2; for Montevideo, 2; for Buenos Aires, 4. The time required for passage to Rio de Janeiro is sixteen days. The German line has monthly departures for Montevideo, Buenos Aires, and Rosario, with optional calls at La Plata, Encenada, Bahia Blanca, and Colastine.

(2) The Société Générale de Transports Maritimes à Vapeur has entered into no contract or convention with any government in regard to the carrying of mails. It is, however, under obligation to carry mails gratuitously from France on its steamers that receive bounties from the French Government. The rates paid for this service on the other steamers are 3 francs (57.9 cents) per kilogram (2.204 pounds) for letters, and 40 centimes (7.72 cents) for the same quantity of other matter. Mails are carried from Marseille, Malaga, and Dakar, and South American countries.

The time required for the dispatch of letters and receipt of replies by this route is as follows:

	Days.
To Rio de Janeiro and return .....	37
To Montevideo and return.....	49
To Buenos Aires and return.....	51

(3) The number of first and second class passengers who embarked at Marseille for South American ports on this line in 1908 was 1,350, and the number arriving from these ports in the same period was 1,083.

(4) The Société Générale de Transports Maritime à Vapeur receives at the present time from the French Government "shipping bounties" for the four steamers of the fleet registered since the enactment of the most recent subsidy law, that of April 19, 1906. This law provides that all vessels sailing under the French flag in the deep sea or in the international coasting trade, may receive for each day that the vessel is actually in commission, a bounty of four centimes (0.772 cent) per ton up to 3,000 tons; 3 centimes (0.579 cent) per each additional ton between 3,001 and 6,000 tons; and 2 centimes (0.386 cent) for each additional ton above 6,000 tons. There is a reduction of 15 per cent when the steamers, on their trial trips, half loaded, do not make an average speed of at least 10 knots. No bounty is given to steamers which do not make 9 knots. The bounty is increased 10 per cent for steamers making 14 knots on their trial trips; 20 per cent for steamers making 15 knots, and 30 per cent for steamers making 16 knots. Only steamers registered since April 19, 1906, are entitled to the bounty, and foreign-built vessels must be less than 2 years old when they receive their French registers. The number of days for which the bounty may be paid is limited to 300 per year. The four steamers above mentioned having a recorded speed of 16 knots, receive the highest bounty under the law. One of these steamers has a gross tonnage of 6,800 tons, another of 6,000 tons, and the other two of 5,000 tons.

Four other steamers of this company were allowed, under the law of April 7, 1902, "navigation bounties" aggregating 776,108 francs (\$149,788.84). As already stated, vessels receiving subsidies in any form must carry mail gratuitously.

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SUMMARY BY CONSUL-GENERAL GEORGE E. ANDERSON OF RIO DE JANEIRO, BRAZIL, OF HIS REPORT OF JULY 30, 1909, ON "IMPROVEMENTS IN EUROPEAN-SOUTH AMERICAN SHIPPING SERVICE."

As the result of more or less aid from the governments concerned within the past three years, there has been developed between the eastern coast of South America and the several countries of Europe, notably Great Britain, Germany, France, and Italy, a service of fast modern ships, the least of them of 14 knots speed, which has come to be a prominent factor in the foreign commerce of eastern South America with the rest of the world.

The number of such ships entering and clearing from the port of Rio de Janeiro from and to Europe has doubled in the past three years, so that there are now on an average about 20 ships of such speed and an average gross tonnage of about 6,600 tons each per month in either direction, affording mail connections between Rio de Janeiro and European points about 16 times a month in twelve to fifteen days compared with two 12-knot ships with an average gross tonnage of about 5,200 tons each between New York and Rio de Janeiro, sailing on an eighteen and a half day schedule. By reason of such communication Europe and eastern South America are becoming more and more closely related and American trade is unquestionably suffering.

This state of things exists in spite of the fact that exports and imports between Brazil and the United States annually average 20 per cent greater than between Brazil and any other nation and the volume of actual freight from Brazil to the United States is almost, if not quite, as great as that from Brazil to all other countries.

Lines of fast modern ships constituting the service herein reviewed between Europe and the lower east coast of South America are maintained with more or less government aid by Germany, Great Britain, Holland, France, Italy, and Austria-Hungary.

#### IMPROVEMENT IN EUROPEAN-SOUTH AMERICAN SHIPPING SERVICE.

In 1906 certain German shipping companies more or less concerned at that time in the shipping service between Europe and the ports of South America, especially the ports upon the eastern coast of that continent, commenced under the stimulus of government aid the development of an improved service of large, fast, modern ships to take the place of the small, slow, old vessels which were serving the trade at that time.

This innovation was followed and, in some respects, immediately exceeded by English and other competitors, with the result that within the past three and a half years there has been a development of a modern, fast, comfortable, and well-equipped passenger, mail, and express service between the several countries of Europe and Brazil and Argentina. During this time there has been some improvement in the service of foreign ships between the United States and the east coast of South America, but the service is still slow and inadequate. The improvement in the service between Europe and the eastern coast of the continent has been in the number of ships carrying passengers, in the size of such ships, in their speed, their equipment, and the regularity of their schedules. Most of such improvement has come directly as the result of stimulation of shipbuilding and maintenance by subsidies paid by the several governments to ships carrying their flags in this trade.

The entire shipping service between the United States and the eastern coast of South America and Europe is indicated by the returns of such shipping at the port of Rio de Janeiro, practically all of the better class calling at Rio de Janeiro on their voyage to or from the United States or to or from Europe, the Rio de Janeiro figures thus measuring in a practical way the service between Europe and the River Plata and the United States and the River Plata.

In a general way there has been comparatively little change during the past year in the amount of shipping passing between Brazil and Europe and between Brazil and the United States, as the case may be. The actual amount of shipping between the two countries is determined by the actual freight offered. The profit in shipping on any route is so narrow that all routes of possible profit are filled by tramp vessels just as soon as freight may be offered. But the character of the service thus afforded is a matter of great variance and also of great moment. In 1908 there entered in all the ports of Brazil, including repeated voyages of the same ship and repeated entries in each port, a total of 5,474 ships on over-sea voyages with a total tonnage of 12,362,480 as compared with 5,415 ships and 11,168,324 tons in 1907, an increase of about 1 per cent in the num-

ber of ships and about 10 per cent in tonnage, an increase in the size of the ships, which is self-apparent.

Of the entries in 1908, 2,199 ships, with a tonnage of 6,124,347 (all net), were English, as compared with 2,172 ships with 5,537,354 tons in 1907. Germany comes second with 920 ships with 2,536,032 tons compared with 901 ships and 2,323,166 tons in 1907; Brazil next with 556 ships and 473,552 tons as compared with 553 ships and 498,732 tons in 1907; France with 404 ships and 1,017,848 tons compared with 395 ships and 939,430 tons in 1907; then Argentina with 349 ships, Italy with 344 ships, Austria-Hungary with 148 ships, Norway with 126, Holland with 77, and others, the balance with 10 ships with 7,356 tons for the United States compared with 13 ships with 12,972 tons in 1907. The American vessels listed were two government mine planters in two ports, one vessel in Rio de Janeiro in distress, three ships with cargo, and one yacht in three ports. The merchant ships were sailing ships.

While these general figures as to shipping serving Brazil show an almost complete absence of American shipping in South American waters they offer nothing out of the ordinary. There are other features of the situation, however, which merit careful consideration on other grounds than mere pride in the presence of the American flag on American ships in waters of countries with which the United States trades. Chief of these is the fact that the lack of American shipping in Brazilian and South American waters reflects a general lack of proper steamship service of American or any other nationality to handle commerce as it should be handled and properly serve American trade, the presence of other flags and particularly of other flags on modern fast ships indicating in a convincing way special efforts of other nations to foster their own export and import trade.

This fact appears graphically from an examination of the detailed features of shipping serving Europe and the eastern coast of South America and serving the United States and the same coast, of which the figures for the port of Rio de Janeiro, as above indicated, may be taken as the most convenient and the most significant, both as to Brazil and as to River Plata points. In 1908 there arrived in the port of Rio de Janeiro from all over-sea ports a total of 1,270 vessels. Of these, 119 came from the United States and 720 came from Europe, the rest coming from ports from other parts of the world. There departed from Rio de Janeiro for all ports a total of 1,182 vessels, and of these 208 went to the United States and 443 went to Europe. In view of the fact that the United States last year took a little over 40 per cent of Brazil's total exports, the comparative number of ships is reasonably proportional. In the matter of tonnage and speed, however, the United States is almost altogether without the service this proportion of Brazil's trade would justify. Taking the latest figures available, those for the half year ending June 30, 1909—the light half year in Brazil's trade—and the returns show that the total number of over-sea ships entered in Rio de Janeiro coming from European ports was 250, with an aggregate gross registered tonnage of 1,630,488, as compared with 355 ships, aggregating a gross registered tonnage of 2,094,500, in the same period of 1908.

The number of steamships sailing from Rio de Janeiro from European ports in the same period was 243, with a total gross tonnage of 1,232,894, as compared with 217 ships, with 1,193,500 gross tonnage,

in the same half of 1908. The total number of steamships entering Rio de Janeiro from all American ports in the first six months of 1909 was 53, with a total gross tonnage of 180,843, or an average of 3,418 tons per ship, as compared with 54 ships, with a gross tonnage of 122,217, or an average gross tonnage of 3,583 tons, in the same period of 1908.

Of these vessels Great Britain furnished 36, Germany 7, Brazil 4, others 7—the United States none. There sailed from Rio de Janeiro for all American ports in the first half of 1909 a total of 60 steam vessels, with a gross tonnage of 217,593, or an average tonnage of 3,626, as compared with 73 vessels with a gross tonnage of 249,967, or an average tonnage of 3,410 in the same period of 1908. Of these Great Britain this year furnished 39, Germany 9, Brazil 3, others 9—the United States none. These ships, except in the case of one line operating two ships in either direction, are practically without schedule, although two other lines attempt to make and keep schedules. The number of ships leaving Rio de Janeiro for the United States on a regular schedule was 9, with a total tonnage of 44,034, or an average gross tonnage of 4,890, and the number coming from the United States in the same period was 11, with a gross tonnage of 62,819, or an average tonnage of 5,711. Nevertheless it was in such vessels that the only notable improvement in the service between the two countries was had. During this six months the line which is maintaining a regular service between New York and Rio de Janeiro put into commission a new steamer of about 11,000 tons gross, which, though slow, offers modern passenger accommodations. A similar ship was put into service during the same period of 1908. These two ships are the only ships in service between the United States and Brazil in which up-to-date passenger accommodations can be had. Both are comfortable, but slow.

The discrepancy between the amount of tonnage and number of ships going from Brazil to the United States as compared with the total number of those coming from the United States to Brazil illustrates the character of the service. Cargo ships from Europe to Brazil are still accustomed to make the trip out with European goods, carry Brazilian coffee or rubber, or proceed in ballast to the United States, and then carry American cargoes to Europe. The vast mass of these ships are what are technically known as tramps. They offer abundant slow freight service, but can not be taken as stimulating communications or trade.

In notable contrast with this slow and irregular service with acceptable passenger accommodations between the United States and the eastern coasts of South America appears the fact that of the ships sailing from Rio de Janeiro to Europe during the first six months of 1909, 243 in all, with a gross tonnage of 1,630,488, 132 ships, with a total gross tonnage of 878,693, or an average gross tonnage of 6,656 tons gross per ship, are reported as having a speed of 14 knots or over per hour, some of them actually sailing on schedules calling for more than 16 knots. In the same period of 1908 there were only 110 of such ships, with a tonnage of 717,375, or an average gross tonnage of 6,521 tons each. There arrived in Rio de Janeiro from Europe in the same period of 1909 116 ships of a total gross tonnage of 761,202 and an average tonnage of 6,562, as compared with 77 ships, with a total gross tonnage of 495,337, averaging 6,433 in gross tonnage, and with the same speed, in the same period of 1908.

During this period, in 1908 and 1909, not a single merchant ship of this speed, American or otherwise, entered or cleared from Rio de Janeiro from or to an American port. Not a single ship of this class passed from or to the United States to or from a port on this side of the South American continent, Europe in that period of 1909 having an average of 4.5 vessels of that speed and an average tonnage per week to Rio de Janeiro and an average of a vessel of that speed an average tonnage five times a week from Rio de Janeiro and in a general way from the River Plata.

This improved service is due almost altogether to government action—to direct or indirect subsidy or mail subvention from the governments whose flags are flown. The aid given British interests on the South American run is in contracts for carrying mails, but these companies are the most independent of those giving service. In their new service of fine ships they have been followed by newer German steamers as well as by the steamships of Italy, France, Holland, and Austria, until now Italian ships are making the trip from Rio de Janeiro to Genoa in twelve days, German ships are making the trip from Rio de Janeiro to Southampton in fourteen days, and French and English steamers regularly make the trip to their respective ports in similar periods. As stated above, during the last two years there has been inaugurated between the United States and Argentina via Rio de Janeiro an improved service of a new or rebuilt ship sailing from New York and Buenos Aires on a 12-knot schedule at best.

With vessels of the same speed as those serving Europe and Brazil, the trip from New York to Rio de Janeiro would be made in considerably less than two weeks with all present stops instead of the eighteen and a half day schedule now obtaining. Instead of an average of over 19 ships a month of 14 knots speed or better, as there are from Europe, there are from United States to Brazil only 2 vessels, making the trip on an eighteen and a half day schedule; instead of the 22 fast ships, as there are from Brazil to Europe, there are from Brazil to the United States only the same 2 vessels. In the matter of mails the United States at present is practically confined to these 2 ships in either direction on this eighteen and a half day schedule. There are on an average during the year over 4 ships a week from Europe to Brazil carrying mails via Lisbon in an average period of about thirteen days, and there are on an average over 5 ships per week carrying mail from Rio de Janeiro in from twelve to fourteen days.

The manner in which this improved service between the east coast of South America and Europe has grown may be summarized in the statement that the number of such modern ships entering Rio de Janeiro in the first six months of 1907 was 63, with a gross tonnage of 379,649; in 1908 in the same period the number was 77, with a gross tonnage of 495,337; and in 1909 the number was 116, with a gross tonnage of 761,202.

The number of ships sailing from Rio de Janeiro for Europe in the first six months of 1907 was 73, with a gross tonnage of 466,464; in 1908 the number was 110, with a gross tonnage of 717,375; and in 1909 the number rose to 132, with a gross tonnage of 878,693. The average gross tonnage of these fast ships entering Rio de Janeiro in

1907 was 6,026; in 1908, 6,433; and in 1909, 6,562. The average gross tonnage of such ships leaving Rio de Janeiro for Europe in the same period was 6,389 tons in 1907; 6,521 tons in 1908; 6,656 tons in 1909. The increase has been steady both in number and in average tonnage, and it may be added that there has been a corresponding increase in average speed. This service has thus grown, not only as between Europe and Brazil, but between Europe and the River Plata ports as well.

This improved service as between the several countries of Europe and the eastern coast of South America is cumulative in its effects. While Great Britain, for example, may have six ships or so a month of this rapid class going from England to Brazil and from Brazil to England, France has about two a month, Italy two or three, Germany three or four, and other European nations various ships. All of these ships are, in fact, at the service of the merchants of each of the countries. By rapid railway connections all of these ships can be reached for mail and express service at Lisbon or some other last port, and mail to Europe is carried to Lisbon by any one of many ships and thence is forwarded to its destination by rail. The service between the United States and Brazil is, in fact, freight service only. It is, as far as time is concerned, the same sort of service each of these European countries has all the time, and in addition to such freight service is the service of the fast ships noted above. The United States, by reason of its isolated position, has peculiar need of its own shipping service. To place its commercial interests upon the same footing as regards a South American shipping service as the commercial interests of European nations are placed upon, demands a shipping service not only equal to that of any European nation, but to some extent a service equal to that of all maritime European nations.

That this improved shipping service between Europe and South America is affecting American trade in the countries concerned is becoming more and more evident, though it would be too much to ascribe all the recent change in American trade in Brazil to changes in shipping service alone. There are many lines of freight in which a rapid and modern service of ships is not necessary. By reason of superior shipping methods some American concerns can ship goods on slow freight steamers and still give more rapid delivery than European competitors. But there are many lines of trade also in which prompt service, equipped with cold-storage and similar appliances, is the very life of possible trade. In the way of exports of fruits and perishable food products, for example, the United States has been unable to secure the trade which would be immediately available for it with improved and more rapid service. American fruit often comes to Brazil via Europe. Some American apples have been shipped across the Tropics without ice, so strong has been the demand for them, although the loss en route was enormous.

Under present conditions it is still impossible to give a mail order from Brazil to a manufacturer in the United States and expect goods short of three months with prompt service on the part of the shipper, while it is constantly the experience of business men in Brazil that they can place an order by mail in England, France, or Germany and have the goods in two-thirds of that time. From seven to eight weeks is the least possible time for a round-trip letter to and from the United States at the present time, while round-trip letters to and from

English, French, German, and other European ports can not only be had in less than five weeks, but they can be had in that time almost any time of the month. The manner in which the fast and comfortable ships between South America and Europe maintain the social and intellectual sympathy between South America and Europe is a matter of very practical business importance. With such communication there is a sympathy with European ideas and ideals generally, a familiarity with European social and other habits and customs and an acquaintance with European trade methods which must bring South Americans close to Europeans. European styles and European goods follow as a matter of course. The imports of Brazil from the United States in 1908 showed a loss of over 16 per cent compared with those of 1907, while the average loss for all nations was 12 per cent; the loss of Germany was about 12 per cent, and that of Great Britain about 14 per cent, and others show little better records.

There is no mathematical demonstration that an effective steamship service would have enabled the United States to avoid such trade results altogether, but there is enough definite trade in sight to have made up much of the difference. Indirect and future trade results of a better service would have been unquestioned.

