

The Brazilian Review

A WEEKLY RECORD OF TRADE AND FINANCE

VOL. 4—No. 33

RIO DE JANEIRO, TUESDAY, AUGUST 12th, 1901.

PRICE. . . 1\$200

BALDWIN LOCOMOTIVE WORKS, Philadelphia. Penn

(ESTABLISHED 1831)

BURNHAM, WILLIAMS & CO., Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable. Passenger and Freight Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

Electric Locomotives and Plant for Electric Railways by the Baldwin Westinghouse Combination.

ALL WORK THOROUGHLY GUARANTEED.

ILLUSTRATED CATALOGUE FURNISHED ON APPLICATION OF CUSTOMERS.

Sole Agents in Brazil NORTON, MEGAW & Co. L^{td} No. 58, Rua Primeiro de-Março, Rio de Janeiro

ESTRADA DE FERRO GREAT WESTERN OF BRAZIL

Horario dos trens que conduzem passageiros a vigorar de 20 de Setembro de 1900 até segunda ordem

ESTAÇÕES	A		B		C		ESTAÇÕES	A		B		C	
	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.		A. M.	A. M.	A. M.	P. M.	A. M.	P. M.
RECIFE	7.05	2.50	5.05	6.45	—	—	TIMBAUBA	—	—	—	—	4.10	—
ENCRUZILHADA	7.14	2.59	5.13	6.52	—	—	Pureza	—	—	—	—	4.35	—
ARRAIAL	7.22	3.07	5.21	7.00	—	—	Alliança	—	—	—	—	2.00	—
MAGACOS	7.30	3.25	5.42	—	—	—	Baraúna	—	—	—	—	2.17	—
Fabrica Industrial (Parada)	—	—	5.40	—	—	—	Lagôa Secca	—	—	—	—	2.30	—
CAMARAGIBE	7.50	3.37	5.56	—	—	—	Jureco (Parada)	—	—	—	—	2.49	—
S. LOURENÇO	8.10	3.58	6.15	—	—	—	NAZARETH	—	—	—	—	3.08	—
TUMA	8.22	4.13	6.35	—	—	—	Tracunhãem	—	—	—	—	3.22	—
Santa Rita	8.39	4.36	—	—	—	—	LIMOEIRO	—	—	6.00	—	8.25	2.35
São Severino	9.00	4.57	—	—	—	—	Campo Grande	—	—	6.21	—	8.48	2.58
Pão d'Alho	9.10	5.07	—	—	9.42	3.50	Lagôa do Carro	—	—	6.38	—	9.08	3.18
CARPINA	9.10	5.10	—	—	10.03	4.11	CARPINA	—	—	7.03	3.45	—	—
Lagôa do Carro	—	5.54	—	—	10.03	4.11	Pão d'Alho	—	—	7.31	4.15	—	—
Campo Grande	—	6.17	—	—	10.21	4.30	São Severino (Parada)	—	—	7.40	4.21	—	—
LIMOEIRO	—	6.35	—	—	10.40	4.50	TUMA	—	7.40	8.01	4.38	—	—
Tracunhãem	9.55	—	—	—	—	—	S. LOURENÇO	—	8.07	8.39	5.12	—	—
NAZARETH	10.10	—	—	—	—	—	CAMARAGIBE	—	8.23	8.58	5.27	—	—
Jureco (Parada)	10.21	—	—	—	—	—	Fabrica Industrial (Parada)	—	8.28	—	—	—	—
Lagôa Secca	10.37	—	—	—	—	—	MAGACOS	—	8.35	9.13	5.40	—	—
Baraúna	10.55	—	—	—	—	—	ARRAIAL	—	8.50	9.31	5.55	—	—
Alliança	11.11	—	—	—	—	—	ENCRUZILHADA	5.15	8.58	9.43	6.05	—	—
Pureza	11.35	—	—	—	—	—	RECIFE	6.23	9.05	9.50	6.12	—	—
TIMBAUBA	12.00	—	—	—	—	—		6.30	9.05	9.50	6.12	—	—

Os trens marcados com a letra **A** correm todos os dias, os da letra **B** somente nos dias uteis e os da letra **C** nos domingos e dias santificados.

PROLONGAMENTO DE TIMBAUBA A PILAR

Nas segundas, quartas-feiras e sabbados, na 1.^a secção deste prolongamento ha tambem os seguintes trens :

De Rosa e Silva para Timbaúba ás 10.40 A. M.
De Timbaúba para Rosa e Silva á 1.30 P. M.

