

COFFEE PROBLEM SOLUTION

A Proposal in Behalf of Improved and Standardized Coffees in Brazil, Favoring Them with Free Railway Transportation and Shipping Priority

Staff Correspondence

São Paulo, April 10, 1935.

SHR. EMERSON JOSÉ MOREIRA, owner of the General Warehouse at Franca, who is operating one of the most important mills for the improvement and standardization of coffee types in the State of São Paulo, has presented to the Federal Council of Foreign Trade, through intermediary of Dr. Cesario Coimbra, Director of the Departamento Nacional do Café (DNC), a detailed study on the coffee problem through which he makes suggestions for resolving the situation now confronting Brazil's principal product. His plan, abridged, is as follows:

FREE TRANSIT UNDER CERTAIN CONDITIONS

(1) Free transit on railways in the country will be given to all coffee that is standardized in existing mills or in those to be installed in the coffee producing estates for this purpose, according to the following rules:

(2) The standards of each mill will be deposited previously with the Ministry of Agriculture (or DNC), subject to the provisions of Decrees Nos.

19,318 and 24,541, and will be renewed in accordance with regulation to be issued by the Ministry of Agriculture (or DNC).

(3) The denominations or marks used by exporters or owners of mills will be considered as "registered brands," once they satisfy the requirements of the regulations to be issued.

(4) Despatches to export ports will be made in new official bags suitable for shipment in accordance with rulings of the respective ports, and will be directed to the warehouses of the DNC or to the respective Coffee Institutes.

(5) The mills will be fiscalized directly and permanently by the Departamento Nacional do Café (or Institute or Ministry of Agriculture) and will operate only under authorization of the control of General Warehouses, according to Decree No. 1,102 of November 21, 1903.

PROVISIONS FOR PORT SHIPMENTS

(6) Qualified for the right of "free transit," referred to in Article 1, will be only those coffees intended to be sold for exportation within the maximum time limit of thirty days from the date on which they reach the export port, and the railway manifest must be taken as evidence of the destination abroad of the coffee.

(7) The consignors or despatchers will declare, within 24 hours as from the arrival of the coffee (to be extended another 24 hours only) the name of the vessel to receive the coffee. Those not complying with this procedure will hold their coffees until the final month of outflow of the respective crop, at the expense of the coffee in question.

(8) The release for receipt on board steamer



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