The present lack of adequate steamship accommodations between the United States and eastern South America is not due to a lack of trade. The total tonnage of actual freight going from Brazil to the United States on an average from year to year comes very close to that going from Brazil to all of Europe. The value of the total exports and imports between the United States and Brazil yearly averages more than 20 per cent more than the total exports and imports of Brazil and any other country. The exports of the United States to Brazil, while less in amount than those of Great Britain and Germany, exceed those of any country other than the two named, although five other countries maintain their own line of ships to Brazil. While the passenger traffic between Europe and Brazil is large, especially in immigrant, emigrant, and third-class travel, in either direction, the passenger traffic between the United States and South America also is growing large and would grow much larger if more high-grade ships were in service, a large percentage of the present traffic between the United States and South American ports being via Europe.

In spite of the fact that each country in Europe can take advantage of the vessels of every other European country in the trade with South America, as the United States does of the English and German vessels serving the trade between the United States and Brazil and the River Plata, each of the principal trading nations of Europe maintains by subsidies and mail subventions a line of its own. Services aided by government subsidies or mail contracts are now maintained on one or more routes between European and South American ports by Great Britain, Germany, Holland, France, Italy, and Austria-Hungary with modern vessels. Japan is aiding a service between Brazil and Asia, and Portugal is reported as making arrangements to establish a subsidized service with Brazil.

## STEAMSHIP SERVICE BETWEEN ITALY AND SOUTH AMERICAN PORTS.

[From the report of Consul-General James A. Smith, of Genoa, Italy, December 22, 1909.]

## STEAMSHIP LINES.

The companies operating a steamship service between Italy and South American ports are 12 in number. The routes followed, with the various ports of call, are as follows:

- (a) Line Genoa-Barcelona-Canaries- (or St. Vincent, Cape Verde) Montevideo-Buenos Aires of the Navigazione Generale Italiana.
- (b) Line Genoa-Barcelona-Canaries- (or St. Vincent, Cape Verde) Rio Janeiro-Santos-Montevideo-Buenos Aires of the same Navigazione Generale Italiana.
- (c) Line Genoa-Barcelona-Canaries-St. Vincent-Brazil-Montevideo-Buenos Aires of the Italian company La Veloce.
- (d) Line Genoa-Teneriffe-Santos-Buenos Aires of the Italian company Italia.
- (e) Line Genoa-Barcelona-St. Vincent-Rio Janeiro-Santos-Montevideo-Buenos Aires of the Italian company Lloyd Italiano.
- (f) Line Genoa-Barcelona- (or Tarragona) Gibraltar-Santos-Buenos Aires of the Italian company Lloyd Sabaudo.
- (g) Line Genoa-St. Vincent-Rio Janeiro-Santos-Montevideo-Buenos Aires of the Italian company La Ligure Brasiliiana.
- (h) Line Genoa-Marseille-Barcelona-Montevideo-Valparaiso of the Italian company Lloyd del Pacifico.
- (i) Line Genoa-St. Vincent-Montevideo-Buenos Aires-Rosario of Mr. Ottavio Zino, of Savona.
- (j) Line Genoa - Marseille - Barcelona - (Valencia) Dakar - Buenos Aires of the Société Générale des Transports Maritimes à Vapeur, of Marseille.
- (k) Line Genoa-Marseille-Barcelona - Valencia - Gibraltar - Dakar-Santos-Montevideo-Buenos Aires of the same company.
- (l) Line Genoa - Barcelona - Valencia - Malaga - Cadiz - Teneriffe - Rio de Janeiro-Santos-Montevideo-Buenos Aires of the Compañía Pinillos Izquierdo y C., of Cadiz.
- (m) Line Fiume - Trieste - Leghorn - Genoa - Pernambuco - Bahia - Rio Janeiro-Santos of the Austrian-Hungarian company Adria.
- (n) Line Trieste - Fiume - Leghorn - Genoa - Pernambuco - Bahia - Rio Janeiro-Santos of the Austrian-Hungarian Lloyd Austriaco.

It will be noted that Genoa is the point of departure for all of these lines with the exception of the last two, of which it is simply an intermediate port of call. Depending upon the number of intermediate ports at which stops are made and the velocity of the steamers, the duration of the voyage from Genoa to Rio de Janeiro or Buenos Aires varies from sixteen to twenty-two days. These steamers are all fitted for the transportation of emigrants and carry the mail free of charge. None of the lines is in receipt of a subvention from the Italian Government. Under ordinary conditions a reply to a letter sent to Buenos Aires or Rio de Janeiro will require from thirty-five to forty-five days. The Navigazione Generale Italiana, in combination with the Veloce Line, maintains a weekly service between Genoa and Buenos Aires. The former line has suspended its own direct service to Rio de Janeiro and Santos, but the latter, with the Lloyd Italiano,

Transports Maritimes, Lloyd Sabaudo, Italia, and Ligure Brasiliana, maintains a regular service between Genoa and these ports, the frequency of departures depending upon the season. In November, for instance, there were 9 departures of the several lines from Genoa for Rio and Santos and 17 for the River Plata.

The arrival at and departures from Genoa from and for South American ports of first and second class passengers during the calendar year 1908 is shown by the following table. At no other Italian port are passengers embarked for or disembarked from these ports, with the possible exception of Naples. The captain of the port of Naples reports the departure of 43 first and second class passengers for Buenos Aires and 2 for Rio during the same period, with no arrivals; but it is probable that these passengers came to Genoa and sailed from here, their number being included in the list of departures from the port.

Month.	Number of first and second class passengers	
	Arrived from South America.	Departed for South America.
January.....	210	460
February.....	217	387
March.....	400	649
April.....	920	570
May.....	1,064	310
June.....	1,055	375
July.....	849	270
August.....	647	-----
September.....	665	-----
October.....	446	1,135
November.....	441	1,194
December.....	343	647
Total.....	7,257	7,229

#### DISTANCES.

Over the route commonly followed, the distance from Genoa to Rio de Janeiro, as reported by the ministry of marine at Rome, is as follows: Genoa-Barcelona, 357 miles; Barcelona-St. Vincent (Cape Verde), 2,076 miles; St. Vincent-Rio de Janeiro, 2,701 miles; total, 5,134 miles. The Navigazione Generale Italiana Line, in its schedule of sailings, gives the distance to Rio as 5,037 miles; to Santos, 5,226 miles; and to Buenos Aires, 6,228 miles.

#### CARGO TO AND FROM SOUTH AMERICAN PORTS.

In round figures, 180,000 tons of cargo were unloaded at Italian ports during 1908 from the Argentine, 17,000 from Brazil, 57,000 from Chile (all nitrate), and 265 tons from Uruguay, a grand total of about 254,000 tons. Exports thence were 114,000 tons to the Argentine, 23,000 to Brazil, 2,600 to Uruguay, 900 to Chile, and 180 tons to Peru, a total of a little over 140,000 tons.

## EMIGRANTS AND IMMIGRANTS.

During 1908, 103,477 emigrants sailed from Italian ports and Havre for South American ports, and 5,887 returned to Italy from these ports. The exact number to and from Havre is not given, but the great majority were embarked and disembarked at Genoa. This trade is, of course, of far-reaching importance to the several lines engaged in the Italian-South American service.

## PROPOSED SERVICE FROM VENICE.

It is reported that a direct service between Venice and South American ports is to be inaugurated during the coming year, but this report is not confirmed at this writing.

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## REPORT ON SHIPPING FACILITIES BETWEEN THE PORT OF VALPARAISO, CHILE, AND THE UNITED STATES AND OTHER COUNTRIES.

[From a report by Consul Alfred Winslow, at Valparaiso, Chile, November 30, 1909.]

The German line is negotiating with the Chilean Government for additional dock privileges at Valparaiso, and plans are being made for an active campaign for the shipping business of this coast. The Kosmos company has under consideration the matter of making Panama a regular port for the line, if good docking facilities can be secured at Ancon. At present the Kosmos Line is carrying passengers between Valparaiso and Callao for one-half the tariff of the other lines.

The new passenger tariff just published by the Pacific Steam Navigation Company for the Panama service puts the rate from Valparaiso to Ancon at £41 8s., or \$201.46 United States gold, while the rate from Panama to Valparaiso is £48 15s., or \$237.24 United States gold, for a voyage of twelve days, covering a distance of about 3,000 miles. On the steamship line of the same company from Valparaiso to Liverpool, for a voyage of five weeks, covering about 10,000 miles, the fare is £65, or \$316.32 United States gold. It costs \$35.78 more to travel from Panama to Valparaiso than it does from Valparaiso to Panama, while it costs only \$79.08 more to travel 10,000 miles to Europe than it does to travel 3,000 miles along this coast. Freight rates are better. European interests have an advantage in rates.

The Toyo Kisen Kaisha line of steamers, sailing under the Japanese flag between Chinese and Japanese ports and the west coast of South America, is reported to be doing a good business.

Steamship rates are unobtainable here, as they are entirely in the hands of the offices in New York. There is little freight for the United States other than nitrate, and this can not be shipped via Panama with profit under conditions now prevailing, for the reason it is difficult to secure cargoes for the United States for steamers plying between Valparaiso and Panama.

REPORT ON NEED OF BETTER SHIPPING FACILITIES BETWEEN THE ARGENTINE REPUBLIC AND SOUTH AMERICA IN GENERAL AND THE UNITED STATES.

[From a report by Consul-General Alban G. Snyder, at Buenos Aires, January 14, 1909.]

In order to secure our share of a trade worth serious attention from every point of view, we must, as the first step, correct a defect in our commercial organization and take steps to connect the two continents by lines of fast mail steamers under the American flag and with regular sailings. With a regular service of fast steamers, there is no doubt that a great impetus would be given to American trade with this country. Even with the prevailing drawbacks, Argentine imports from the United States have risen in a few years from eight to nearly forty million dollars annually. The importance of Buenos Aires as a shipping center is growing year by year, and this fact has been grasped by European navigation companies.

We can not acquire our proportion of the foreign trade and what our overproduction may some day demand without quick, regular, and speedy ships. Under present conditions it is remarkable that we have the amount of trade in South America which we now possess. We have it in many instances because the buyers have no other source from which they are able to procure the desired goods, and in most cases when we meet with competition the orders go to Europe. Frequently mails and merchandise are intrusted to tramp steamers and arrive here a week to fifteen days after another vessel which left New York a week after the tramp steamer. South America has an annual foreign commerce of over \$1,500,000,000. We have less than \$250,000,000 of this. Latin America has a foreign commerce of more than \$2,000,000,000 yearly. It is not too much to say that we are so backward mainly for want of communication, especially fast and regular mail and passenger service.

*Arrival of vessels during 1908.*

Month.	Steamers.	Tons.	Sailers.	Tons,
January.....	187	412,332	29	33,122
February.....	187	449,832	29	28,940
March.....	200	446,207	29	27,467
April.....	170	380,520	14	13,464
May.....	195	448,908	16	14,951
June.....	177	397,616	18	21,264
July.....	134	305,289	10	10,443
August.....	99	221,166	16	12,642
September.....	143	330,345	14	18,947
October.....	153	389,193	21	22,598
November.....	161	380,696	19	23,027
December.....	197	484,500	14	15,472
Total.....	2,003	4,646,404	229	242,337

The above shows an increase of 359 steamers with 998,978 tons over 1907 and a falling off of 9 sailers with 10,931 tons over the same period.

*Nationality of vessels above.*

Nation.	Steamers.	Tons.	Sailers.	Tons.
British.....	1,218	2,824,103	22	21,911
German.....	190	598,051	1	1,485
Italian.....	146	424,404	54	59,376
French.....	121	329,207	1	837
Norwegian.....	5	8,560	125	136,935
Argentine.....	116	51,994	4	2,770
Other flags.....	207	410,085	22	19,023
Total.....	2,003	4,646,404	229	242,337

*Table of tonnage figures for past four years.*

Nation.	1908.	1907.	1906.	1905.
British.....	2,846,014	2,236,588	2,580,592	2,397,526
German.....	599,536	517,123	506,358	452,373
Italian.....	483,780	366,792	514,393	417,793
French.....	330,044	319,869	309,712	335,490
Others.....	629,367	460,322	579,243	486,647
Total.....	4,888,741	3,900,694	4,490,298	4,089,829

## AMERICAN VESSELS ENTERING BUENOS AIRES, 1908.

The sum total of American shipping to Buenos Aires during the year 1908 is represented by four small sailing vessels with an aggregate tonnage of 4,074. The only other times our flag was seen were when the torpedo fleet came and when an American minister arrived or departed.

*Passenger traffic to and from Buenos Aires during the first eleven months of 1908 and principal steamship lines carrying same.*

## PASSENGERS ENTERING.

	Europe.	Brazil.	North America.
First class.....	10,368	2,378	249
Second class.....	7,637	939	71
Third class.....	181,756	11,319	220

## PASSENGERS LEAVING.

	9,801	2,256	156
First class.....	9,801	2,256	156
Second class.....	5,382	950	171
Third class.....	70,169	6,236	238

*Principal steamship companies in this trade.*

Company.	Departures.		Arrivals.	
	First.	Third.	First.	Third.
Cos. Hamburg.....	2,633	7,542	2,616	25,798
Transports Maritimes.....	753	8,093	727	24,575
Navigazione Gen. Italiana.....	598	7,657	529	16,445
Soc. Italia.....	569	7,688	506	15,533
Lloyd Italiano.....	365	5,875	274	13,743
La Veloce.....	673	6,237	594	11,652
Royal Mail.....	1,871	3,519	2,237	9,289

## NOTES ON BRITISH SHIPPING TO BUENOS AIRES.

The average number of ships under the British flag entering and clearing from Buenos Aires during the last three years was 1,118, represented by about 52 companies, as follows:

Royal Mail Steam Packet Company (Limited).  
Lampert & Holt.  
R. P. Houston & Co. (Limited).  
Prince Line.  
H. & W. Nelson Company (Limited).  
Barbor Line.  
Rankin & Gilmour.  
Bucknall Nephews.  
D. McIver & Co.  
Pyman Brothers (Limited).  
Hull Shipping Company.  
Manchester Liners (Limited).  
Allen Ellerman Company.  
Birt Patter & Highes.  
Sir W. Runciman & Co.  
Buenos Aires and Pacific Railway Company.  
Frederick Loyland & Co.  
Larringa Steamship Company.  
Battle Line.  
The Temperly Steamship Company.  
Ilderton Steamship Company.  
Houlder Brothers.  
Shire Line.  
M. & A. Rickenson.  
The Peareth Steamship Company.  
The Dunlop Steamship Company.  
Park Steamship Company.  
Galbraith Pembroke & Co.  
George Hallett & Co. (Jacket Line).  
Agincourt Steamship Company.  
Southern Railway Company.  
Adam Brothers.  
Furness Withyand Company (Limited).  
R. Ropner & Co.  
Macbeth & Co.  
H. Samman & Co.  
C. Radcliffe & Co.  
Cockerline Steamship Company.  
J. Chadwick & Sons.  
J. H. Harrowing & Co.  
Turner Brightman.  
A. Meekand Sons.  
Maclay & MacIntyre.  
Monarch Steamship Company.  
Hain Steamship Company.  
The Neptune Steam Navigation Company.  
William Thomas Liverpool Steamship Company.  
Federal Line.  
Hindustan Steamship Company.  
Egypt and Levant Steamship Company.  
Elder Dempster.  
British Maritime Trust (Limited).

Of these lines only the Royal Mail carries mail regularly between the United Kingdom and the Argentine, and the average speed of this line is 15 knots. The quickest trip of one of these ships between a British port and the Argentine was twenty days, making all stops.

The Royal Mail receives pay for carrying the mails, while a few of the other lines are similarly paid in other places.

## NOTES ON FRENCH SHIPPING TO BUENOS AIRES.

Of French vessels 131 entered and cleared from this port in 1907. The French lines trading with Buenos Aires are as follows:

La Cie. des Messageries Maritimes.  
 La Société Générale des Transports Maritimes à Vapeur.  
 La Cie. des Chargeurs Réunis.  
 La Cie. Cyprien Fabre.

The average speed of these boats is 14 knots, and the quickest trip by a boat of the first-named company was made from Bordeaux in twenty and one-half days, with stops at Lisbon, Dakar, Pernambuco, Bahia, Rio, and Montevideo, while the second-named company has made a voyage from Marseille in nineteen days, stopping at Dakar only.

The Messageries Maritimes expects to place in this trade in the next eighteen months three new vessels of 14,000 tons each and 15 knots speed.

Boats built in France receive certain aid during twelve years in conformity with a special law governing such matters.

## NOTES ON BELGIUM SHIPPING TO BUENOS AIRES.

About 20 to 25 ships under this flag enter and clear from this port yearly, and it is expected that this number will be increased shortly. Up to recently these steamers belonged to the two companies.

Compagnie Royale Belgo-Argentine.  
 Societe Anonyme de Navigation Royale Belge Sud-Americaine (just liquidated).

None of these steamers are mail boats, all cargo, averaging 10-12 knots and requiring 25 to 30 days for the voyage from Antwerp to Montevideo.

Relative to government aid, the Compagnie Royale Belgo-Argentine, which had 4 steamers, received this year from the Government a 30 per cent loan of 2,000,000 francs, redeemable in twenty years at the company's option, but under the condition of increasing its fleet. As a result of this the company has already bought 3 large steamers and now has 7 boats, as follows:

Leopold II.  
 Republica Argentina.  
 President Bunge.  
 Baron Baeyens.  
 Ministre de Smet de Naeyer.  
 Ministre Beernaert.  
 Gouverneur de Lantsheere.

## NOTES ON GERMAN SHIPPING TO BUENOS AIRES.

German ships arriving at this port are divided among the following companies:

Hamburg-South American Company.  
 Hamburg-American Line.  
 North Dutch Lloyd.  
 Hansa.

The greater number of these carry mail.

## NOTES ON DUTCH SHIPPING TO BUENOS AIRES.

On an average about 24 Dutch vessels enter and clear from this port yearly, the principal vessels belonging to the Koninklyk Hollandsche Lloyd, formerly known as the "Zuid Amerika Lyn." The vessels possessed by this company average 10 miles an hour and carry freight and third-class passengers, while two vessels for first-class passengers are under construction and will have a speed of 14½ knots an hour.