A. H. A. KNOX LITTLE,
Gerente.

COMPANHIA DE LOTERIAS NACIONAES DO BRAZIL

SÉDE, RUA NOVA DO OUVIDOR N. 29 E 29 A
Endereço telegraphico — LOTERIAS Caixa do Correio, 41

Contracto no Thesouro Nacional para as loterias da União de 31 de Dezembro de 1896.

Extrações diarias RUA DE S. JOSÉ 92—RIO DE JANEIRO

OFFICE IN TOWN

CERVEJARIA TEUTONIA

DEPOSIT

Rua dos Ourives No. 20

(TEUTONIA BREWERY)

Rua do Lavradio No. 60

Preiss, Häussler & Co.

Mendes, E. F. C. B.

This well-known Factory is situated at the Crest of the Coast range in an unrivalled situation as regards climate and purity of the water utilised for Brewing. This is collected in vast reservoirs on the property of the Company and conducted, pure and crystalline, in pipes to the brewery. The situation and condition under which this beer is brewed guarantee its being the best and purest in the market.

LONDON AND BRAZILIAN BANK LIMITED.

Capital..... £ 1,500,000
 Capital paid up..... „ 750,000
 Reserve fund..... „ 600,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO

10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, PARÁ,
 PERNAMBUCO, BAHIA, SANTOS, S. PAULO
 CAMPINAS, RIO GRANDE DO SUL.
 PELOTAS, PORTO ALEGRE, MONTEVIDÉO.
 BURNES AYRES, ROSARIO DE SANTA FÉ, AND
 NEW YORK

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON.
 Messrs. Mallet Frères & Co., PARIS.
 Messrs. Schroeder & Co., J. H. Schroeder & Co., HAMBURG.
 Messrs. Joh. Berenberg, Gossler & Co., HAMBURG.
 Messrs. Granet Brown & Co. GENOA.

B RASILIANISCHE BANK FÜR DEUTSCHLAND

Established in Hamburg on 16th December, 1887 by the «Direction der Disconto Gesellschaft» in Berlin and the «Norddeutsche Bank in Hamburg», Hamburg.

Capital..... 10,000,000 Marks.

BRANCH OFFICE IN RIO DE JANEIRO.

(Caixa 139)

Branch-offices in São Paulo and Santos.

(Caixa 520) (Caixa 195)

Draws on:

(Direction der Disconto Gesellschaft, Berlin) and corresponding branches in Hamburg, London, and other cities.
 GERMANY..... Norddeutsche Bank in Hamburg (respondents).
 M. A. von Rothschild & Sohn, Frankfurt a M.
 N. M. Rothschild & Sons, London
 ENGLAND..... Direction der Disconto Gesellschaft, London.
 Manchester and Liverpool District Banking Company, Limited, London.
 Union Bank of London, Limited, London.
 Wm. Brandt's Sons & Co., London.
 FRANCE..... Credit Lyonnais, Paris, and branches.
 Heine & Co., Paris.
 Comptoir National d'Escompte de Paris, Paris.
 Lazard Frères & Co., Paris.
 De Neufville & Co., Paris.
 PORTUGAL..... Banco Lisbon & Açores and correspondents.

and any other countries.

Opens accounts current.

Pays interest on deposits for a certain time.

Executes orders for purchases and sales of stocks, shares, etc., and transacts every description of banking business

Theil-Gutschow,

Director

THEODOR WILLE & Co.

SUCCESSORS OF

WILLE, SCHMILINSKY & C.

41 AND 43

Rua do General Camara

IMPORTERS AND EXPORTERS

Cable address:

WILLE — RIO

P. O. BOX. N. 761

BANQUE FRANÇAISE DU BRÉSIL

Established in Paris on the 23rd. October 1896 by the Comptoir National d'Escompte de Paris, and the Société Générale pour favoriser le développement du Commerce et de l'Industrie en France

AUTHORIZED BY

Decree No. 1432 of 2nd January, 1897

CAPITAL: Fcs. 10,000,000 (Ten million Franca)

HEAD OFFICE:

9 RUE LAFFITTE, Paris

Branch Office in Rio de Janeiro:

78, Rua da Quitanda

P. O. B. 58

Branches at S. Paulo and Santos

Draws on:

PARIS AND FRANCE..... (Head Office.)
 Comptoir National d'Escompte de Paris, and agencies.
 Société Générale pour favoriser le développement du Commerce et de l'Industrie en France, and agencies
 LONDON..... Union Bank of London, Limited.
 London Joint Stock Bank, Limited.
 Parr's Bank, Limited.
 GERMANY..... Direction der Disconto Gesellschaft.
 Deutsche Bank, Berlin and branches.
 Dresdner Bank, Dresden and branches
 Norddeutsche Bank, Hamburg.
 Correspondents in all chief-cities.
 PORTUGAL..... J. M. Fernandes Guimarães & Co.
 Porto and their Correspondents.
 Banco Commercial de Lisboa, Lisbon
 ITALY..... Credito Italiano.