The company mentioned above has received or will receive an advance from the Government as follows:

300,000 florins for the first five years (about \$120,000).  
200,000 florins for the second five years (about \$80,000).  
100,000 florins for the third five years (about \$40,000).

These advances are to be returned by the company in accordance with rules relative to the benefits obtained on a certain percentage of the capital.

## NOTES ON BRAZILIAN SHIPPING TO THE ARGENTINE.

An average of over 50 boats under the Brazilian flag enter and clear from this port yearly, the only line running a regular service being the Lloyd Brasileiro, the rest being tramps. The ships of this line are modern, of English and German construction, and make the voyage from Buenos Aires to Rio in about ten days, stopping at about ten ports on the trip. They are capable of making 12 knots.

The Lloyd Brasileiro receives a subsidy from the Government of Brazil of \$625,000 American gold a year for the service from the Amazon River to Cuyaba by way of the Paraguay River.

## NOTES ON ITALIAN SHIPPING TO BUENOS AIRES.

In the year 1907, 194 Italian vessels entered and cleared from the port. Six lines make regular trips from Genoa to Buenos Aires, calling at Rio, Santos, and Montevideo en route, as follows:

Navigatione Generale Italiana.  
Le Veloce.  
Lloyd Italiano.  
Lloyd Sabaudo.  
Italia.  
Ligure Brasiliiana.

These vessels average 13½ knots, and several of them have made trips from Italian ports to Buenos Aires in seventeen days.

## NOTES ON AUSTRO-HUNGARIAN SHIPPING TO BUENOS AIRES.

About 30 ships under this flag enter and clear yearly from this port, most of them being tramps with the exception of the ships of the Austro-American line. This line is the only one having a regular service with the Argentine and starts from Trieste. It also carries the mail and averages about 14 knots, the scheduled trip being twenty-seven days.

## NOTES ON DANISH SHIPPING TO BUENOS AIRES.

Of Danish ships, about 10 enter and clear yearly from Buenos Aires, 4 of which belong to the "Det Forende Dampsksibs Selskab," the rest being tramps. None of these ships carry mail, and the quickest trip made by one of them from a Danish port to this city was thirty-six days, the vessel having several stops on the journey. No government assistance is received.

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## THE NECESSITY FOR AMERICAN SHIPPING FOR AMERICAN GOODS.

[From a report by Consul Alfred A. Winslow, in Valparaiso, Chile, November 28, 1906.]

There are two freight lines between here and New York that sail under the British flag. One makes two sailings a month and the other one sailing. The freight rate is 21 cents per cubic foot. They give very satisfactory service, considering everything, but we should have one or two lines for this coast sailing under the American flag, and until we do we must expect other countries to have the best of the trade in this part of the world.

Something should be done to encourage American shipping if we expect to get the trade we should have in this part of South America. I do not pretend to say how this should be done, but I believe it should be accomplished, and the sooner the better. After a careful study of this question for several years at different points—Europe, Central America, and now at this post—I am convinced that money and attention can be put to no better use than in building up American shipping. Now is the time to make a strong move for the trade of this part of the world.

In 1905 the imports of Chile amounted to \$56,578,925, of which the United States furnished 10 per cent, of which nearly one-third was machinery and one-sixth was oil, while Germany furnished 25 per cent, of which one-fifth was machinery and one-fourth textiles, and England furnished 37 per cent, of which less than one-tenth was machinery, while more than one-third was made up of textiles. We are in a position to supply this trade if we can get it. We can do so if sufficient attention is given to it, and it is hardly fair to expect the exporter to bear all the burden when the transportation facilities are against him.

What is true of Chile as to foreign commerce is true of the other countries of the west coast of South America, which imports in the aggregate goods valued at more than \$150,000,000, of which we are not getting much more than 10 per cent.

The freight rates via Panama are nearly 50 per cent heavier than through the Straits of Magellan, and the time is usually no quicker. I am informed the steamers direct from New York are of late fully loaded. The freight rate from European ports to Valparaiso varies from 14 cents per cubic foot for bar and strap iron to 60 cents per cubic foot for the highest class of freight.

## STEAMSHIP SERVICE FROM BARCELONA TO SOUTH AMERICA.

[From a report of Consul-General Frank D. Hill, Barcelona, Spain, December 18, 1909.]

There are 9 regular steamship services between Barcelona and Rio de Janeiro, Montevideo, or Buenos Aires. Of these services, three are maintained by Spanish companies—the Compañía Transatlántica Española; Pinillos, Izquierdo y Compañía; and the Sociedad Anónima de Navegación. Two are maintained by French lines—the Compagnie de Navigation France-Amérique and Société Générale de Transports Maritimes à Vapeur. Four are maintained by Italian companies—the Lloyd Sabaudo, the Lloyd Italiano, La Veloce, and Navigazione Generale Italiana.

Mail from Barcelona to South America is carried only occasionally by these lines. This office is advised by the postmaster at Barcelona that mail for Rio de Janeiro and other ports is sent from Barcelona to Lisbon via Madrid to be carried by English or French mail steamers. From thirty to thirty-five days are required for the dispatch of letters to Rio de Janeiro and receipt of replies.

The following information is offered with respect to the several lines mentioned above:

## COMPAÑÍA TRANSATLÁNTICA ESPAÑOLA (SPANISH).

(1) This company has one sailing per month, steamers leaving Genoa and calling at Barcelona, although the departure from Genoa is only optional. The steamers do not call at Rio de Janeiro, although they occasionally make Santos. The distance from Barcelona to Buenos Aires is 6,156 nautical miles. The time required to make the voyage is twenty-one days.

(2) The steamers of the Compañía Transatlántica carry Spanish mails. This is a subventioned line. Mail carried exclusively by this line would require about fifty days between Barcelona and Buenos Aires and return.

(3) This line carries about 500 first and second class passengers from Barcelona to Montevideo and Buenos Aires annually, and about the same number from Buenos Aires to Barcelona.

(4) The Compañía Transatlántica has been receiving a subvention from the Spanish Government for this as well as for other lines. The contract has, however, recently expired. According to a law of June 14, 1909, the contracts for this service are now being let. The law provides for an annual subvention of 1,736.440 pesetas (\$300.404) for the service to Buenos Aires.

## PINILLOS, IZQUIERDO Y COMPAÑÍA (SPANISH).

(1) This line has steamers sailing from Genoa via Barcelona to Rio de Janeiro, Montevideo, and Buenos Aires every twenty days. The distance from Barcelona to Rio de Janeiro by the route followed is 4,743 nautical miles. Twenty days are required to cover the distance. On the return trip the steamers do not call at Rio de Janeiro.

(2) Spanish mail is carried occasionally. The company has no regular contract and receives no remuneration for carrying the mail.

(3) The company is unable to furnish a statement in regard to passengers carried, as the service has been inaugurated only recently. It states, however, that passenger movement is increasing steadily.

(4) The Pinillos-Izquierdo Line receives no subvention.

## SOCIEDAD ANÓNIMA DE NAVEGACIÓN (SPANISH).

(1) This company has one sailing per month from Barcelona to Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The distance from Barcelona to Rio de Janeiro by way of Vigo, port of call in northern Spain, is 5,465 nautical miles. Twenty days are required to make the trip from Barcelona to Rio de Janeiro.

(2) Mail is not carried.

(3) From July 1 to September 30, 1909, 8 cabin passengers were embarked at Barcelona for South American ports, and 23 cabin passengers were landed at Barcelona from the same ports. The company carries about 75 cabin passengers annually from Barcelona to South American ports and about the same number on the return trip.

(4) The company receives no subvention.

## COMPAGNIE DE NAVIGATION FRANCE-AMÉRIQUE (FRENCH).

(1) This line has one sailing per month from Barcelona to Rio de Janeiro, Montevideo, and Buenos Aires. The distance from Barcelona to Rio de Janeiro over the route followed is 4,743 nautical miles, and the time required for the voyage is twenty days. The voyage begins at Marseille, although occasionally steamers sail from Naples, calling at Genoa and Marseille.

(2) This line carries French mail, although much French mail for Rio de Janeiro and Buenos Aires is sent via England. The local agents are unable to state under what arrangements French mail is carried by the company. No Spanish mail is carried.

(3) Very few passengers are embarked at Barcelona for South American ports by this line. About 25 cabin passengers are carried yearly to South American ports and about the same number are carried on the return trip.

(4) Local agents advise this office that the line receives no subvention.

## SOCIÉTÉ GÉNÉRALE DE TRANSPORTS MARITIMES À VAPEUR (FRENCH).

(1) This company is intimately connected with the Compagnie de Navigation France-Amérique. The two are represented by the same agents at Barcelona. This company has one sailing per month from Barcelona to Rio de Janeiro, Montevideo, and Buenos Aires. The distance from Barcelona to Rio de Janeiro over the route followed is 4,743 nautical miles, and the time required for the voyage is seventeen days. The voyage is begun at Marseille, although occasionally steamers sail from Naples, calling at Genoa and Marseille.

(2) This line carries French and Spanish mail. It has no contract with the Spanish Government. Mail is carried gratuitously when placed on board the steamers.

(3) About 75 cabin passengers are carried from Barcelona to Rio de Janeiro, Montevideo, and Buenos Aires per year and about the same number arrive from these ports.

(4) Local agents advise this office that this line receives no subvention.

## LLOYD SABAUDO (ITALIAN).

(1) The Lloyd Sabaudo Line has one sailing per month from Barcelona to Rio de Janeiro, Montevideo, and Buenos Aires. Its steamers sail from Genoa. From eleven to sixteen days are required to cover the distance from Barcelona to Rio de Janeiro, which is 4,743 nautical miles by the route followed.

(2) The Lloyd Sabaudo carries Italian mail from Genoa and occasionally takes Spanish mail at Barcelona, although it has no mail contract with the Spanish Government. From thirty to thirty-five days are required for sending letters to Rio de Janeiro and receiving replies.

(3) Between 350 and 400 cabin passengers are embarked at Barcelona for South American ports annually. The steamers do not call at Barcelona on the return trip.

(4) This office is advised by the local agents that this line receives no subvention.

## LLOYD ITALIANO (ITALIAN).

(1) The Lloyd Italiano has one sailing a month from Barcelona to Rio de Janeiro, Montevideo, and Buenos Aires.

Fifteen days are required for the voyage to Rio de Janeiro.

The distance from Barcelona is 4,743 nautical miles. The voyage originates at Genoa.

(2) Italian and Spanish mails are carried. Local agents do not know whether the line has a contract with the Italian Government. It has none with the Spanish Government. Spanish mail is carried gratuitously. Thirty-five days are necessary for the dispatch of letters to Rio de Janeiro and the receipt of replies.

(3) About 200 cabin passengers are embarked annually at Barcelona for Rio de Janeiro, Montevideo, and Buenos Aires. The company is unable to state the number arriving at Barcelona from South American ports.

(4) The local agents are unable to state whether the line receives a subvention from the Italian Government. None is received from the Spanish Government.

## LA VELOCE LINE (ITALIAN).

(1) This line has two sailings a month for Rio de Janeiro, Montevideo, and Buenos Aires. Steamers sail from Genoa and call at Barcelona. The distance from Barcelona to Rio de Janeiro is 4,743 nautical miles. Between thirteen and sixteen days are required to cover distance.

(2) This line carries Italian mail and occasionally Spanish mail. The local agents are unable to give the terms of the contract with the Italian Government. The company has no contract with the Spanish Government, and mail is carried gratuitously.

(3) The agents are unable to state number of passengers carried.

(4) As far as local agents are aware, the "Veloce" line receives no subvention.

## NAVIGAZIONE GENERALE ITALIANA (ITALIAN).

The "Navigazione Generale Italiana" and "La Veloce" lines have the same agents at Barcelona.

(1) The Navigazione Generale Italiana company has two sailings a month to Rio de Janeiro, Montevideo, and Buenos Aires. Steamers sail from Genoa and call at Barcelona. The distance from Barcelona to Rio de Janeiro is 4,743 nautical miles. Between thirteen and sixteen days are required to cover the distance.

(2) This line carries Italian and Spanish mail. The local agents are unable to give the terms of the contract with the Italian Government. The company has no contract with the Spanish Government and mail is carried gratuitously.

(3) The agents are unable to give the number of cabin passengers carried to and from given ports.

(4) The "Navigazione Generale Italiana" company receives a subvention from the Italian Government. The local agents are, however, unable to state amount of the subvention.

This office is advised by the local customs-house that no records are kept showing by classes the passenger movement entering and leaving Barcelona by sea. No figures giving the number of passengers, exclusive of emigrants, embarked here for South American ports is, therefore, available.

According to local health officers, the total passenger movement (including cabin and steerage passengers) between Barcelona and Brazil, Uruguay, and the Argentine Republic was in 1907:

*Passengers embarked at Barcelona.*

For Brazil.....	97
For Uruguay.....	249
For Argentine Republic.....	8,542

*Passengers landed at Barcelona.*

From Brazil.....	198
From Uruguay.....	183
From Argentine Republic.....	3,541

## EUROPEAN STEAMSHIP SERVICE BETWEEN BORDEAUX AND SOUTH AMERICA.

[From a report of Consul Alfred K. Moe, at Bordeaux, December 6, 1909.]

I beg to make the following report on steamship service to South America:

1. The Compagnie des Messageries Maritimes is the only line maintaining a regular service between Bordeaux and Rio de Janeiro, Montevideo, and Buenos Aires. The distance from Bordeaux to Rio de Janeiro is 5,064 nautical miles, or 1,688 marine leagues. There are two sailings in each month. The departures from Bordeaux are made every two weeks. The time required for the voyage to Rio de Janeiro is sixteen to seventeen days.

2. All classes of mail matter are carried from the several continental countries and the United Kingdom to Brazil and the Argentine either via Bordeaux or Lisbon, at which port the steamer touches. Mails

are carried under convention made at the International Postal Congress, Berne, Switzerland, every two years. The French Government appears to obtain a rate of 15 francs per bag of first-class mail matter, and 7.50 per sack of printed mail matter traversing France to the port of shipment.

The time required for dispatch of letters and receipt of replies is from thirty-two to fifty-five days. Following are examples of the actual time required for transmission:

A letter leaves Bordeaux July 2 and arrives in Rio de Janeiro July 19.

A letter leaves Rio de Janeiro July 21 or August 4 and arrives in Bordeaux August 7 or August 20.

A letter leaves Bordeaux July 2 and arrives in Buenos Aires July 24.

A letter leaves Buenos Aires July 30 or August 13 and arrives in Bordeaux August 20 or September 4.

Letters from Paris via Bordeaux to Rio de Janeiro and return require at least thirty-three days; from Berlin and return, thirty-six days; from London and return, thirty-four days. Letters from Paris via Bordeaux to Montevideo and return require at least fifty-one days; from Berlin and return, fifty-four days; from London and return, fifty-two days. Letters from Paris via Bordeaux to Buenos Aires and return require at least fifty-two days; from Berlin and return, fifty-five days; from London and return, fifty-three days.

3. Passengers arrived from South American ports as follows:

Date of arrival.	Steamer.	Port of departure.	Number.
1909.			
September 3.....	Cordillere.....	Buenos Aires.....	49
		Montevideo.....	5
		Rio de Janeiro.....	24
		Bahia.....	1
		Pernambuco.....	21
			100
September 17.....	Amazone.....	Buenos Aires.....	74
		Montevideo.....	9
		Santos.....	2
		Rio de Janeiro.....	14
			99
October 2.....	Chile.....	Buenos Aires.....	75
		Montevideo.....	2
		Rio de Janeiro.....	16
		Bahia.....	3
		Pernambuco.....	2
			99
October 15.....	Magellan.....	Buenos Aires.....	39
		Santos.....	3
		Rio de Janeiro.....	7
			49
October 29.....	Atlantique.....	Buenos Aires.....	10
		Montevideo.....	1
		Rio de Janeiro.....	7
		Bahia.....	1
		Pernambuco.....	1
			20
November 12.....	Cordillere.....	Buenos Aires.....	44
		Montevideo.....	4
		Santos.....	8
		Rio de Janeiro.....	19
			75
Total.....			441

The above figures of first-class passengers landing from South American ports were obtained from the passenger lists as published in the daily newspapers in Bordeaux. These papers do not publish

the departures, however, and the lists of arrivals and departures of the Messageries company, as given in their records, is not available. Information received from the Brazilian consulate states that there were 84 passengers for Brazilian ports in September, 133 in October, and 64 in November. Of the total, 281, they estimated that 200 were for Rio de Janeiro and the other 81 for Pernambuco, Santos, and Bahia.

4. The present subvention of the Government to the Compagnie des Messageries Maritimes, which expires July 22, 1912, amounts to 16,020,000 francs (\$3,091,860), and this amount is applicable to all the lines of the company which run to Asiatic ports and African ports, as well as South American ports. The company is required under the subvention agreement to surrender its vessels in time of war, carry government officials at about 60 per cent of the regular passenger rates, provide vessels of certain speed, carry the mails, build a certain number of steamers in a given period, and do various minor acts. The proposition for the new subvention is an agreement for a period of twenty-five years, the subvention to be 15,000,000 francs (\$2,895,000). Possibly there will be an increase of 17,500,000 francs (\$3,377,500). Authority to raise a loan of 114,000,000 francs (\$22,002,000) to be matured by the end of the agreement period of twenty-five years will be given to the company for the purpose of reorganizing and increasing its fleet if the proposition is accepted. The Government is to guarantee the interest, and at the conclusion of the concessionary period to acquire control of all outstanding assets. The subvention, at present, for the Brazil and La Plata line is 14.20 francs (\$2.74) per marine league, and with the distance between Bordeaux and Rio de Janeiro at 1,688 leagues, the proposed trip subvention amounts to \$4,625, and to Buenos Aires, 401 leagues additional, \$1,098.74 more.

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#### HAMBURG STEAMSHIP CONNECTIONS WITH SOUTH AND CENTRAL AMERICA.

[From a report by Consul-General Robert Skinner, at Hamburg, Germany, November 19, 1909.]

The principal steamship companies of Hamburg have organized combined services of a very complete character with South and Central America, one group of which connects the chief ports of the east coast, one the west coast as far north as Puget Sound, and a third the West Indies and the northern portions of South America.

The vast network of German South American steamship lines appears not to be supported by their Government by means of subsidies or indirect bounties, and the Hamburg-American Steamship Company so stated in the following language with which it closed its annual report for 1904:

Our company now maintains 46 regular lines, and the routes followed by their ships encircle the globe; the company, furthermore, exercised determinative control over six foreign shipping companies. The success of our company causes newspapers again and again to assert that the Hamburg-American Line is assisted by subventions from state funds. We therefore expressly repeat the declaration given in our last annual report that we receive no subsidies whatever, neither imperial nor state.

The only regular steamship connections between Hamburg and Brazil, Uruguay, and the Argentine Republic is maintained jointly by the Hamburg Packet Company (the Hamburg-American Line), and the Hamburg-South American Steamship Company.

This trade is served by four different lines, one each to north Brazil, middle Brazil, south Brazil, and the Plata River, as follows:

From Hamburg to north Brazil: Via Antwerp, Leixoes, and Lisbon to Para, Maranhao, Parahyba (Tutoya), Ceara (one sailing monthly); via Antwerp (every second sailing), Boulogne, Leixoes, Lisbon, and Madeira to Para and Manaos (two sailings monthly).

From Hamburg to middle Brazil: Via Boulogne, Leixoes, Lisbon, and Madeira (or Teneriffe) to Bahia, Rio de Janeiro, and Santos (fortnightly); via Antwerp, Leixoes, and Lisbon to Pernambuco, Victoria (every second sailing), Rio de Janeiro, and Santos (fortnightly).

From Hamburg to south Brazil: Via Antwerp, Havre, Leixoes, and Lisbon, and Cabedelo, Maceio, Paranaqua, Sao Francisco do Sul, Itajahy, Desterro (Florianopolis), and Rio Grande do Sul (three sailings monthly, with alternating ports of call).

From Hamburg to the River Plata States: Via Dover (or Southampton), Boulogne, Coruna or Vigo, Leixoes, Lisbon, and Rio de Janeiro to Montevideo and Buenos Aires (every twelfth day one sailing); via Rotterdam or Antwerp and Spain to Montevideo, Buenos Aires, Rosario, and Bahia Blanca (three sailings per month).

To convey a more definite picture of the four services above mentioned a copy is supplied herewith of the companies' sailing list for the month of November, 1909, showing the dates of sailing, size of the ships dispatched, and giving information regarding the classes of passengers carried:

#### *North Brazil Line.*

November 12, S. S. *Rio Grande* (4,500 tons; Hamburg-American Steamship Company; cabin and steerage passengers) from Hamburg, via Antwerp (Boulogne for passengers), Leixoes, Lisbon, Madeira, to Para and Manaos.

November 16, S. S. *Nassovia* (3,905 tons; Hamburg-American Line; freight only) from Hamburg, via Antwerp, Havre, Leixoes, and Lisbon to Maranhao, Parahyba (Tutoya), Ceara, and Natal, thence to Rio Grande do Sul.

November 27, S. S. *Rugia* (6,598 tons; Hamburg-American Line; cabin and steerage passengers) from Hamburg, via Havre, Leixoes, Lisbon, and Madeira, to Para and Manaos.

#### *Middle Brazil Line.*

November 2, S. S. *Cordoba* (4,872 tons; Hamburg-South American Steamship Company; cabin and steerage passengers) from Hamburg, via Antwerp, Leixoes, and Lisbon, to Pernambuco, Bahia, Rio de Janeiro, and Santos.

November 10, S. S. *Corcovado* (7,976 tons; Hamburg-American Line; cabin and steerage passengers) from Hamburg, via Boulogne (for passengers), Leixoes, Lisbon, and Madeira, to Bahia, Rio de Janeiro, and Santos.

November 16, S. S. *Pernambuco* (4,788 tons; Hamburg-South American Steamship Company; cabin and steerage passengers) from Hamburg, via Antwerp, Leixoes, and Lisbon, to Pernambuco, Victoria, Rio de Janeiro, and Santos.

November 24, S. S. *Capverde* (5,910 tons; Hamburg-South American Steamship Company; cabin and steerage passengers) from Hamburg, via Boulogne (for passengers), Leixoes, Lisbon, and Madeira, to Bahia, Rio de Janeiro, and Santos.

November 30, S. S. *Bahia* (4,817 tons, Hamburg-South American Steamship Company) (cabin and steerage passengers) from Hamburg, via Antwerp, Leixoes, and Lisbon, to Pernambuco, Rio de Janeiro, and Santos.

*South Brazil Line.*

November 15, S. S. *Santa Barbara* (3,763 tons; Hamburg-South American Steamship Company; freight only) from Hamburg, via Antwerp, Leixoes, and Lisbon, to Paranagua, Sao Francisco do Sul, and Rio Grande do Sul.

November 23, S. S. *Nassovia* (3,905 tons; Hamburg-American Line; freight only), from Antwerp to Rio Grande do Sul (see above under North Brazil Line).

November 30, S. S. *Sieglinde* (3,037 tons; Hamburg-American Line; cabin and steerage passengers) from Hamburg, via Havre and Leixoes, to Cabedelo (Parahyba do Norte), Maceio, Desterro (Florianopolis), and Rio Grande do Sul.

*La Plata Line.*

November 2, S. S. *Santa Rita* (4,700 tons; Hamburg-South American Steamship Company; steerage passengers) from Hamburg to Montevideo, Buenos Aires, and Rosari.

November 5, S. S. *Cap Blanco* (7,523 tons; Hamburg-South American Steamship Company; cabin and steerage passengers) from Hamburg via Dover, Boulogne, Vigo, and Lisbon (for passengers) to Rio de Janeiro (passengers only), Montevideo, and Buenos Aires.

November 5, S. S. *Granada* (5,125 tons; Hamburg-American Line; freight only) from Hamburg via Antwerp to Montevideo, Buenos Aires, and Bahia Blanca.

November 11, S. S. *Santa Maria* (7,401 tons; Hamburg-South American Steamship Company; steerage passengers) from Hamburg to Montevideo, Buenos Aires, and Rosario.

November 17, S. S. *Cap Ortegal* (7,818 tons, Hamburg-South American Steamship Company; cabin and steerage passengers) from Hamburg via Dover, Boulogne, Coruna, and Lisbon (for passengers) to Rio de Janeiro, Montevideo (passengers only), and Buenos Aires.

November 19, S. S. *Santa Elena* (7,415 tons, Hamburg-South American Steamship Company; steerage passengers) from Hamburg via Antwerp, to Montevideo, Buenos Aires, and Rosario.

November 23, a steamer from Hamburg to Montevideo, Buenos Aires, and Rosario.

November 27, S. S. *Konig Wilhelm II* (9,500 tons, Hamburg-American Line; cabin and steerage passengers) from Hamburg via Boulogne, Southampton, Vigo, and Lisbon (for passengers) to Rio de Janeiro, Montevideo (Passengers only), and Buenos Aires.

## EAST COAST PASSENGER TRADE.

The number of cabin passengers transported from Hamburg to ports in Brazil, Uruguay, and the Argentine Republic during the years 1907 and 1908 on the four lines maintained mutually by the Hamburg-American Line and the Hamburg-South American Steamship Company was as follows:

	1908.	1907.
North Brazil service.....	77	127
Middle Brazil service.....	648	520
South Brazil service.....	88	144
River Plate service.....	1,691	1,125
Total.....	2,504	1,916

These figures include a small number of passengers for Teneriffe and Madeira in the beginning of the year. About the same number returned to Hamburg from these ports.

## HAMBURG AND THE WEST COAST OF BOTH AMERICAS.

The Deutsche Dampfschiffahrts Gesellschaft Kosmos, of Hamburg, and the Hamburg-American Line, at present jointly maintain three regular lines of steamships to the west coast of America, as follows:

(1) From Hamburg and Antwerp to the west coast of South America as far as Callao, Peru.

(2) From Hamburg, Bremen, Antwerp, and London to ports of Chile, Peru, Ecuador, Colombia, Central America, Mexico, California, and Puget Sound.

(3) From Genoa, Barcelona, and Cadiz to Chile, Peru, Ecuador, Colombia, Central America, Mexico, and California as far north as San Francisco.

On the return voyage the vessels call at Montevideo, St. Vincent, on the Cape Verde Islands, Teneriffe, Las Palmas, or Madeira. The steamers coming from Chile sail, as a rule, directly to Hamburg; those returning from Peru generally touch Havre; while the ships coming from Central America and California call at Havre and London, occasionally also at Antwerp or other continental ports in Europe, for instance, Amsterdam or Rotterdam. All lines start from and terminate in Hamburg.

The steamers of the Kosmos service serve chiefly as freight carriers. Goods are accepted at fixed freight rates. Besides the freight business, the line directs its attention also to the transportation of passengers, although the service is not a fast one.

The latest sailing list of the Kosmos Line shows that during the first six months of the year 1910, 13 vessels will be dispatched on the so-called Chile-Peru service, at fairly regular intervals, the vessels of which have good passenger accommodations—first, second, and third class. The ports of call are: Antwerp, Las Palmas, Montevideo, Punta Arenas, Corral, Coronel, Talcahuano, Valparaiso, Coquimbo, Antofagasta, Iquique, Arica, Mollendo, Callao. On six of these sailings the ships do not touch at Arica.

In the freight service, also, 13 steamers are scheduled to be dispatched from Hamburg to the west coast of America during the first six months of the coming year. On seven voyages thereof the steamers take the following route: From Hamburg via Genoa, Barcelona and Cadiz, to Punta Arenas, Coronel, Talcahuano, Valparaiso, Iquique, Arica, Mollendo, Callao, Guayaquil, Corinto, Amapala, La Union, La Libertad, Acajutla, San Jose de Guatemala, Champerico, Ocos, San Benito, and Salina Cruz. After March the vessels on this line will proceed from Salina Cruz farther north, directly to San Francisco. The remaining six ships are scheduled to call at the following ports, after having cleared from Hamburg: Bremen, Antwerp, London, Punta Arenas, Coronel, Talcahuano, Valparaiso, Iquique, Arica, Mollendo, Callao, Guayaquil, Corinto, Amapala, La Union, La Libertad, Acajutla, San Jose de Guatemala, Champerico, Ocos, San Benito, Salina Cruz, Acapulco, Manzanillo, San Blas, Mazatlan, San Francisco, Puget Sound.

The voyage from Hamburg to Valparaiso, in the passenger service, a distance of 9,407 miles, lasts, usually, forty-five or forty-six days. In Valparaiso the ships remain four days, and nine more days are consumed for the trip from Valparaiso to Callao, 1,546 miles.

The slow freight ships which run as far north as the west coast of the United States require for the voyage from Hamburg to San Francisco, a distance of 15,735 miles, about one hundred and five days. The fleet of the German Steamship Company comprises the following ships:

	Tons.		Tons.
Nitokris.....	7,500	Anubis.....	6,800
Negada.....	7,500	Hermonthis.....	6,800
Salatis.....	8,000	Itauri.....	6,200
Setos.....	8,000	Ammon.....	6,200
Sais.....	7,000	Amasis.....	6,200
Elkab.....	7,500	Theben.....	6,000
Esne.....	7,500	Abydos.....	6,000
Edfu.....	7,500	Menes.....	5,500
Uarda.....	8,000	Memphis.....	5,000

*Twin screw.*

Tanis.....	7,500	Hathor.....	5,000
Osiris.....	7,500	Luxor.....	5,000
Assuan.....	7,000	Ramses.....	5,000
Mera.....	7,000	Neko.....	5,000
Radames.....	7,000	Denderah.....	5,000
Rhakotis.....	8,300	Pentaur.....	5,000
Rhodopis.....	8,300	Serak.....	8,000
Roda.....	8,500	Serapis.....	8,000
Saccarah.....	8,000	Sisak.....	8,000

A sister ship of the *Roda*, the *Heluan*, a steamer of 8,500 tons, is in the course of construction. Five ships of the Hamburg-American Line are at present engaged in this mutual Hamburg-west coast of America service, namely:

	Tons.		Tons.
Abessinia.....	5,753	Polynesia.....	6,022
Alexandria.....	5,692	Thessalia.....	6,047
Nicaria.....	4,211	Thuringia.....	6,152

HAMBURG AND THE WEST INDIES AND NORTHERN SOUTH AMERICA.

In the Hamburg-American Line's West Indian service three lines per month connect Hamburg with northern ports of South America, as follows:

(1) From Hamburg direct to St. Thomas, Trinidad, Carupano, La Guaira, Puerto Cabello, and Curaçao. Time of transit: Hamburg-St. Thomas, seventeen days; Hamburg-Curaçao, twenty-eight days.

(2) From Hamburg, via Antwerp, to St. Thomas, Kingston, Puerto Colombia, Cartagena, Colon, Port Limon, La Ceiba, Puerto Barrios, and Livingston. Time of transit: Hamburg-St. Thomas, eighteen days; Hamburg-Colon, twenty-seven days; Hamburg-Livingston, forty days.

(3) From Hamburg, via Antwerp, to St. Thomas, Curaçao, Puerto Colombia, Cartagena, Colon, Port Limon, Bocas del Toro, Puerto Barrios, and Livingston. Time of transit: Hamburg-St. Thomas, eighteen days; Hamburg-Colon, twenty-six days; Hamburg-Livingston, thirty-nine days.

These ships are almost exclusively intended for the transportation of freight. They can accommodate cabin passengers, but only a limited number.

"Transatlantica" Rhederei A.-G., Hamburg, is a company in connection with the Compagnie Royale Belgo-Argentine, Antwerp, under the protectorate of the King of the Belgians.

*List of fleet.*

	Tons.
Adelheid Menzell.....	7,200
Helene Menzell.....	7,200
Elsa Menzell.....	7,200
Elisabeth von Belgien.....	7,200
Gouverneur de Lautscheere.....	7,350
Ministre Beconaert.....	7,250
Baron Baeyens.....	6,200
President Bunge.....	6,200
Leopold II.....	5,200
Republica Argentina.....	5,400
Ministre de Smet de Naeyer.....	4,400

This is a joint, fairly regular service with three or four sailings a month from Antwerp direct to the River Plata ports. Since about half a year one of the steamers every month, on the return voyage, runs to Hamburg, discharges cargo bound for this port and proceeds to Antwerp after having taken new La Plata bound cargo on board; in Antwerp the vessel discharges the rest of the old and completes the new cargo and clears for new voyage.

The vessels have accommodations for limited numbers of cabin passengers only, but may later be intended for transportation of steerage passengers. Up to the present they take only cargo.

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EXTRACT FROM THE ANNUAL REPORT FOR 1908 OF THE HAMBURG-AMERICAN LINE.

Our Hamburg-South American lines, which we operate in conjunction with the Hamburg-South American Steamship Company, created comparatively just as great a deficiency as the Hamburg-New York lines. The incoming ships from middle Brazil, particularly in consequence of the nonappearance of the large so-called valorization shipments of the preceding year and the small coffee crop, showed considerably smaller proceeds. Furthermore, a strike of longshoremen in Santos, lasting several weeks, had an unfavorable influence on the business.

There was sufficient outgoing cargo for south Brazil, and at times traffic on that line was quite lively. To our regret, however, the results in this service were but partly satisfactory, because there was not much cargo for homeward-bound ships, compelling us to send these ships to River Plata ports or to middle Brazil to be filled with cargo or having them returned in ballast. Business with north Brazil was very bad, owing to the rubber crisis in the Amazon districts.

On the Hamburg-River Plate lines the basis for a good freight business existed, as the crops in wheat, oats, linseed, and corn were very rich in the River Plata states. Notwithstanding this development, business was very unsatisfactory in consequence of the excessive offer in tonnage by tramp steamers, and freight rates went down to a level absolutely unremunerative. The export business to the River Plata states was not very lively, freight rates being reduced considerably by the competition in Antwerp.

On the line, New York-Brazil, it was not possible to obtain sufficient freight rates, and results were unfavorable.

The Hamburg-West Indian and Hamburg-Mexican lines suffered also under the disadvantages of the general economic situation. Moreover, business on the Venezuela line was, at times, considerably influenced by difficult quarantine measures, the consequence of a few sporadic cases of plague in La Guayra and Trinidad.

Traffic with Colombia and Colon was favorably influenced by the commissioning of faster steamers on this route.

In consequence of the completion of the Guatemala Northern Railroad, connecting the capital of that State with Puerto Barrios, a portion of the goods exported from and

imported into Guatemala, previously shipped via Colon, is now directed via Puerto Barrios. We therefore considered it necessary to include this port in our ports of call on our line, Hamburg-Colon.

The numerous changes and new arrangements which have taken effect in the course of time in the West Indian-Mexican service have caused us to reorganize entirely the sailing schedule of these lines. We are thereby placed in a position to utilize the ships more favorably and economically, which results in a considerable reduction of the working expenses.

#### REPORT FOR 1908 OF THE HAMBURG-SOUTH AMERICAN STEAMSHIP COMPANY.

During the last year our business, too, suffered on all lines of operation, this being due to the depression caused by the general crisis. In spite of the bad freight market or, perhaps, just as a consequence thereof, efforts of competitors made themselves felt to a considerably more marked degree than in previous years. Our River Plata line, as regards homeward-bound voyages, suffered especially from competition on the part of owners of steamers not engaged in regular services, the so-called tramp-ship owners, who, in spite of the proved unprofitableness of the business and only for the purpose of employing their ships, and to obtain advance payments on cargoes contracted for, accepted any, even the lowest, offer of freight.

Besides the competition from these tramp steamers the lines subsidized by their governments, both in Europe and in foreign countries, are those which make competition for us and others particularly harder. Shipping business is now greatly influenced by this policy of subvention, and one therefore can not be surprised by learning that the freight market, already pressed by the offering of excessive tonnage, as is well known, will be injured still more by the creation of further tonnage with governmental assistance. It appears that in future we shall have to calculate rather upon an increase than upon a decrease of subventions.