AND ANY OTHER COUNTRY

Opens accounts-current.
 Pays interest for a certain time; executes orders for purchases and sales of stocks, shares etc., and transacts every description of banking business.

G. Henriot,

Directors.

THE LONDON AND RIVER PLATE BANK, LIMITED.

LONDON: Princes Street, E. C.

PARIS: 16, Rue Halévy

Rio de Janeiro:

No. 20, Rua da Alfandega.

Authorized by Decree No. 521 of 17th October, 1894

Subscribed capital..... £ 1,500,000
 Realized do „ 900,000
 Reserve fund..... „ 1,000,000

BRANCHES:

PARIS, 16, RUE HALÉVY, PERNAMBUCO,
 PARÁ, BUENOS AIRES, MONTEVIDÉO, ROSARIO,
 MENDOZA AND PAYBANDU'

DRAWS ON: —

London and County Banking Co., L'd.— LONDON.
 Banque de Paris et des Pays Bas.— PARIS.
 Banco de Portugal and agencies.—PORTUGAL.
 And on all the cities of Europe.

Also on:

Farmers' Loan & Trust Co.—NEW YORK.
 First National Bank of Chicago.—CHICAGO.

THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

HEAD OFFICE: 2 A. MOORGATE ST

London, E. C.

Capital..... £ 1,000,000
 Idem paid up... .. „ 500,000
 Reserve fund..... „ 340,000

Office in Rio de Janeiro:

31, Rua 1º de Março

Branches at:

S. PAULO, SANTOS, BAHIA, PARÁ, MONTEVIDÉO
 BUENOS AIRES AND ROSARIO.

Agencies at Pernambuco, Ceará, Maranhão and Rio Grande do Sul.

Draws on its Head Office in London:

The London Joint Stock Bank, Limited, LONDON.

Messrs. Heine & Co., PARIS:

Messrs. J. Berenberg Gossler & Co., and correspondents in Germany, HAMBURG.

Messrs. Roesti & Co., and correspondents in ITALY

The Bank of New York, N. B. A. NEW YORK.

Receives deposits at notice or for fixed periods and transacts every description of Banking business.

BANCO DA REPUBLICA DO BRAZIL.

Realized Capital . . . Rs. 103.616:400\$000

N. B. This capital to be

reduced to Rs.100.000:000\$ in accordance with

Government's Decree of 8th May 1897.

Reserve Fund Rs. 17.480:078\$736

Profits In Suspense Rs. 11.157:639\$835

on 31st December 1899.

OFFICE IN RIO DE JANEIRO

9, rua da Alfandega

Agencies at Pará, Maranhão, Ceará, Pernambuco Bahia, Victoria, Santos, São Paulo, Dostorro Rio Grande do Sul, Porto Alegre & Pelotas.

Draws on:

Messrs. N. M. Rothschild & Sons.
London & County Banking Co Ltd.
Messrs. Baring Brothers & Co Ltd.

LONDON.

Messrs. Hottinguer & Co.
Comptoir National d'Escompte de Paris.

PARIS.

Commerz und Diskonto &c Bank in Hamburg
HAMBURG.

Banco de Portugal.

LISBON.

Opens accounts current:

Pays Interest on Deposits for fixed periods.

Executes orders for purchases and sales of stocks, shares etc, and transacts every description of banking business.

WILSON SONS & CO. (LIMITED)

2, RUA DE S. PEDRO,
RIO DE JANEIRO

AGENTS OF THE

Pacific Steam Navigation Company
Shaw, Savill & Albion Co., Ltd.
The New Zealand Shipping Co., Ltd.
The Howden Line of Steamers.

Repairs to Ships and Machinery

Having large workshops and efficient plant, are in a position to undertake repairs of all descriptions to ships and machinery.

Coal.— Wilson, Sons & Co., Limited, have depôts at St. Vincent, (Cape Verde), Montevideo, La Plata and at the chief Brazil ports; and, among others, supply coal under contract, at Rio, to:

The Brazilian Government;
His Britannic Majesty's Government;
The Transatlantic Steamship Companies;
The New Zealand Shipping Companies; &c.

Coal.— Large stocks of the best Cardiff steam Coal always kept in Rio depôt on Concelção Island.

Tug boats always ready for service.
Cargo Lighters.— ditto.
Ballast supplied to ships.

Establishments: Wilson, Sons, & Co., Limited, London, Cardiff, St. Vincent, (Cape Verde), Rio Bahia, Pernambuco, Santos, S. Paulo, Montevideo, Buenos Aires, La Plata, Rosario & Las Palmas.

PACIFIC STEAM NAVIGATION COMPANY.

ROYAL MAIL STEAMERS.

DEPARTURES FOR LIVERPOOL

These popular steamers are fitted with electric light and all modern conveniences. Cuisine of highest order.

For freights apply to F. D. Machado.

No. 4, Rua S. Pedro

and for passages and other information to

Wilson, Sons & Co, Ltd. Agents.

No. 2, Rua S. Pedro.

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseille

DEPARTURES OF STEAMERS

Aquitaine 17th Aug.
Les Alpes 16th Sept.

for

Marseilles, Barcelona, Genoa, and Naples.

Through fares to Paris 1st class	f. gold	678
do do 2nd	f.	502
do do 3rd	f.	199
Through fares to Paris return 1st class	f.	1.109
do do 2nd	f.	822
do do 3rd	f.	304
Marseilles, Genoa, Naples, 3rd class	f.	150
Barcelona 3rd class	f.	175

AGENTS—OREY, ANTUNES & C.

RIO DE JANEIRO. 10 Rua General Camara, 1º andar
S. PAULO. 15 RUA DO COMMERCIO
SANTOS. 65 RUA 15 DE NOVEMBRO

ROYAL MAIL STEAM PACKET COMPANY.

Under contracts with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES.

Date	Steamer	Destination
1901		
Aug 20	Nile	Montevideo & Buenos Ayres
" 21	Magdalena	Bahia, Pernambuco, Lisbon, Vigo, & Southampton.
Sept 2	Clyde	Montevideo & Buenos Ayres.
" 4	Nile	Bahia, Pernambuco, Lisbon, Vigo, & Southampton.

This Company will have steamers from and to England three times a month.

For freight, passages, and other information apply
No. 2, Rua General Camara, 1st floor.

C. J. Cazaly.

Superintendente

THE BRAZILIAN COAL COMPANY, LIMITED.

Representatives of

CORY BROTHERS & CO., LTD.

of Cardiff and London.

Colliery Proprietors.

Coal Depôts in all the principal ports of the world. A constant and fresh supply of Cory's Merthyr Steam coal always in Stock. Prompt delivery at reasonable prices.

Tugboats always ready for service.

Engineering Works.

Repairs to Ships, Launches, Machinery, Lighters, etc., effected with the utmost possible dispatch.

OFFICES:

Edificio da Bolsa, Salas 26 and 27.

Entrance: Rua Gen. Camara.

Depôt: ILHA DOS FERREIROS.

P. O. Box 774.

NORDDEUTSCHER LLOYD, BREMEN.

Capital . . . 30,000,000 Marks.

NEXT DEPARTURES

Date	Steamer	Destination
1901		
Aug 10	Mainz	Bahia, Lisbon, Antwerp, and Bremen.
" 30	Stolberg	Bahia, Lisbon, Antwerp and Bremen.

Passengers & Cargo accepted

Passenger rates 1st cl. 3rd cl.
Rio—Antwerp, Rotterdam, Bremen 400 Marks £9
" —Lisbon 320 Marks Rs. 149\$

For further information apply to

HERM, STOLTZ & CO., Agents.

Rua da Alfandega, No. 63 Rio de Janeiro

Insurance

LONDON AND LANCASHIRE FIRE INSURANCE CO.

Capital (fully subscribed) £ 2,275,000
Reserve fund 676,355

Agents: EDWARD ASHWORTH & Co.

No. 50, Rua 10 de Março, Rio de Janeiro.
No. 21 A. Rua da Quitanda, S. Paulo.

THOMAS J. LIPTON

LIPTON'S Teas,
LIPTON'S Hams,
LIPTON'S Jams,
LIPTON'S Pickles,
LIPTON'S Groceries.

115, Rua da Quitanda.

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

PASSENGER SERVICE FOR NEW YORK

"Havelina" 20th Aug.
"Colorado" 27th "

The steamer

"WORDSWORTH"

is equipped with electric light sails on 17th Aug for.

BAHIA, PERNAMBUCO & NEW YORK

Taking 1st & 3rd class passengers for above ports and also for

BARBADOS

Surgeon and Stewardess carried

The voyage is much quicker than by way of England and without the inconvenience of transfer.

Weekly cargo steamers for NEW YORK

For freight apply to the Broker

Wm. R. McNiven,

60, Rua 1^a de Março

For passages and further information apply to the Agents: **NORTON, MEGAW & Co. Ltd.**

53, RUA PRIMEIRO DE MARÇO

HAMBURG-SÜDAMERIKANISCHE DAMPPSCHIFFFAHRTS-GESELLSCHAFT

All steamers of this Company are illuminated with electric light and have splendid accommodation for 1st. and 3rd. class passengers.