Under these circumstances the proceeds of the business have remained behind those of the preceding years, so that we can only propose a dividend of 4 per cent.

#### *Brazil.*

Owing to the many railroads now in the course of construction in this country, there has been sufficient bulk cargo in the past year, such as rails, iron, and cement. The goods really paying well, so-called general merchandise, have decreased greatly, to such an extent that we were occasionally compelled to reduce sailings or to combine them with sailings on our other routes. Cargo from Brazil which, as is known, is only to be had in large quantities periodically, has, to our regret, also been behind the shipments of the preceding year. Freight rates on outgoing voyages had to be reduced in many instances in consequence of the competitive efforts mentioned above.

#### *La Plata.*

In the exports from Europe to the River Plata States a decrease made itself felt, particularly in general merchandise, while railroad material continued to be shipped in large quantities. Although the freight market for European-bound goods was very low throughout the year, in consequence of the peculiar circumstances prevailing on the River Plata, and notwithstanding the large crops, it was impossible to increase outgoing cargoes to a profitable mark because competition has increased in every form on the part of independent as well as of subsidized lines and freight speculators. On account of the absolute failure on the part of the freight market for European-bound cargoes, all regular transatlantic lines and a number of tramp-ship owners finally made an effort last summer to come to terms for the fixing of minimum rates. The proceedings, however, did not have the desired result and failed, because not all tramp owners participated.

Our various tug and lighter services on the east coast of South America worked favorably this year, and we have sent out a few more vessels to be able to fully keep up the service.

In consequence of the general business situation the cabin-passenger business was naturally not as good as formerly; also, in regard to this, as well as to the steerage business, we have to reckon with subsidized lines to Brazil and River Plata. Due to the large crops of the last years in the River Plata states, the exodus of emigrants again increased. After lengthy negotiations it was possible to arrive at a pacific agreement among the lines interested in this business.

Our new steamers *Cap Arcona*, *Santa Maria*, *Santa Elena*, *Santa Barbara*, and *Santa Ursula*, which were put into commission toward the end of 1907, have done

good business in the course of the last year. The last-named steamer was delivered and paid for on May 28, 1908, so that, exclusive of that, toward the Norddeutsche Bank, we have no further financial obligations.

The New York-Brazil line has not come up to expectations, because, since we appeared in that trade, we have had to fight the competition of the Lloyd Brazileiro. A definite judgment regarding this line can not be passed.

The Patagonia Line had to suffer from the fall in price of wool. This line, too, has had to face competition; otherwise, it developed satisfactorily.

Notwithstanding the quiet times, our fleet was sufficiently engaged; only one steamer is laid up at present. As regards the prospects for the coming business year, nothing definite can be said, owing to the vague conditions everywhere existing. Undoubtedly the entire shipping world has undergone a very severe crisis which can not be considered overcome at the present moment.

In the trans-Atlantic trades our steamers made 125 voyages during the year under consideration; in our New York-Brazil and Patagonia lines 43 voyages together were accomplished.

	Marks.
Net profit of the year.....	600, 458. 47
<hr/>	
Suggested distribution:	
Dividend of 4 per cent.....	600, 000. 00
Balance.....	458. 47
	<hr/>
	600, 458. 47

After being approved at the general meeting the dividend, amounting to 30 marks on shares of the first issue, and 60 marks on shares of the second, third, and fourth issues is payable at the Norddeutsche Bank, after April 1.

ANNUAL REPORT FOR 1908 OF THE DEUTSCHE DAMPFSCHIFFFAHRTS GESELLSCHAFT  
"KOSMOS."

Our accounts for 1908 show a net profit of 2,692,969.58 marks, in which 2,272,581.79 marks are provided for depreciations; the remaining balance enables us to distribute a dividend of 3 per cent, or 30 marks per share.

The extraordinarily bad business situation from which shipping has suffered everywhere in the course of the last year, made itself felt to a particularly marked degree in the trade with the west coast of America. Especially in Chile, our principal place of business, an unusually strong economical depression followed the boom of the preceding years. This falling off was so strong that we, who in former years were unable to meet the demands of shippers by means of our own tonnage and were obliged to charter a large number of other vessels, were forced to lay up a considerable portion of our fleet for months. At present not all of our vessels are employed. The result of the past year, however, enables us to set aside, for depreciations, an amount equal to that required therefor in previous years and which will suffice in view of the fact that the present value of our fleet, as it appears in the books, is an extremely low one.

Beside the business with Chile, that with the other States of the west coast of America showed considerable decrease, as did also the coastwise trade between California and Central and South America. It was not until the last weeks of the year that a slight improvement set in and a certain stabilization of the Chilean rate of exchange exercised a somewhat stimulating influence upon the business with Chile. However, to our regret, the homeward-bound nitrate cargo rates continue to remain on a low level.

Regarding cargoes of coffee from Central America, we participated in this business both via the Straits of Magellan and through shipments via Panama, but in consequence of the poor crop this trade showed an unpleasant decrease. The present coffee crop shows a richer yield, and as we created a very rapid connection with Europe over the Isthmus of Tehuantepec by virtue of agreements with the Tehuantepec National Railway Company, opened last summer for general traffic, we believe that for the coming season we can expect a satisfactory result from our coffee shipments.

Owing to the decrease of the freight quantities, the discharging facilities in almost all ports on the west coast have resumed a normal condition, so that our steamers are not compelled to remain in the ports longer than necessary. In order to afford our shippers in our principal port, Valparaiso, a particularly favorable condition for discharging cargoes, we have put into commission there a large number of lighters, tow-boats, etc. Besides, we have opened an office of our own in Valparaiso which, not alone attending to the discharging of vessels, attends also to our entire coastwise service,

paying particular attention to the rapid transportation of goods destined for northern ports. In consequence of this we were able to deliver goods in Callao in fifty-eight days, on the average.

GERMAN MAILS TO AND FROM SOUTH AND CENTRAL AMERICA.

The contracts of the German Government with the various companies operating lines of steamers in the South and Central American trade are unusually liberal in that they do not establish penalties for failure to depart or to arrive at fixed dates. They are, practically speaking, mere freight-carrying arrangements, whereby the Government takes advantage of commercial enterprises for the purpose of shipping the mails, but does not dictate the nature of such enterprises, leaving them free to act according to circumstances. The mails from Brazil and the Argentine Republic are brought to Germany free of charge, according to information received from the consuls-general of the countries named. Both incoming and outgoing mails are always transported by the fastest available means, according to the agreement of the International Postal Convention of Berne.

The following is the actual time-table for November, showing how mails are dispatched from Hamburg to South and Central American States, and the necessary transit time:

*To Panama via Colon.*

Transit to Colon:	Days.
November 5, via Hamburg	27
November 7, via Antwerp	25
November 9, via Southampton	20
November 9, via St. Nazaire	20
November 22, via Hamburg	28
November 23, via Southampton	20
November 24, via Antwerp	25
November 24, via Bordeaux	21

Also, almost daily, via New York (transit seven to eleven days); thence direct to Colon on November 9, 13, 15, 17, 20, and 27 (in six to seven days). Also via New York-New Orleans (every Saturday, in five days to Colon), and about 4 sailings per month from New Orleans to Bocas del Toro. Also via New York-Mobile, Ala., thence every Thursday, and about 6 sailings monthly to Bocas del Toro.

*To Colombia, via Puerto Colombia.*

Transit to Puerto Colombia:	Days.
November 7, via Antwerp	20
November 9, via St. Nazaire (or south)	18
November 11, via Bristol	25
November 23, via Southampton	18
November 24, via Antwerp	21
November 24, via Bordeaux	20
November 25, via Bristol	25

Also, almost daily, via New York (transit seven to eleven days); thence weekly to Puerto Colombia (transit twelve days).

*To Colombia, via Cartagena.*

Transit to Cartagena:	Days.
November 7, via Antwerp.....	23
November 9, via St. Nazaire.....	17
November 9, via Southampton.....	19
November 11, via Bristol.....	26
November 23, via Southampton.....	19
November 24, via Antwerp.....	23
November 25, via Bristol.....	26

Also, almost daily, via New York (transit seven to eleven days); thence to Cartagena, as follows: Every second Friday (transit ten days), every second Wednesday (transit fourteen days), and every second Saturday (transit eleven days).

To places on the west coast of Colombia mail is directed via Colon-Panama, either direct or over New York (see Panama) (transit to Buenaventura two days, to Tumaco four days, from Panama).

*To Venezuela.*

	Days.
November 3, via Hamburg, transit to La Guaira.....	23
November 3, via Hamburg, transit to Porto Cabello.....	26
November 3, via Hamburg, transit to Carupano.....	22
November 9, via Southampton, transit to La Guaira.....	16
November 9, via St. Nazaire, transit to La Guaira.....	15
November 11, via Amsterdam, transit to La Guaira.....	28
November 23, via Southampton, transit to La Guaira.....	16
November 24, via Bordeaux, transit to La Guaira.....	19
November 25, via Amsterdam, transit to La Guaira.....	28

Also, almost daily, via New York (transit seven to eleven days); thence every Saturday by steamer of the Red D Line to La Guaira (in seven to nine days), and Maracaibo (in ten to eleven days).

*To British and French Guiana and Surinam.*

	Days.
November 9, via Southampton, transit to Demerara.....	16
November 9, via St. Nazaire, transit to Demerara.....	18
November 9, via St. Nazaire, transit to Paramaribo.....	19
November 9, via St. Nazaire, transit to Cayenne.....	20
November 11, via Amsterdam, transit to Paramaribo.....	21
November 11, via Amsterdam, transit to Demerara.....	22
November 23, via Southampton, transit to Demerara.....	16
November 25, via Amsterdam, transit to Paramaribo.....	21
November 25, via Amsterdam, transit to Demerara.....	22

*To Brazil (see also Uruguay).*

To Para and Manaos: <sup>a</sup>	Days.
November 2, via Lisbon.....	15-24
November 6, via Lisbon.....	13-20
November 12, via Lisbon.....	13-20
November 16, via Lisbon.....	13-20
November 19, via Lisbon.....	15-24
November 26, via Lisbon.....	13-20

<sup>a</sup>To the Provinces of Para and Amazonas and the Peruvian places on the Amazonas River, Iquitos, Yurimaguas, Tarapota, Moyobamba, Lamas, Urarinas, Nauta, Omaguas, Caballococha, Nazareth, etc.

## To Pernambuco:

	Days.
November 4, via Antwerp.....	22
November 5, via La Rochelle.....	15
November 7, via Lisbon.....	13
November 10, via Southampton.....	15
November 10, via Lisbon.....	16
November 12, via Lisbon.....	13
November 17, via Bordeaux.....	15
November 18, via Antwerp.....	22
November 19, via Lisbon.....	13
November 24, via Southampton.....	15
November 24, via Lisbon.....	16
November 26, via Lisbon.....	13

## To Bahia:

November 5, via La Rochelle.....	16
November 7, via Lisbon.....	14
November 10, via Southampton.....	16
November 10, via Lisbon.....	17
November 12, via Lisbon.....	14
November 13, via Lisbon.....	15
November 17, via Bordeaux.....	17
November 19, via Lisbon.....	15
November 24, via Southampton.....	16
November 26, via Lisbon.....	14
November 27, via Lisbon.....	16

## To Rio de Janeiro:

November 3, via Bordeaux.....	18
November 3, via La Rochelle.....	19
November 4, via Antwerp.....	28
November 5, via Lisbon.....	16
November 5, via Hamburg.....	19
November 5, via La Rochelle.....	19
November 6, via Boulogne.....	18
November 7, via Lisbon.....	17
November 8, via Boulogne.....	16
November 8, via Lisbon.....	16
November 10, via Southampton.....	19
November 10, via Lisbon.....	22
November 12, via Lisbon.....	16-17
November 13, via Lisbon.....	18
November 17, via Hamburg.....	17-19
November 17, via Bordeaux.....	19
November 18, via Antwerp.....	29
November 19, via La Rochelle.....	18
November 19, via Lisbon.....	19
November 20, via Lisbon.....	16
November 21, via Lisbon.....	16-17
November 24, via Southampton.....	18-19
November 24, via Lisbon.....	23
November 26, via Lisbon.....	16-17
November 27, via Lisbon.....	19
November 27, via Hamburg.....	17-19
November 28, via Boulogne.....	17
November 29, via Lisbon.....	15

*To Uruguay and the Brazilian province of Matto Grosso, via Montevideo.*

## Transit to Montevideo:

	Days.
November 1, via Genoa.....	18-22
November 3, via Bordeaux.....	23
November 4, via Genoa.....	18-22
November 5, via La Rochelle.....	23
November 5, via Hamburg.....	22
November 5, via Lisbon.....	21
November 6, via Boulogne.....	21
November 7, via Genoa.....	21-25
November 7, via Lisbon.....	21

## Transit to Montevideo—Continued.

	Days.
November 8, via Lisbon.....	19
November 9, via Genoa.....	18-22
November 10, via Southampton.....	23
November 10, via Antwerp.....	29
November 12, via Lisbon.....	21
November 14, via Genoa.....	21-25
November 15, via Genoa.....	21-25
November 16, via Genoa.....	18-22
November 17, via Hamburg.....	23
November 17, via Bordeaux.....	23
November 18, via Boulogne.....	21
November 19, via La Rochelle.....	22
November 19, via Bordeaux.....	20
November 20, via Lisbon.....	19
November 21, via Lisbon.....	21
November 22, via Genoa.....	21-25
November 24, via Southampton.....	23
November 24, via Antwerp.....	25
November 25, via Genoa.....	21-25
November 26, via Lisbon.....	20
November 27, via Hamburg.....	20
November 28, via Boulogne.....	19
November 29, via Lisbon.....	18

*To the Argentine Republic, Paraguay, and the Bolivian Provinces of Chuquisaca, Potosi, Tarija, and Puerto Sanchez, also to Chile, over the Andes, via Buenos Aires.*

## Transit to Buenos Aires:

	Days.
November 1, via Genoa.....	22-24
November 3, via Bordeaux.....	24
November 4, via Genoa.....	18-24
November 5, via Hamburg.....	23
November 5, via Lisbon.....	22
November 5, via La Rochelle.....	24
November 6, via Boulogne.....	22
November 7, via Genoa.....	22-24
November 7, via Lisbon.....	22
November 8, via Lisbon.....	20
November 10, via Southampton.....	24
November 12, via Lisbon.....	22
November 14, via Genoa.....	22-24
November 15, via Genoa.....	22-24
November 16, via Genoa.....	18-24
November 16, via Antwerp.....	18
November 17, via Hamburg.....	23
November 17, via Bordeaux.....	24
November 18, via Boulogne.....	22
November 19, via Lisbon.....	22
November 19, via La Rochelle.....	23
November 20, via Lisbon.....	20
November 21, via Lisbon.....	21
November 22, via Genoa.....	18-24
November 24, via Southampton.....	24
November 25, via Genoa.....	22-24
November 26, via Lisbon.....	22
November 27, via Hamburg.....	21
November 28, via Boulogne.....	20
November 29, via Lisbon.....	19

Mail to Chile, except to Punta Arenas, and unless otherwise desired by sender, is all sent via Buenos Aires, from where connections with Chile are tri-weekly, and the time of transit from Buenos Aires over the Andes to Santiago and Valparaiso is approximately forty hours.

*To Chile (Punta Arenas). (See also Argentine Republic.)*

Transit to Punta Arenas:	Days.
November 5, via La Rochelle.....	28-29
November 6, via Hamburg.....	37-47
November 7, via Lisbon.....	26-27
November 11, via London.....	32
November 11, via Hamburg.....	37-47
November 12, via Antwerp.....	31
November 19, via La Rochelle.....	28-29
November 20, via Hamburg.....	37-47
November 21, via Lisbon.....	26-27
November 25, via Hamburg.....	37-47
November 25, via Bremen.....	42
November 26, via Antwerp.....	31
November 26, via Cadiz.....	31

Mail sent to Valparaiso at request of sender via the Straits of Magellan is delivered in Valparaiso nine days later if sent by German steamer (via Hamburg, Bremen, London, or Antwerp), and six days later if sent by other opportunity.

Upon request of sender, mail to Chile is also sent via Panama (for time of transit to Panama, see Panama) to Ecuador, Peru, and Bolivia (see Panama).

Mail to places on the coast of these States and several inland places is generally sent via Panama. (For certain inland places in Peru and certain provinces of Bolivia, see Brazil and Argentine Republic, respectively.)

*To British Honduras via Belize.*

Transit to Belize:	Days.
November 2, via Queenstown.....	20
November 5, via Queenstown.....	17
November 9, via Queenstown.....	20
November 12, via Queenstown.....	17
November 16, via Queenstown.....	20
November 19, via Queenstown.....	17
November 23, via Queenstown.....	20
November 26, via Queenstown.....	17
November 30, via Queenstown.....	20

*To Guatemala.*

November 7, via Antwerp to Puerto Barrios.....	33
November 7, via Antwerp to Livingstone.....	36

As a rule, mail is directed via New York, almost daily (transit seven to eleven days), thence by rail to New Orleans, and from there by steamers of the United Fruit Company, every Tuesday and Thursday, to Puerto Barrios, in five days.

To Honduras, almost daily, via New York (transit seven to eleven days), thence by rail to New Orleans, and from there every Thursday to Puerto Cortez, in five days, and about 12 times per month to Ceiba.

To San Salvador, all first-class mail matter, almost daily, via New York (transit seven to eleven days), New Orleans, Puerto Barrios, and Zacapa (Guatemala) (total transit fifteen to twenty days); all other mail matter is sent via Colon-Panama and Acajutla (total transit nineteen to thirty-one days).

To Nicaragua, east coast, almost daily via New York (transit seven to eleven days) and New Orleans; thence four times per month to Bluefields and Greytown, and twice per month to Cape Gracias.

Besides November 9, via Southampton to Colon in twenty days; November 23, via Southampton to Colon in twenty-two days; thence to Nicaraguan ports by first opportunity. West coast, via Colon-Panama (see Panama); thence by first opportunity to San Juan del Sur (in four days), and to Carinto (in five days).