Free conveyance on board supplied for passengers and luggage.

The Company issue 1st. class tickets to Paris, via Cherbourg at £ 26.15.

For freight apply to the Broker.

Wm. R. McNiven,

60, RUA 1^a DE MARÇO

For passages and further information apply to the agents.

E. Johnston & Co.,

RUA DE S. PEDRO 62

LA VELOCE

NAVIGAZIONE ITALIANA

DEPARTURES FOR GENOVA

Città di Milano 14 Aug.
Piemonte 25 "

For freights and other information apply to Lu's Campes.

81, Rua Primeiro de Março, 81

Lawyers

VISCONDE DE OURO PRETO

45, Rua do Rosário.

DR. AFFONSO CELSO

DR. RODRIGUES HORTA

RIO DE JANEIRO

DR. BARBOSA DA SILVA

HOTEL ITAMARATY

ALTO DA BOA VISTA

TIJUCA

This Hotel is situated about 1,500 feet above the Sea. It has excellent accommodation for families and Travellers. The Alto da Boa Vista is the most agreeable and picturesque in the suburbs of Rio, while the Floresta, Bambus, Vista Chinezta, & many other splendid views are all within walking distance.

Hot Cold and Douche Baths. Shady walk planted especially for Picnic parties. TERMS MODERATE.

Trams leave Largo de S. Francisco in connection with the Electric Pond to Hotel as follows.

6.29 a m 8.1, 9.33, 11.5, 12.37 pm, 2.9, 3.41. Exp. 4.4, 4.20, 5.13, 6.45, 8.17.

SANDERSON'S

Whiskies

"Mountain Dew"

"Glenleith"

"Liqueur"

"Club Blend"

and

"Second to None"

are the best and purest

Spirits to be obtained in BRAZIL.

IF YOU WANT

BRITISH GOODS

or are willing to act as agent for

LEADING BRITISH FIRMS

Write to the Editor of

"COMMERCIAL INTELLIGENCE"

168 FLEET ST. LONDON.

Who will insert your enquiry without charge if you will send references with it.

N. B. A free specimen copy will be sent on receipt of a postcard.

COMPANHIA



NACIONAL

DE

NAVEGAÇÃO COSTEIRA

The steamer

ITACOLOMY

will sail for BAHIA, & PERNAMBUCO, Friday, 16th inst.

Weekly Passenger service between Rio de Janeiro and Porto Alegre, calling at Paranaguá, Florianopolis, Rio Grande and Pelotas

ITAPAGY

will sail for PARANAGUÁ, FLORIANOPOLIS, RIO GRANDE, PELOTAS and PORTO ALEGRE

Saturday, 17th August.

Freight and parcels received through the Trapiche SILVINO until day previous to sailing.

Valuables at the office, on the day of sailing, till 2 p. m.

No parcels of any description will be received at the Company's offices.

For passages and information apply to the office of

LAGE IRMÃOS,

RUA DO HOSPICIO, 9.

PRINCE LINE

Belmarço & Co. Agents.

Rua do General Camara, 96
Post Office Box, 181.
Telegraphic Address, *Princeline*.

Santos.

CHARLES HUE

Commission Merchant and Ship Agent
Rua Fresca No. 7.

P. O. Box. 392. RIO DE JANEIRO.
Water supplied on short notice. Telephone 374

ALLIUM SATIVUM

is a new and very efficacious remedy for INFLUENZA. Six drops in half a tumbler of water, taken before bedtime, will cure the most rebellious cases in from 1 to 3 days. It also cures all complaints originating from colds.

For sale at: J. COELHO BARBOSA & Co, Ourives 86 — Rio de Janeiro, and at all Chemists and Druggists throughout Brazil.

BEWARE OF IMITATIONS!

H. KILBURN SCOTT

MINING ENGINEER

Reports on Mining Properties and Analyses

21 Rua Theophilo Ottoni

Telegraphic address "MINING" — P. O. Box 631

The Brazilian Review

NOTICE TO SUBSCRIBERS

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(2nd floor)

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ALL COMMUNICATIONS TO BE ADDRESSED TO THE EDITOR

Mr. J. P. WILEMAN

Rio de Janeiro, Crasney & Co. Rua do Ouvidor 56.
Laemmert & C. Rua do Ouvidor 65.
London, G. Street & C. 30 Cornhill.
New York, S. Bernstein, 85 West Broadway.
Sao Paulo, A. R. Dunlop, & Co. Rua da Quitanda 15.

AGENTS for sale of the "Brazilian Review"

TERMS OF SUBSCRIPTION, POST FREE.

For Brazil 60¢000. Abroad £ 2 Per Annum, Paid in Advance

Mail Fixtures for the next 4 weeks

DATE OF SAILING	NAME	COMPANY	DESTINATION
FOR EUROPE & THE STATES			
Aug. 14	<i>Good Hope</i>	Messageries Maritimes	Bordeaux
21	<i>Magdalena</i>	Royal Mail	Southampton
28	<i>La Plata</i>	Messageries Maritimes	Bordeaux
28	<i>Oracia</i>	P. S. N. C.	Liverpool
		Royal Mail	Southampton
Sept. 4	<i>Nie</i>	Messageries Maritimes	Bordeaux
11	<i>Cila</i>	Lampart & Holt	New York
18	<i>Neveus</i>	P. S. N. C.	Liverpool
10	<i>Uranus</i>	Royal Mail	Southampton
13	<i>Cyde</i>		
FOR THE RIVER PLATE AND PACIFIC			
Aug. 12	<i>La Plata</i>	Messageries Maritimes	River Plate
18	<i>Uranus</i>	P. S. N. C.	Pacific Ports
25	<i>Nie</i>	Royal Mail	River Plate

LATEST QUOTATIONS

	1901	1900
Rio de Janeiro 90 d/s opening Bank Rate,		
Aug 12.	10 3/16	10 1/4
No. 7 New York type of coffee,		
Aug 11 per 49 kilos	43027	8885
No. 7 New York type of coffee,		
Aug 10, Spot New York, per lb. cents.	5 11/16	9
No. 7 New York type of coffee Sept.		
options New York, per lb cents	5.00	7.75
1879 4 1/2 per cent. Sterling bonds,		
Aug 11, London,	69	63
1889 4 per cent Sterling bonds,		
Aug 11, London	66 1/2	61
1895 5 per cent Sterling bonds,		
Aug 11, London.	81	72
Funding, Aug 11, London	91 1/2	85
W. Minas. Ry bonds, Aug 11, London	79 3/4	79

NOTICE

BOREL & CO., Successors of MEURON & CO., proprietors of the « Arêa Preta » Snuff, cigarette, cigar and tobacco factory, dealers in Havana cigars and Jezer's Bahia cigars, advise their friends and patrons that they have moved from N.º 11, Rua São Pedro to N.º 62, Rua da Quitanda, where they await their orders.

TO LET

A comfortably furnished chalet in Nova Friburgo, distant about 5 minutes from the Leopoldina Railway Station, containing 4 Bed-rooms, Dining and Sitting Rooms, 3 Bedrooms for servants, Pantry, Bathroom, 2 W. C. (patent) etc. For further particulars apply at this Office. Also for sale.— Moderate price.

BIRTH

QUAYLE. — On the 9th inst., at 193, Rua das Laranjeiras, the wife of Richard Smith Quayle, of a son.

Notes

THE RUBBER MOVEMENT.
(WEEK ENDED 12th AUGUST 1901)

	Tons.
Entries at Pará	254
Shipments at Pará	110
Shipments at Manaus.	101
Stock at Pará on August 10	103
Stock at Manaus on August 3	42

The Legislature of Amazonas has approved a law reducing duties on Rubber to 20 % of which 33 % are payable in kind, and authorizing Government to receive the whole in kind if necessary, as also to negotiate a loan with guarantee of the Rubber received by the Treasury, which, it is said, will be handed over to a Syndicate in Paris with which the Governor is in negotiation. This has caused great sensation and the Associação Commercial has called a meeting to protest.

Table showing the denomination, quantity and value of the paper money in circulation on July 31, 1901.