To Costa Rica:	Days.
November 5, via Hamburg to Puerto Limon.....	31
November 7, via Antwerp to Puerto Limon.....	29
November 11, via Bristol to Kingston, Jamaica.....	15
November 23, via Hamburg to Puerto Limon.....	31
November 24, via Antwerp to Puerto Limon.....	29
November 25, via Bristol to Kingston, Jamaica <sup>a</sup> .....	15

Mail to Costa Rica is generally directed via New York, almost daily (transit seven to eleven days); thence by rail to: (a) New Orleans, and from there every Tuesday to Puerto Limon in six days; (b) Boston, and from there to Puerto Limon every second Thursday, and every second Friday, in eight days.

#### PARCELS-POST ARRANGEMENTS.

Parcels post from Germany to countries of Central and South America, rates charged, etc. (every State in Central and South America).

	Weight.		Rate.	
	Kilos.	Pounds.	Marks.	Dollars.
Argentina via Hamburg or Bremen.....	1	2.2	2.20	.523
	5	11.0	3.40	.809
Bolivia:				
Via Hamburg (only to certain places).....	1	2.2	3.20	.761
	3	6.6	4.00	.952
Via Belgium.....	1	2.2	2.80	.666
	3	6.6	3.60	.856
Via Andes.....	1	2.2	2.80	.666
	3	6.6	4.00	.952
Brazil via Hamburg or Bremen (only to Bahia, Pernambuco, and Rio de Janeiro).....	3	6.6	3.20	.761
British Guiana.....	1	2.2	1.60	.380
	3	6.6	2.60	.618
British Honduras (Belize), same rates.				
Chile:				
Via Hamburg.....	1	2.2	2.40	.571
	5	11.0	3.20	.761
Via Belgium.....	1	2.2	2.00	.476
	5	11.0	2.80	.666
Colombia.....	1	2.2	2.20	.523
	5	11.0	3.00	.714
Costa Rica.....	1	2.2	2.60	.618
	3	6.6	3.60	.856
	5	11.0	4.60	1.094
Ecuador, via Hamburg.....	1	2.2	3.40	.809
	5	11.0	4.20	.999
To Guayaquil.....	1	2.2	2.40	.571
	5	11.0	3.20	.761
To certain places (minimum rate).....	5	11.0	4.20	.999
French Guiana (duty may be paid by sender).....	1	2.2	2.00	.476
	5	11.0	2.80	.666
Guatemala, via Hamburg.....	1	2.2	2.20	.523
	5	11.0	3.00	.714
Honduras.....	1	2.2	2.40	.571
	5	11.0	3.20	.761
Nicaragua, via Hamburg (postage from Colon, 40 pf. (\$0.095) per 200 grams, payable by addressee).....	1	2.2	2.00	.476
	5	11.0	2.80	.666
Dutch Guiana (Surinam) C. O. D. up to 400 marks (\$95.20).....	1	2.2	2.20	.523
Panama, via Hamburg.....	5	11.0	3.00	.714
	2	4.4	1.40	.333

<sup>a</sup> Thence to Puerto Limon by first opportunity.

	Weight.		Rate.	
	Kilos.	Pounds.	Marks.	Dollars.
Canal Zone.....	3	6.6	2.10	.499
	4	8.8	2.80	.666
	5	11.0	3.50	.833
	1	2.2	2.50	.595
Paraguay, via Hamburg or Bremen.....	3	6.6	2.70	.642
	1	2.2	2.60	.618
Peru, via Belgium.....	5	11.0	3.40	.809
	1	2.2	2.20	.523
San Salvador, via Hamburg.....	5	11.0	3.00	.714
	1	2.2	2.20	.523
Uruguay, via Hamburg and Bremen.....	5	11.0	3.40	.809
	1	2.2	2.60	.618
Venezuela, via Hamburg.....	5	11.0	3.40	.809

## SHIPS AND SHIPPING FROM THE PORT OF BUENOS AIRES.

[From a report by Alban G. Snyder, consul-general at Buenos Aires, December 18, 1906.]

The average number of American ships entering this port during the last five years, all sailers, has been 18. The number so far for 1906 is 8, all small sailers. The last American steamer to enter Buenos Aires was the *Advance*, which arrived from New York January 7, 1893. With the exception of an occasional visit of a war ship our flag has only been seen in this port on a steamer once in nearly fourteen years. With many things in our favor we have only 14 per cent of the commerce of this country. The number of foreign vessels from this port to the United States in 1905 was somewhat over a hundred, while the number of English vessels during the same time was 43. To the present time the number of foreign vessels which have cleared from this place for the United States during the present year is 147.

## Shipping trade.

Month.	Steamers.	Tons net register.	Sailers.	Tons net register.
January.....	171	326,951	47	43,138
February.....	174	324,071	36	33,739
March.....	143	316,711	22	20,737
April.....	117	245,738	12	11,412
May.....	146	310,293	15	15,889
June.....	171	340,525	20	20,559
July.....	177	379,208	13	13,615
August.....	157	334,604	12	10,875
September.....	140	199,285	21	20,452
October.....	146	316,198	15	12,796
November.....	150	333,158	14	15,053
December.....	152	325,585	26	25,165
Total, 1905.....	1,849	3,846,399	253	243,430
Total, 1904.....	1,785	3,619,615	287	276,582
Increase, 1905.....	64	226,784	-----	-----
Increase, 1904.....	-----	-----	34	33,152

## Nationality of steamers.

Flag.	Steamers.	Tons.	Sailers.	Tons.
British.....	1,118	2,333,546	69	63,980
German.....	163	446,471	6	5,902
Italian.....	149	358,176	60	59,617
French.....	133	334,036	1	1,454
Others.....	286	374,170	117	112,477
	1,849	3,846,399	253	243,430

A comparison of 1905 with the three previous years shows the following:

*Steamers and sailors combined.*

Flag.	1905.	1904.	1903.	1902.
British.....	2,397,526	2,318,473	1,939,001	1,431,301
German.....	452,373	458,165	420,868	406,010
Italian.....	417,793	345,831	237,195	266,680
French.....	335,490	286,038	178,714	175,311
Others.....	486,647	487,690	685,430	325,573
	4,089,829	3,896,197	3,461,208	2,604,875

The arrivals of sea-going vessels at the port of Buenos Aires during December, 1905, were as follows:

Flag.	Number.	Tons net register.	Number.	Tons net register.
British.....	84	184,018	4	4,012
Italian.....	16	44,179	5	4,693
German.....	13	37,914	2	2,028
French.....	12	29,758		
Norwegian.....	5	4,353	13	13,219
Argentine.....	12	7,134		
Dutch <sup>a</sup> .....	3	6,440		
Spanish.....	2	4,927		
Austrian.....	2	4,042		
Brazilian.....	2	1,622		
Swedish.....	1	1,198	1	219
American.....			1	994
Total.....	152	325,585	26	25,165
Total in November, 1905.....	150	333,185	14	15,053
Increase in December.....	2		12	10,112
Increase in November.....		7,600		

<sup>a</sup> Also a dredger of 84 tons.

The following table shows the percentage of the principal nations:

	British.	German.	Italian.	French.	Others.
	Per cent.				
1901.....	50	15	12	7	16
1902.....	55	15	10	7	13
1903.....	56	12	7	5	20
1904.....	59	12	9	7	13
1905.....	59	11	10	8	12

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of January, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	98	206,227	2	1,792
German.....	21	54,047	1	747
Italian.....	21	47,523	11	11,433
French.....	10	24,340		
Norwegian.....	5	7,651	16	17,031
Swedish.....	4	6,730	3	2,341
Dutch.....	2	5,920	1	160
Argentine.....	8	4,298		
Brazilian.....	4	2,562		
Spanish.....	1	2,778		
Uruguayan.....	1	1,886		
Russian.....	1	1,596		884
Danish.....	1	1,351	1	363
Total.....	177	366,909	36	34,751

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of February, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	97	199,378	5	3,440
German.....	11	26,065	1	1,140
Italian.....	11	26,404	4	4,537
French.....	11	27,448		
Norwegian.....	2	4,978	23	26,322
Swedish.....	3	4,401	2	1,395
Dutch.....	1	2,710		
Argentine.....	4	2,420		
Brazilian.....	3	1,636		
Spanish.....	3	6,997		
Uruguayan.....	2	4,207	1	798
Russian.....			1	1,165
Austrian.....	4	7,719		
Greek.....	2	3,551		
Total.....	154	317,914	37	38,797

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of March, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	102	210,961	4	5,484
German.....	12	38,160	2	508
French.....	12	31,457		
Italian.....	12	28,618	5	4,776
Norwegian.....	1	2,413	9	9,083
Spanish.....	3	7,083		
Dutch.....	2	5,156	1	159
Uruguayan.....	2	3,576		
Swedish.....	2	3,469		
Argentine.....	9	3,391		
Austrian.....	2	2,659	1	1,353
Brazilian.....	2	1,069		
Greek.....	1	1,332		
Danish.....	1	1,295		
Total.....	163	340,739	22	21,363

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of April, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	90	196,167	2	2,293
German.....	15	42,938		
Italian.....	14	35,059	1	904
French.....	8	21,027		
Argentine.....	13	6,369		
Norwegian.....	3	6,239	5	5,862
Austrian.....	3	6,755		
Dutch.....	3	5,684		
Brazilian.....	4	2,201		
Spanish.....	1	2,127		
Belgian.....	1	2,225		
Danish.....	2	1,604		
Swedish.....	1	2,162	1	219
Total .....	158	330,557	9	9,278

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of May, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	104	218,782	3	3,453
German.....	13	36,405		
Italian.....	16	37,984	3	3,895
French.....	6	15,790		
Norwegian.....	1	2,455	11	9,321
Argentine.....	11	6,185		
Spanish.....	3	6,668		
Dutch.....	2	5,924		
Belgian.....	3	6,118		
Danish.....	1	2,159	3	2,254
Austrian.....	2	2,813		
Swedish.....	1	2,163		
Brazilian.....	3	1,609		
Russian.....			1	852
Total .....	166	345,055	21	19,775

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of June, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	91	218,542	2	1,716
German.....	11	31,328		
Italian.....	13	32,412	4	4,150
French.....	11	27,732		
Spanish.....	3	8,012		
Norwegian.....	1	2,291	5	5,019
Dutch.....	3	7,080	1	176
Argentine.....	9	4,679	2	392
Brazilian.....	6	3,802		
Belgian.....	1	3,211		
Austrian.....	1	2,027		
Austrian <sup>a</sup> .....	1	1,781		
Greek.....	1	1,529		
Danish.....			1	1,260
American.....			1	981
Total .....	152	344,426	16	13,784

<sup>a</sup> Austria is given twice in the consul's report.

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of July, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	91	201,549	5	5,440
French.....	6	15,875		
German.....	9	27,581		
Italian.....	11	28,614	1	560
Spanish.....	4	9,163		
Norwegian.....			6	6,257
Dutch.....	2	4,472		
Argentine.....	10	6,130	2	129
Brazilian.....	7	4,442		
Belgian.....	1	2,472		
Austrian.....	3	5,720		
United States.....			1	1,057
Total.....	144	306,018	15	13,443

The following were the arrivals of sea-going vessels at the port of Buenos Aires during the month of August, 1906:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	94	226,255	2	1,474
German.....	12	39,460		
French.....	10	29,057		
Italian.....	9	22,902	4	3,938
Spanish.....	5	11,203		
Argentine.....	9	5,247		
Brazilian.....	7	4,613		
Austrian.....	2	2,987	1	1,382
Dutch.....	1	2,710		
Uruguayan.....	1	2,180		
Greek.....	2	3,671		
Belgian.....	1	1,994		
Swedish.....	1	2,162		
United States.....			1	1,068
Norwegian.....			1	699
Total.....	154	354,441	9	8,561

The arrivals at the port of Buenos Aires during the month of September last were as follows:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	92	226,298	3	5,192
German.....	15	46,249		
Italian.....	11	29,039	6	4,890
French.....	12	28,342		
Spanish.....	5	12,545		
Argentine.....	12	6,058	1	1,933
Brazilian.....	6	3,989		
Uruguayan.....	2	3,913		
Austrian.....	2	2,984		
Norwegian.....			4	4,654
Swedish.....	1	2,163		
Belgian.....	1	1,852		
Danish.....	1	1,365		
American.....			5	6,156
Total.....	160	364,797	19	22,825

The arrivals at the port of Buenos Aires during the month of October last were as follows:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	92	205,532	3	2,397
Italian.....	19	55,888	7	7,775
German.....	17	51,944	.....	.....
French.....	12	23,670	.....	.....
Spanish.....	3	8,256	.....	.....
Norwegian.....	1	1,951	13	15,982
Dutch.....	2	5,858	.....	.....
Argentine.....	11	5,533	.....	.....
Brazilian.....	7	4,081	.....	.....
Danish.....	2	3,567	.....	.....
Austrian.....	2	3,352	.....	.....
Belgian.....	1	1,940	.....	.....
Swedish.....			1	830
Total.....	169	371,572	24	26,984

The arrivals at the port of Buenos Aires during the month of November, 1906, were as follows:

	Steamers.		Sailers.	
	Number.	Tons.	Number.	Tons.
British.....	80	208,185	4	5,554
German.....	21	67,708	.....	.....
Italian.....	21	54,895	.....	15,147
French.....	10	26,905	.....	.....
Argentine.....	15	11,457	.....	.....
Norwegian.....	1	2,474	12	12,334
Austrian.....	4	8,074	.....	.....
Spanish.....	3	7,933	.....	.....
Dutch.....	3	7,176	.....	.....
Danish.....	1	285	.....	.....
Brazilian.....	5	2,656	.....	.....
Total.....	164	397,748	30	33,035

#### BUENOS AIRES.

The outward and inward shipping of this port is about half that of New York, and Liverpool only exceeds it by about 40 per cent. The low sea level of the city and the character of the La Plata Channel forced the Government to construct very expensive harbor works, which are now capable of handling over 200,000,000 tons of shipping yearly. A short description of these works, furnished by a government official here, is as follows:

A channel of entrance 9.5 kilometers in length by 100 meters in width, 6.4 meters (21 feet) deep under the zero (zero equals 0.3 meter lower than average low tide).

Two inlets or bays in the extreme north and south.

Four docks divided from each other by a passage 20 meters in width, and from the inlets by sluices of 155 meters in length and 25 meters wide and 135 meters long and 20 meters wide, respectively. The gates of these sluices are at 22 feet and 21.9 feet above the zero.

The dry docks are 180 and 150 meters long, respectively, and width of entrance is 20 meters. The level of the gates is 20 feet below the zero.

*Dimensions (sizes and depth of inlets and docks).*

South inlet, area 14.16 H. A., 1,038 meters of wharf, and 21.3 to zero. Docks No. 1 and No. 2 are each 570 meters long, 160 wide, area 8.43 H. A. each, 1,420 meters of wharf each, and 23.9 feet deep.

Dock No. 3 is 690 meters long, 160 wide, area 11.04 H. A., with 1,660 meters of wharf and 23.9 feet deep.

Dock No. 4 is 680 meters long, 160 wide, area 10.08 H. A., with 1,535 meters of wharf and 23.9 feet deep below the zero.

The north inlet has an area of 16.59 H. A., wharf 1,409 meters and 25 deep.

Total wharfage length, 8,482 meters.

The port is lighted by electric light supplied by two power houses, and has about 450 arc lights. At the northern end are two graving docks of 491 by 65½ feet and 590 by 65½ feet, respectively, with an entrance width of 59 feet and depth of 29 feet. There is a patent slip of 600 tons, 177 feet cradle and depth on sill of 10-11 feet.

## ARGENTINE PORT NEWS.

The fixed charges which have to be paid by steamers and sailing vessels arriving with cargo at any Argentine port are:

Classification.	Gold.	Paper.
Light dues: Punta Indio and Banco Chico together..... per registered ton..	\$0.07	-----
Health dues:		
Vessels with clean bill of health.....	do.	.01
Vessels with foul bill of health.....	do.	.03
Bill of health: Steamers and sailers of all sizes.....		
Consular fees: According to vessels' nationality, tonnage, and port or ports of destination.....		\$6.00
Stamped paper: The manifest and store list must be translated into Spanish and presented at the customs, bearing, for steamers, an official stamp (for the first sheet) of the value of.....		100.00
For each subsequent sheet required.....		1.00
For sailing vessels of over 500 tons register the stamps required for giving entry amount (for the first sheet) to.....		55.00
For each additional sheet.....		1.00
Crew list.....		2.00
Vessels arriving in ballast require stamped paper for entry of half value of that necessary when arriving with cargo, and pay for light dues, instead of gold \$0.07 only (besides one-half of the usual health dues).....	0.035	-----
Steamers with packet privileges require no special permit for taking in cargo, and on clearing only present a statement of goods taken on board on stamped paper of the value of.....		25.00
Sailing vessels leaving in ballast are only charged.....		1.00
When loading, a special permit called "opening register" must be taken out, which costs.....		55.00
When clearing with cargo or "closing register," the stamped paper required amounts to.....		
Cargo steamers pay for packet privileges.....		50.00
Passenger steamers, provided with disinfecting stove for each voyage.....		200.00
Besides stamped paper in both cases.....		100.00
Steamers that have paid \$100 for inward manifest or sailing vessels that have paid \$55 for same in any Argentine port have only to pay \$ <sup>a</sup> paper for the first and \$1 for each additional sheet of stamped paper in all other Argentine ports where they may discharge cargo.		3.00

<sup>a</sup> The amount to follow this dollar sign does not appear in the report.

All vessels arriving in an Argentine port, Buenos Aires only excepted, have to pay anchorage dues at the rate of 1 cent paper per registered ton. Vessels exclusively occupied in coasting trade pay \$0.005 paper per registered ton.

Steamers arriving with general cargo as a rule pay agents a commission on the amount of freight for attending to the ship's inward business when nothing is stipulated to the contrary in the charter party, in addition to a fee of \$50 gold for giving entry at customs.