DENOMINATION	NUMBER OF NOTES	VALUE
\$500.	12,729,157	6,364,608,500
1000.	15,013,724	15,013,724,000
2000.	10,329,278 1/2	20,739,181,500
2500.	6,124,473 1/2	30,622,367,500
5000.	5,329,258 1/2	53,292,585,000
10000.	2,825,611 1/2	57,712,227,000
20000.	83,520	4,000,100,000
50000.	1,372,758 1/2	93,638,125,000
100000.	604,148 1/2	60,414,800,000
200000.	1,100,142	221,628,140,000
500000.	252,074 1/2	126,037,250,000
Total on 31 July 1901	56,444,310 1/2	683,603,603,500
" " 30 June "	56,528,523 7/2	683,603,603,500
" " 31 July "	56,710,721 6/2	683,603,603,500
" " 31 May "	56,699,736 7/2	692,620,339,000
" " 30 April "	57,049,200 7/2	695,640,339,000
" " 31 March "	57,013,495 4/2	695,640,339,000
" " 28 February "	57,121,562 4/2	695,640,339,000
" " 31 January "	57,401,155 4/2	699,641,370,000
" " 31 December 1900	58,076,983 3/2	699,641,370,000
" " 30 November "	58,119,510 2/2	699,641,370,000
" " 30 October "	58,203,140 5/2	699,641,370,000
" " 30 September "	58,392,474 4/2	700,054,150,000
" " 31 August "	58,999,500 4/2	703,060,170,000
" " 30 June "	59,000,291 4/2	703,074,170,000
" " 31 July "	59,204,278 7/2	709,091,300,000
" " 30 April "	59,499,023 4/2	714,698,660,000
" " 31 March "	59,503,003 7/2	715,725,620,000
" " 28 February "	59,989,162 4/2	717,748,220,000
" " 31 January "	60,224,278 5/2	725,719,580,000
" " 31 December 1899	60,365,724 5/2	733,727,110,000
" " 31 August "	61,416,192 4/2	733,727,110,000
" " 30 September "	61,416,192 4/2	735,739,120,000
" " 31 August "	62,437,487 3/2	740,704,110,000
" " 31 July "	62,437,487 3/2	750,706,110,000
" " 30 June "	63,588,773 3/2	757,709,120,000
" " 31 May "	64,008,153 1/2	767,709,120,000
" " 30 April "	64,343,483 1/2	767,709,120,000
" " 31 March "	65,199,250	773,802,130,000
" " 28 February "		779,953,130,000
" " 31 December 1898		785,942,130,000
" " 31 August "		789,364,014,000

CUSTOMS REVENUE FOR THE HALF YEAR: JANUARY - JUNE 1900 & 1901

	CENTRAL STATES		SOUTHERN STATES		NORTH-EASTERN STATES		NORTHERN STATES		AMAZON STATES		Total of all foregoing States	Inc. or Dec. %
	1900	1901	1900	1901	1900	1901	1900	1901	1900	1901		
Import Duties collected in Gold	4,293,905	9,829,296	981,954	4,321,008	4,969,108	3,661,004	5,102,758	1,833,143	1,879,518	9,709,508	16,551,327	+ 69.5
Maritime Dues	4,709,184	30,229	8,908	11,508	70,778	19,208	5,498	30,568	28,498	491,434	214,698	+ 11.1
Total collected in Gold	4,709,184	9,950,056	990,862	4,332,516	5,039,886	3,680,212	5,648,256	1,863,641	1,908,016	10,200,942	16,766,025	+ 64.1
Equivalent at average exchange in Currency	11,821,358	23,457,258	3,226,198	3,161,778	6,628,028	7,100,968	4,772,768	6,652,918	4,490,358	33,565,458	39,325,898	+ 18.9
Import Duties collected in Currency	21,826,198	32,328,618	6,029,098	4,372,698	11,769,818	10,827,108	3,271,878	11,014,878	6,816,298	68,498,518	53,881,408	+ 23.4
MARITIME DUES	9,950,056	31,958	4,174	1,978	1,968	1,308	108	708	218	5,551	4,268	+ 4.4
Total	19,679,108	55,786,168	9,277,888	3,495,498	13,000,198	18,229,518	5,050,788	17,071,078	11,336,838	99,489,218	95,411,568	+ 4.1
SURCHARGES	3,529,298	33,608	3,378	3,198	13,208	11,878	1,958	2,298	6,108	81,108	80,258	+ 1.1
ISLAND REVENUE	1,931,118	62,138	3,188	688	1,051,918	1,283,308	451,298	1,214,908	1,234,208	3,424,568	1,992,808	+ 46.6
EXCISE OR CONSUMPTION DUES	2,406,408	2,911,168	1,466,578	1,381,568	2,710,128	1,510,808	459,708	313,328	565,688	6,670,878	6,546,768	+ 1.8
EXTRAORDINARY	11,888	113,108	12,608	12,228	61,128	32,378	40,518	11,168	23,128	406,918	355,918	+ 12.5
Total	52,118,128	59,519,818	11,424,088	9,717,078	21,719,248	21,091,158	5,663,878	19,072,738	19,097,502	110,072,738	106,387,368	+ 3.3
DEPOSITS	611,528	891,008	152,618	46,308	193,818	100,918	25,468	433,988	142,568	4,719,268	4,668,388	+ 2.9
Grand Total	53,629,656	60,410,826	11,576,706	10,173,386	21,913,066	21,192,076	5,689,346	19,511,426	19,240,076	114,791,996	108,055,756	+ 3.3
Inc. or Dec. %												
Total collected in Gold	4,709,184	9,950,056	990,862	4,332,516	5,039,886	3,680,212	5,648,256	1,863,641	1,908,016	10,200,942	16,766,025	+ 69.5
" " PAPER	35,208,532	36,456,632	8,229,212	6,914,098	15,311,138	13,880,508	3,918,028	13,155,248	13,132,062	75,590,954	68,289,833	+ 10.9

CUSTOMS REVENUE

FIRST HALF-YEARS 1900 & 1901

As we anticipated in our last analysis, the Customs Revenue for the second quarter shows a shrinkage in almost every description except Duties collected in gold, Surcharges and Deposits.