For clearing in ballast, \$25 gold. The same with cargo, \$100 gold. This last fee covers custom-house work in a second Argentine port.

*Sailing vessels.*—For giving entry at customs, \$25; for clearing in ballast, \$15; for clearing with cargo, \$50. The above are the usual fees charged in Buenos Aires, La Plata, and Rosario, but in the smaller river ports the custom-house business is frequently effected at a reduced fee.

*Brokerage.*—On steam charters 4 per cent; on sail charters 5 per cent, including an address commission.

*Pilotage in the port of Buenos Aires.*—Steamers or sailing vessels towed from the outer roads to the anteport (i. e., the entrance to the South Basin), or vice versa, pay pilotage according to the following tariff, in proportion to their registered tonnage. Steamers or sailing vessels from 120 to 300 tons, \$15 paper; from 301 to 500 tons, \$20 paper; from 501 to 1,000 tons, \$25 paper; from 1,001 to 1,500 tons, \$30 paper. Vessels of more than 1,500 tons pay \$35 paper. Steamers or sailing vessels towed from the anteport to the Vuelta de Rocha pay \$4 paper; to Barraca de Pena, \$8 paper; and \$12 paper to the bridge of Barracas. For every change of position in the Riachuelo itself vessels of more than 1,000 tons pay \$6 paper, and those of less tonnage \$4 paper. Vessels that enter or leave in ballast only pay 75 per cent of amounts rated. This reduction applies equally to shifts, etc., in the port of the Riachuelo.

#### POR T OF BUENOS AIRES.

*Entrance dues.*—For seagoing vessels exceeding 150 tons are \$0.15 gold per ton. (Fractions of a ton are counted as a ton.) Vessels entering and leaving in ballast pay half the foregoing rate. Seagoing vessels returning to the port of Buenos Aires from up river ports to complete cargo pay entrance dues as coasters, or, say, vessels exceeding 100 tons pay \$0.02 gold per ton.

*Dock dues.*—Vessels anchoring within the port pay \$0.05 gold per day for each 10 tons or fraction of 10 tons.

*Wharfage dues.*—Vessels lying alongside the dock pay in addition to the above charges \$0.10 gold per day for each 10 tons or fraction of 10 tons; one-half of this rate being charged when the vessel lies at right angles or obliquely to the mole, or when moored alongside another vessel.

*Exemption from dues.*—Vessels putting into port in distress are exempt from the foregoing dues provided they carry on no operations of loading or discharge.

#### *Charges for the use of craving docks.*

[In gold.]

#### ENTRANCE DUES.

For the first 500 tons registered .....		\$50.00
For each 250 tons registered in excess .....		10.00

#### DOCK DUES.

	Per day and per ton.	
	First day.	Subsequent day.
On the first 500 tons register .....	\$0.18	\$0.09
On the next 250 tons register .....	.16	.08
On the next 250 tons register .....	.14	.07
On the next 250 tons register .....	.12	.06
Exceeding 1,250 tons register .....	.10	.05

Fractions of a ton are counted as a ton, and vessels of under 500 tons register pay the dues chargeable on a vessel of 500 tons. Work can be done at night by an extra payment of \$0.04 gold per ton register per night. Fractions of a day are counted as a whole day for purpose of calculating these dues.

#### LA PLATA.

La Plata is a large transhipping point and is also used by ships which can not discharge at Buenos Aires on account of excess draft. It is also used for discharging petroleum, explosives, etc., for vessels are required by the Government to discharge at this point such merchandise.

The total length of quays is 3,270 yards and can accommodate vessels drawing 25 feet of water. The Grand Dock is 3,769 feet long by 42.5 feet wide, ending in a smaller one of 754 by 656 feet. There are also two dry docks and ample facilities for the construction and repair of vessels. Means for transfer of cargo from train to ship are sufficient both in regard to speed and economy. Warehouses at present have a capacity of 200,000 tons, and there are a number of steam cranes.

#### ROSARIO.

Two natural difficulties—the situation of the city on a high cliff and a bar 7 miles below same—have delayed progress, but these are being overcome by the Government with the object of enabling vessels of 21 feet draft to come up to the wharves of the city at all times.

At the present time the height of the water on the bar varies at different times of the year. It is accessible to ocean vessels even under present conditions. It is the second city of the Republic and a great receiving port for the northern departments and the great grain outlet.

#### BAHIA BLANCA.

This port is about 400 miles southwest of Buenos Aires and measured by volume of traffic ranks third.

Four railways converge here, making it a railway center, and by government and railroad work the harbor has been made accessible to large ocean steamers drawing 28 feet of water.

The Bahia Blanca and Northwest Railway wharf can accommodate two ocean steamers and other small coasting vessels.

The Buenos Aires and Southern Railway wharves will hold about 15 steamers with a depth of water of 26 feet at the pier.

There is a government dry dock here 656 feet long by 72½ feet wide at the entrance. There is also a granite quay wall along the channel entering the docks which can accommodate war vessels and from which coal and supplies can be landed. Merchant vessels carrying coal for the Government are allowed to discharge here.

#### LIST OF STEAMSHIP LINES RUNNING BETWEEN BUENOS AIRES AND OTHER COUNTRIES, ETC.

1. Nelson Line to South Africa, from Buenos Aires to Cape Town. About once a month.
2. Nelson Line, Buenos Aires and Liverpool, London. Fortnightly.
3. Weir-Conference Line, from Calcutta via Buenos Aires to Chile and Peru.
4. The Tweedie Trading Company's Line, to Brazil, Cuba, and New York.

5. Houlder Line, Buenos Aires to England. About two a month.
6. Houston Line, Buenos Aires to Europe and States. Weekly sailings.
7. Norton Line, Buenos Aires to New York and Boston and England. Monthly.
8. Lampart and Holt, Buenos Aires to England and States. Latter fortnightly.
9. H. S. D. G., Buenos Aires and south coast.
10. Navigazione Italiana, "La Ligure Brasiliana," Buenos Aires, Brazil ports, and Italy.
11. Pacific Line, from Montevideo to Brazil and Europe; also to west coast of South America. Regular fortnightly sailings.
12. The New Zealand Shipping Company, the Shaw-Savill White Star Line. Regular sailings from Montevideo to Teneriffe, Plymouth, and London.
13. Hamburg South American Line, Buenos Aires and Spain, Portugal, and Germany.
14. Allan Line, Buenos Aires, continental ports, Glasgow, and Liverpool.
15. Royal Mail Steam Packet Company. Weekly sailing from Buenos Aires for Brazil, continental ports, and England.
16. Norddeutscher Lloyd. Fortnightly sailings for Vigo, Antwerp, and Bremen.
17. Compagnie Royale Belgo-Argentine. Regular fortnightly service between River Plata and Antwerp.
18. Anglo-Argentine Shipping Company (Limited), Buenos Aires, London, and Liverpool.
19. Manchester and River Plata Line. Regular fortnightly service between Buenos Aires and Manchester.
20. Barber Line. Regular service between River Plata and United States; also to Europe.
21. Lynzan Line. Fortnightly service between Buenos Aires and Antwerp.
22. Lloyd Italiano. Regular service between River Plata and Italy.
23. Hansa Line. Regular sailings, fortnightly, between German ports and River Plata.
24. MacIver Line. Liverpool and River Plata. Fortnightly.
25. Suid Amerika Lijn. Three-weekly service between River Plata, Amsterdam, and Dunkirk.
26. Johnson Line. River Plata and Scandinavian ports.
27. Prince Line. River Plata, Brazil, New York, London, and Antwerp.
28. Navigazione Generale Italiana-La Veloce. Weekly service between Buenos Aires, Spain, and Italy.
29. Sud Atlantica. Ten-day sailings to South coast and twenty-day sailings to Brazil.
30. Sociedad Anónima. River Plata and Spain.
31. Navigación a Vapor Nicolas Mihanovich. River Plata and neighboring rivers of Uruguay and Paraguay.

NAVIGATION AND MAIL CONTRACT CONCLUDED SEPTEMBER 30, 1909,  
BETWEEN THE AUSTRIAN GOVERNMENT AND THE "AUSTRO-  
AMERICANA."

[From a report by Consul George M. Hotschick, at Trieste, February 22, 1910.]

I. The "Unione Austriaca di Navigazione," formerly the "Austro-American & Fratelli Cosulich," styled in short "Austro-American," binds itself to maintain during a period of fifteen years, as per Article XXI, a regular service between Trieste and Buenos Aires via Santos and Rio de Janeiro, touching the intermediate ports also on the return voyage.

II. The voyages, outward and homeward, shall take place at intervals of—

(a) Three weeks; 17-18 voyages per year from January 1, 1910, to December 31, 1911.

(b) Two weeks, 26 voyages per year, from January 1, 1912, to the expiration of the contract.

III. At the request of the Imperial Royal Ministry of Commerce the "Austro-American" shall undertake besides the number of voy-

ages stipulated by Article II, letter a, extra voyages up to a total of 26 per year before January 1, 1912, if between two sailings quantities of goods accumulate up to 1,500 tons weight, or 1,500 cubic tons.

These sailings shall be made and considered as "free voyages."

IV. Under normal conditions the steamers shall keep up a minimum speed as follows:

1. From January 1, 1910, to December 31, 1911:

- (a) On at least 4 annual voyages, 14 miles.
- (b) On the remaining voyages, 12 miles.

2. From January 1, 1912, to December 31, 1914:

- (a) On at least 8 annual voyages, 14 miles.
- (b) On the remaining voyages, 12 miles.

3. From January 1, 1915, till the end of the contract:

- (a) On at least 13 annual voyages, 14 miles.
- (b) On the remaining voyages, 12 miles.

V. The duration of the passage of vessels from Trieste to Buenos Aires, or vice versa, making 12 knots shall not exceed twenty-eight days, and that of vessels making 14 knots shall not exceed twenty-five days.

The itineraries, as far as dates of sailing and arrival at the ports of Trieste and Buenos Aires are concerned, are subject to the approval of the imperial royal ministry of commerce, to whom they shall be submitted two months before being applied. Should no decision ensue from the ministry within one month after the itineraries have been presented, the latter are to be considered as sanctioned.

The "Austro-Americana" shall be free to insert in the itinerary, besides Rio de Janeiro and Santos, other intermediate ports of call as far as this is compatible with the limited duration of the voyages.

The itineraries and their modifications shall be published at least one month before they are carried out, and shall be punctually maintained.

This obligation is applicable to the intermediate ports of call inserted by will of the steamship company in case the ports of call should not be mentioned in the itinerary as optional.

VI. The steamers of the line shall be, in every respect, in accordance with modern requirements, and the present conditions of traffic.

The gross tonnage of the steamers making 12 knots shall be at least 4,500, and of steamers making 14 knots at least 5,000 registered tons. Every steamer shall have a weight capacity of at least 3,500 tons and of at least 4,000 cubic meters space.

The steamers shall be entered in the Austrian ships register, and be granted the first-class certificate of the "Austrian Hungarian Veritas," or any other equivalent proof of seaworthiness acknowledged by the maritime board.

The steamers before entering into service shall be inspected by experts engaged by the Government to ascertain whether they fulfill the conditions of the contract, and shall make a trial trip. During the trial trip the steamers shall develop under normal conditions, with the usual full cargo, during ten hours on an average 1 knot more than the speed required on their voyages. The condition of full cargo may be waived if the speed is correspondingly exceeded.

The inspection and trial trip of each steamer shall be repeated whenever there is reasonable doubt as to its seagoing capacity

according to the contract. The inspection and trial trip to be repeated in any case every four years.

Every steamer of the line shall be provided with a perfect working wireless telegraph station.

The company shall have at their disposal, besides the necessary steamers to keep up the regular service of the line, suitable reserve steamers, which may be kept plying elsewhere until used on the line.

VII. The "Austro-Americana" binds itself:

To give the building of the steamers, and, if possible, the larger repairs of same, to Austrian shipyards.

To purchase in Austria all ship fittings, the working stock and supplies, or prove the necessity of buying such articles of foreign origin. In the latter case the preference to be given to Austrian purveyors.

To agree with the military administration for the eventual use of the steamers of the line for military purposes.

To carry the mails on the line subsidized according to an agreement to be arranged with the imperial royal post department according to official dispositions.

To facilitate in the best possible way the exportation of Austrian industrial, commercial, and agricultural products, and the importation of raw material necessary to home industry, trade, and agriculture.

The imperial royal ministry of commerce has the right of prohibiting the importation of foreign agricultural products by the company which compete with the export of Austrian agriculture.

VIII. Without the authorization of the imperial royal ministry of commerce the rights and obligations of the "Austro-Americana" emanating from this contract can not be ceded to a third party.

IX. The freight rates on goods exported from Austrian ports are to be approved by the imperial royal ministry of commerce.

In fixing the freight rates of the Austrian import and export trade, the rule shall be applied that the freight rates of routes via Trieste shall not in general be higher than the existing freight rates via a foreign route. As to the execution of this stipulation, there are likely to be from time to time more definite agreements between the imperial royal ministry of commerce and the "Austro-Americana."

In case the imperial royal ministry of commerce wishes to combine land and sea tariffs, and it should be necessary for this purpose to secure the cooperation of railway boards, the "Austro-Americana" shall fix these tariffs in accordance with the railways designated by the imperial royal ministry of commerce.

If Austrian goods or goods designed for Austria, are shipped along with foreign goods or goods destined for abroad and announced for shipment at the same time, the former shall be given the preference.

If the "Austro-Americana" can not make the special voyages in the regular service with the company's own steamers as per contract, then the special voyages shall be let to Austrian shipowners and, with the consent of the imperial royal ministry of commerce, foreign vessels may be taken into service, the "Austro-Americana" charging the Austrian shippers only the expenses incurred.

The "Austro-Americana" and the Austrian Lloyd shall agree on tariffs to and from the Levant.

All agreements with other enterprises or factors having an understanding directly or indirectly with regard to competition, especially

respecting freight rates or division and administration of trading districts, must bear the approval of the imperial royal ministry of commerce.

If the decision relating to the above is not announced within four weeks, the "Austro-Americana" has the right to act as it considers best.

X. With regard to the concession of free passages and reduction of fare to be granted to state officials, commercial agents, missionaries, commercial travelers, seamen returning home or destitute, and cadets, as well as the reduction of freight rates on samples, goods for exhibitions, etc., they shall be stipulated and established with the company and embodied in the by-laws.

XI. All members of the board of directors of the "Austro-Americana" and all members of the board of visitors shall be Austrian subjects. An exception can be made in respect of the board of visitors. One-third of the members of this body may be chosen from persons domiciled in Austria, who, according to the statutes of the Chamber of Commerce and Industry of Trieste, can be elected members of this body. This exception is subject to the approval of the imperial royal ministry of commerce.

The installment of the president of the board of directors shall be approved by the imperial royal ministry of commerce.

The minister of commerce has the right to appoint two members of the board of visitors.

The "Austro-Americana" shall appoint to the posts of captain and officers of their steamers Austrian subjects possessing Austrian certificates of navigation. Exception to the foregoing rule may be admitted by the imperial royal maritime board if a lack of Austrian ship's officers is proven.

The "Austro-Americana" agrees to employ in its service former noncommissioned officers of the imperial royal army, of the imperial royal navy, of the imperial royal territorial army, and the imperial royal gendarmerie in accordance with the existing laws for employment of noncommissioned officers.

The "Austro-Americana" binds itself to change the statutes of the company so as to agree with this contract.

No change shall be made in the statutes during the duration of the contract without the consent of the imperial royal ministry of commerce.

XII. The company shall draft a working regulation which shall contain, besides the general rules for the regulation of the service of the line, particular regulations with regard to the service on board of the steamers and of the service regulating the navigation of the steamers, as well as the treatment of the passengers and the handling of cargo.

The regulations shall be approved by the imperial royal ministry of commerce. The shipowners and their employees shall observe these regulations.

In regard to the equipment of the steamers and the measures of precaution on the passenger steamers the "Austro-Americana" shall receive detailed instructions from the imperial royal ministry of commerce, which shall be observed.

XIII. By the direction of the imperial royal ministry of commerce the Maritime Board of Trieste shall control the manner of business of

shipowners relative to the service of the line, especially the observance of its obligations.

The "Austro-Americana" binds itself to render every assistance to the officials in their controlling work; to render possible at any time the examination of its books, and furnish the information and explanations necessary to facilitate such control.

The officials of the maritime board have the right to prohibit orders issued by the "Austro-Americana" if the same are not in accordance with agreement assumed. The "Austro-Americana" binds itself to observe the orders of the officials.

To cover the expenses incurred by the Government in exercising control over the voyages of the line under contract according to Article XIV N. I., an amount shall be fixed annually by the imperial royal ministry of commerce, not exceeding 0.6 per cent of the annual subvention, and shall be collected from the "Austro-Americana."

The imperial commissioner, or his substitute, has the right of suspending orders which are contrary to the laws, to the statutes of the company, to the agreements made, or to the public interest. No important administrative measure referring to the subsidized service shall be concluded without the previous knowledge of the imperial royal commissioner or his substitute.

The "Austro-Americana" binds itself to issue no order without the consent of the imperial royal ministry of commerce in matters of principle, such as the existence of the company, the contraction of loans, mortgaging the company's property, taking up floating debts, augmentation or diminution of the shares of the company, selling or pawning its steamers built in accordance with Article XVI of the contract.

XIV. For carrying out its obligations in accordance with the contract, the "Austro-Americana" shall receive annually:

1. For voyages on the line in accordance with the agreement: From January 1, 1910, to December 31, 1911, \$203,000; from January 1, 1912, to December 31, 1914, \$223,000; from January 1, 1915, to December 31, 1925, \$243,000.

2. Should any limitation occur in the service without any fault of the company, the deduction from the total amount shall not be less than 50 per cent during the time of the limitation.

3. The compensation for the whole postal service, including the installation of wireless telegraph stations, is 100,000 kronen, equal to \$20,300.

3. An extra allowance is paid:

(a) For the exportation of products of Austrian industry, trade, and agriculture, 15 kronen, equal to \$3.05, for each ton weight exceeding 1,000 tons weight per voyage up to a maximum of 200,000 kronen, equal to \$40,600.

(b) For the importation of raw materials from abroad needed by Austrian industry, trade, and agriculture, 5 kronen, equal to \$1.02, for each ton weight exceeding 1,000 tons weight per voyage up to a maximum amount of 100,000 kronen, equal to \$20,300.

From the compensation granted as per 1 and 2, the "Austro-Americana" shall be advanced money bearing no interest in monthly part payments as high as 90 per cent of the quota due on the first working day of every month.

XV. Steamers which receive a subvention according to the law of February 23, 1907, R. G. B1. No. 44, lose it during their use in the service of the line according to the contract.

XVI. The "Austro-Americana" shall build in Austrian shipyards within the first five years of the contract steamers of at least 20,000 gross tons, of which 5,000 gross tons shall be built at the latest by December 31, 1911; 5,000 gross tons shall be built at the latest by December 31, 1912; 5,000 gross tons shall be built at the latest by December 31, 1913; 5,000 gross tons shall be built at the latest by December 31, 1914.

The nonfulfillment of above-mentioned building programme is liable to a fine of 100 kronen, equal to \$20.30, per 1,000 gross tons per day of delay of the steamer's entering into the service.

To promote Austrian shipbuilding, the "Austro-Americana" shall build, in Austrian shipyards, during the progressive years of contract, vessels of not less than 20,000 gross tons. For each gross ton the imperial royal Government will advance to the "Austro-Americana" 200 kronen, equal to \$40.60, which sum advanced shall be deducted from the compensation installments according to Article XIV, but not more than 800,000 kronen, equal to \$162,400, shall be advanced on account for each of the five years of the contract.

These sums, paid in advance, will be liquidated in the case of each steamer in four equal installments, viz, the first installment when the steamer is put on the stocks; the second when steamer is armor-plated; the third when steamer is launched, and the fourth after examination and official confirmation of the qualification of the steamer by the imperial royal maritime board of Trieste.

The "Austro-Americana" agrees to pay for the sums advanced 2 per cent annual interest pro rata temporis, and to repay the amounts with reductions from subsidies due.

The repayments shall be made in the following manner: Eight hundred thousand kronen, equal to \$162,400, December 31, 1920; 800,000 kronen, equal to \$162,400, December 31, 1921; 800,000 kronen, equal to \$162,400, December 31, 1923; 800,000 kronen, equal to \$162,400, December 31, 1924.

XVII. The "Austro-Americana" shall keep separate accounts of the steamers employed on the line, according to this contract. In this account shall be entered the receipts from the passenger and freight traffic, eventual compensation for calling at foreign ports, and compensation from the Government according to the present contract. These receipts shall be counterbalanced by the following accounts:

1. The current working expenses and cost of maintenance.
2. One per cent of the cost price of the steamer for general expenses.
3. Five per cent premium of insurance on the cost price of steamer.
4. Six per cent deduction of the cost price of the steamers and 20 per cent deduction of the cost price of the equipment of the steamer.
5. Five per cent of the surplus remaining after the deductions made provided for by Nos. 1-4 for the reserve fund, according to the statute, until the amount provided by the statute is reached.
6. Twenty-five per cent of the surplus remaining after the deductions made provided for by Nos. 1-5, and a further deduction of 4 per cent from total cost price of the steamers for the special reserve

fund. Total cost price includes the cost price of the steamers and the cost price of their equipment.

Of the remaining surplus, the company shall keep 6 per cent. Should there be a surplus exceeding 6 per cent during two successive years, then the Government shares by one-fourth part in the surplus and one-fourth shall be set aside for a fund to be instituted for the beneficence of the employees of the company.

XVIII. Outward and homeward voyages which in any respect deviate considerably from the terms of the contract shall be regarded as contrary to the agreements.

Voyages contrary to the contract are:

- (a) Voyages made with steamers not officially approved.
- (b) If the last port of call, Buenos Aires and Trieste, respectively, is not reached.
- (c) If the departure from shipping port or the arrival at the last port of call suffers a delay of more than seven days beyond the time established by time-table.

(d) Those voyages during which the average speed falls short of more than 2 knots of the speed stipulated in the contract.

If a passage outward or homeward is omitted or made contrary to the agreement—the company loses; the conventional fine provided in Article XIX shall be inflicted without prejudice—the claim of the aliquot part due for one voyage of the compensation granted for the year of traffic for voyages of the line. Article XIV, 1 and 2.

The imperial royal ministry of commerce can, however, drop wholly or partly, the deduction of the quota of the compensation granted for voyages of the line if the omission of the voyage was caused by circumstances beyond the company's control.

XIX. In cases of infractions of the contract on the part of the company or their organs, the former is liable to conventional fines. The fines shall be inflicted by the imperial maritime board, viz:

(a) For every omission of a voyage, outward or homeward, or made contrary to the agreement, with the exception of the case in Article XVIII, lit. c., a sum not exceeding 10,000 kronen, equal to \$2,030.

(b) For failing to call at a port mentioned in time-table as not optional, a sum not exceeding 2,000 kronen, equal to \$406.

(c) If on a passage one or two obligatory intermediate ports are not touched, a sum not exceeding 10,000 kronen, equal to \$2,030.

(d) If in an intermediate port not indicated as optional, the time of arrival or departure is delayed more than forty-eight hours and in last port of call thirty-six hours, or if in any one of these ports the ship leaves before the time prescribed by the time-table, for every one of these cases respectively for every day of delay, a sum not exceeding 1,000 kronen, equal to \$203; should the delay be more than seven days, a sum not exceeding 6,000 kronen, equal to \$1,218.

(e) For violation of the tariff approved by the imperial royal ministry of commerce, the total amount received for freight or in cases of minor importance, a sum not exceeding 2,000 kronen, equal to \$406.

(f) For all other infringements of the contract, especially for exceeding the maximum duration of the voyage as per Article V, failing to keep up the speed according to contract, irregularities of

the passenger service and transit of goods, a sum not exceeding 3,000 kronen, equal to \$609; and in cases of repetition, a sum not exceeding 10,000 kronen, equal to \$2,030.

XX. The imperial royal ministry of commerce may allow occasionally and conditionally single derogations from the contract, if extraordinary circumstances justify them as allowable with regard to the interests of the empire, the Austrian commerce and traffic. On the other hand, the company shall follow the directions of the imperial royal ministry of commerce as far as these remove defects in the service of the line or improve the conditions of transportations without incurring great burden on the company.

Measures of the management of the current business which, according to contract, should be approved by the imperial royal ministry of commerce can be fixed by the company in urgent cases, with reservation as to the subsequent approval. Should the imperial royal ministry of commerce refuse the approval, the measures must be revoked or a conventional fine inflicted.

XXI. The duration of this contract is fifteen years, beginning January 1, 1910.

The obligations of the company emanating from this contract cease if the outward and homeward voyage of the last steamer sailing from an Austrian port at the end of the month of December, 1924, is terminated.

XXII. The "Austro-Americana" agrees to pay the stamp duty for one of the two copies of the contract. The amount for the stamp duty shall be apportioned in 15 annual installments, and shall always be deducted from the first monthly advanced amount of the subsidies.

The receipts for amounts to be paid to the "Austro-Americana" in accordance with the Articles XIV and XVI are free from stamp duty.

XXIII. This contract becomes obligatory on the part of the "Austro-Americana" by the approval of the general meeting of the shareholders, and on the part of the imperial royal government by the constitutional approval.

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#### TRANSPORTATION BETWEEN TRIESTE AND SOUTH AMERICA.

[From a report by Consul George M. Hotschick, at Trieste, Austria, January 4, 1909.]

The two steamship companies, the Austrian Lloyd and the Austro-Americana, which maintained a regular service between Trieste and South American ports, have discontinued the service since the end of the year 1909.

The steamship service between Trieste and Buenos Aires is to be taken up by the Austro-Americana Steamship Company again. The Austrian Government and the Austro-Americana Steamship Company have closed a navigation and postal contract by which the latter is bound to maintain, during a period of fifteen years, a regular line of steamship navigation between Trieste and Buenos Aires via Rio de Janeiro and Santos. The duration of the passage of the vessels from Trieste to Buenos Aires, or vice versa, making 12 knots shall not exceed twenty-eight days, and the passage of the vessels making 14 knots shall not exceed twenty-five days.

As compensation for carrying out its obligations as per contract the Austro-Americana shall receive annually:

1. From January 1, 1910, to December 31, 1911.....	\$203,000
2. From January 1, 1912, to December 31, 1914.....	223,000
3. From January 1, 1915, to December 31, 1925.....	243,000

#### NEW STEAMSHIP COMMUNICATIONS BETWEEN MONTEVIDEO AND SAN FRANCISCO.

[From a report by Consul F. W. Goding, in Montevideo, Uruguay, January 9, 1909.]

In a communication received from the agents representing the Kosmos (German) line of steamers it is stated that beginning about March 1, 1909, the steamers belonging to that company plying between the ports of Germany and Montevideo, thence to Valparaiso, will continue via ports to San Francisco. The freight rate per ton at present from this port to San Francisco is 45 shillings (\$10.94), which will be reduced to 40 shillings (\$9.73) under the new arrangement. As the tanneries on our western coast are making large purchases of quebracho extract, this reduction in freight rates will be of material benefit to them.

#### STEAMSHIP COMMUNICATIONS BETWEEN ARGENTINA AND ITALY—FAST STEAMER REDUCES RUN.

[From the report of Consul-General R. M. Bartleman, at Buenos Aires, January 6, 1910.]

The Lloyd Italiano's 12,000-ton steamer *Principessa Mafalda*, which was placed on the run between Buenos Aires and Genoa in May, 1909, has just broken the record between these ports by her trip of fourteen days and seven hours. This means that the passengers and freight from northern Italy can be brought to Argentina in fourteen and one-half days, and that Paris is only fifteen days away. Several years ago the *Alfonso XII* of the Compañía Transatlántica Española made the voyage from Cadiz to Buenos Aires in twelve days. The average run from New York to Buenos Aires is twenty-six days.

#### STEAMSHIPS ENTERING AND CLEARING BUENOS AIRES FOR THE FIRST SIX MONTHS OF 1906.

[From a report by Consul-General Alban G. Snyder, at Buenos Aires, March 1, 1907.]

I give here the names, together with gross tonnage, of steamships over 14 knots speed which entered at Buenos Aires during the first six months of 1906, together with the names of the European ports from which they entered or from which they cleared:

##### LLOYD ITALIANO.

*Florida*, 9,000 tons, 14 knots. Left Genoa, Italy, January 8, 1906, and Barcelona, Spain, January 9, 1906, for Buenos Aires. Left Buenos Aires for Genoa on March 3, 1906.

*Mendoza*, 12,000 tons, 16 knots. Left Genoa on February 1, April 1, and June 1, 1906, and Barcelona on the 2d of these months for Buenos Aires, and left Buenos Aires for Genoa on the 28th of each of the above-named months.

## LA VELOCE.

Ships.	Gross tonnage.	Speed.	Ports of call.
Argentina.....	5,264	15	Genoa, Cadiz, Barcelona.
Brazile.....	5,270	15	Do.
Italia.....	5,300	15	Do.
Savola.....	5,279	15	Genoa and Barcelona.
Centro America.....	3,522	14½	Do.

## NAVIGAZIONE GENERALE ITALIANA.

Ships.	Gross tonnage.	Speed.	Ports of call.
Umbria.....	5,260	15	Genoa and Barcelona.
Sardegna.....	5,602	15	Genoa, Barcelona, Cadiz.
Regina Margherita.....	3,802	16	Do.
Perseo.....	4,158	15	Genoa and Barcelona.
Orione.....	4,461	16	Do.

All of these boats run between Buenos Aires and Genoa touching at the intermediate points named.

## MESSAGERIES MARITIMES.

Ships.	Tonnage.
Atlantique.....	6,097
Amazone.....	6,368
Chili.....	6,488
Cordillere.....	6,378
Magellan.....	6,399

All of these steamers are from 14½ to 16 knots speed and run between Buenos Aires and Bordeaux, France, touching at intermediate ports as follows: Vigo, Porto-Leixoes, Lisbon, Dakar, Pernambuco, Bahia, Rio de Janeiro, Santos, and Montevideo. The service was during the first six months of 1906, and is now, a regular fortnightly service both from Bordeaux and Buenos Aires.

## HAMBURG SOUTH AMERICAN LINE.

The following are copies of the tables furnished by the agents of the above company here:

*Departures from Europe.*

Ship.	Hamburg.	Genoa.	Dover.	Boulogne.	Vigo.	Coruna.	Lisbon.	Buenos Aires.
Cap Blanco.....	Dec. 7	Dec. 17	Dec. 8	Dec. 8			Dec. 12	Dec. 28
Bologna.....							Jan. 24	Jan. 24
Cap Ortegal.....	Jan. 6		Jan. 7	Jan. 8			Jan. 11	Jan. 27
Lienna.....		Jan. 20					Feb. 9	
Bologna.....		Feb. 17					Mar. 10	
Cap Blanco.....	Feb. 21		Feb. 22	Feb. 23		Feb. 24	Feb. 26	Mar. 14
Lienna.....		Mar. 24						Apr. 14
Cap Ortegal.....	Mar. 21		Mar. 22	Mar. 22		Mar. 24	Mar. 25	Apr. 10
Bologna.....		Apr. 14						May 4
Cap Blanco.....	May 6		May 7	May 7	May 10		May 11	May 28
Lienna.....		May 26						June 16
Bologna.....		June 23						July 13

## Departures from Buenos Aires.

Ship.	Buenos Aires.	Lisbon.	Vigo.	Boulogne.	Dover.	Genoa.	Hamburg.
Cap Blanco.....	Jan. 10	Jan. 29	Jan. 29	Jan. 31	Feb. 1	Feb. 4	Feb. 2
Bologna.....	Jan. 13						Mar. 4
Cap Ortegal.....	Feb. 10	Feb. 27	Feb. 28	Mar. 3	Mar. 3	Mar. 11	-----
Lienna.....	Feb. 17					Apr. 8	-----
Bologna.....	Mar. 17						Apr. 17
Cap Blanco.....	Mar. 25	Apr. 12	Apr. 13	Apr. 15	Apr. 15	May 13	May 17
Lienna.....	Apr. 21						July 3
Cap Ortegal.....	Apr. 25	May 12	May 13	May 15	May 15	June 9	-----
Bologna.....	May 19						
Cap Blanco.....	June 10	June 28	June 29	July 2	July 2	July 15	-----
Lienna.....	June 24						

It will be noticed that two of these ships go from Hamburg to Buenos Aires and two from Genoa to this city, namely, the *Cap Ortegal* and *Cap Blanco* from Hamburg and the *Lienna* and *Bologna* from Genoa. The tonnage of these steamers is as follows: *Cap Blanco*, 7,523; *Cap Ortegal*, 7,818; *Lienna*, 4,553; *Bologna*, 4,650; and the speed of all of them is between 15 and 16 knots. This company has two new ships which are to enter the service to this port in July next. They are of 16 knots and are called *Cap Arcona* and *Koenig Wilhelm*. It also has two large ships building for the same trade which are expected out by the end of the year and are to be of 17½ knots.

## ROYAL MAIL STEAM PACKET COMPANY.

This company had the following steamers in their service the first part of 1906: *Magdalena*, 5,373 tons; *Danube*, 5,891 tons; *Thames*, 5,621 tons; *Nile*, 5,855 tons; *Clyde*, 5,618 tons, which sailed regularly every fortnight from Buenos Aires to Southampton, England, and from the port here, touching at the intermediate ports of Cherbourg, Vigo, Lisbon, Madeira or Teneriffe, Rio Janeiro, and various other Brazilian ports. The company has since added the following ships: *Aragon*, 9,441 tons; *Amazon*, 10,036 tons; *Araguaya*, 10,537 tons; and the service is now weekly. All their steamers are of from 15 to 16½ knots speed.

I am told that nearly all passenger ships entering this port are capable of making more than 14 knots, but they are prohibited by certain rules of the companies from making more than 13 or 13½ knots.

Several companies have large steamers of over 14 knots speed, but they come only as far as Montevideo, transferring and receiving passengers from Buenos Aires by river boat.

*Steamships over 14 knots speed which entered and cleared at Buenos Aires during the first six months of 1906.*

Steamship.	Tonnage.	Speed.
Florida.....	9,000	14.00
Mendoza.....	12,000	16.00
Argentina.....	5,264	15.00
Brazile.....	5,270	15.00
Italia.....	5,300	15.00
Savioia.....	5,279	15.00
Centro America.....	3,528	14.25

*Steamships over 14 knots speed which entered and cleared at Buenos Aires during the first six months of 1906—Continued.*

Steamship.	Tonnage.	Speed.
Umbria.....	5,260	15.00
Sardegna.....	5,602	15.00
Persico.....	4,152	15.00
Orione.....	4,461	16.00
Atlantique.....	6,097	15.60
Amazone.....	6,368	16.00
Chili.....	6,488	16.00
Cordillero.....	6,378	15.50
Magellan.....	6,399	16.00
Cap Blanco.....	7,523	16.50
Regina Margherita.....	3,802	16.00
Cap Ortegal.....	7,818	16.50
Liena.....	4,553	16.00
Bologna.....	4,650	15.50
Aragon.....	9,441	16.50
Magdalena.....	5,373	15.50
Danube.....	5,891	16.00
Thames.....	5,621	15.80
Nile.....	5,855	16.50
Clyde.....	5,618	16.00

#### NEW ITALIAN STEAMERS FOR THE RIO DE LA PLATA.

[From a report by Consul-General Alban G. Snyder at Buenos Aires, September 12, 1907.]

The Lloyd-Italiano has under construction two new fast liners, *Principessa Yolanda* and *Principessa Mafalda*, which are to be put in the trade to this port in December next.

They are to be of 12,000 tons register, 555 feet in length, and 18 knots speed, and an effort is to be made for the large passenger traffic between here and Europe. They are also to call at Lisbon, thus enabling passengers to take the overland route to their destinations should they so desire.

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