	1901	
	1st QUARTER	2nd QUARTER
Imports, Gold Duties	8,063,327	8,702,698
" Paper	23,529,448	27,351,901
Inland Revenue	3,121,712	1,871,154
Excises	3,579,248	1,976,519
Deposits, balance of	666,498	1,001,398
Total reduced to paper at the average exchange	55,337,369	53,718,369
Total collected in gold	8,063,327	8,702,698
" paper	43,168,152	42,137,729

Compared with last year the Customs Revenue for the first six months shows an increase of 7,874,003\$ equivalent to 69.5 % in gold and a shrinkage of 7,686,989\$ paper equivalent to 10 %.

Added together gold and currency without reduction, the nominal Revenue amounts to 85,295,873\$ and is almost identical with that of 1900, 86,008,859\$.

Under the far from encouraging condition of every branch of productive industry, including Coffee in the Central States, Sugar and Cotton in the Northern, Rubber in the Amazon and Cereals in the South, all of which are at present going through a most critical period, it is indeed to be wondered at that the shrinkage especially of Import Revenue was not greater. Indeed, in one district only has there been an increase of Revenue, in the Central States, where fortunately the growth equivalent to 13.8 % almost counterbalanced the shrinkage in every other district.

The district which suffered most was that of Ceará and Maranhão, where the shrinkage amounted to 47.5 %; the Amazon States coming next with 32.3 %; the Southern States third with 12.5 % and the North-Eastern or Sugar and Cotton States (Bahia, Pernambuco, Alagoas, etc.) last, with a shrinkage of 3.1 %.

Unless there should be some change in the economical situation there seems, therefore, every reason to expect a similar reduction during the next half year, and that in all probability Customs Revenue will be smaller this year than last.

For the last three years, 1898 - 1900, Customs Revenue during the second half year has exceeded in the aggregate that of the first half by 18 %. Allowing the same difference this year, the total gold revenue should reach 36,147,348\$ equivalent to 4,072,201, enough to cover all the Country's foreign obligations and leave a surplus.

The Gold Cheques or Vales issued during the month of July, at Rio, amounted to Rs 1,287,126\$262, distributed as follows: -

Brasilianische	405,024\$197
London & Brazilian	256,116\$996
Française	211,594\$366
Republica	198,279\$608
Nacional	127,174\$192
London & River Plate	57,702\$857
British	31,214\$106
Total	1,287,126\$262

RENEWAL OF SPECIE PAYMENTS

(From The Daily Telegraph)

The first loan actually to receive its interest again in cash was the 1879 Four-and-a-Half per Cent, the coupon of which fell due on July 1, and the other issues will get their dues in August, September, October and December respectively, so that the cash service of all the loans will not have been resumed in its entirety until December next, when an annual sum of £ 2,151,854 will thenceforth be required. For the railway guarantees something under £ 1,000,000 will be needed, making a total, roughly of £ 3,000,000 per annum, although for 1901 the requirements will only come to £ 1,700,000. As a sum of £ 2,300,000 was deposited in London before the end of last month, there were actually sufficient funds in hand to meet Brazil's foreign obligations for the remainder of the current year, with a balance over

of £ 600,000, which is expected to be raised to over £ 2,000,000 by the end of December. And now for a few figures bearing on the probability of Brazil being able to continue the cash payments which she has just resumed. It is, of course, well known that the primary cause of her financial troubles was the fall in exchange, and it was with a view to improving it that a large amount of paper money was burnt. The expedient has been fairly successful, and coupled with the fact that Brazil has not had to come into the market for remittances to Europe, the value of the milreis has steadily improved. But it is evident that with the resumption of specie payments and the necessity of buying exchange there would be considerable danger of a fresh decline in the milreis.

In order to minimise this risk, the Government last year decreed that, from the beginning of 1901, 25 per cent. of the Customs' duties should be collected in gold, or its equivalent at the exchange of the day, which was expected to produce more than sufficient for the service of the debt, and although the Customs' receipts for 1900 declined below those of 1899, they would still be more than enough. The Custom's duties so far reported in the current year show healthy signs of expansion; but the complete figures of 1900 will serve our purpose. Import and consumption duties for that year amounted to 19,400,000 milreis, 25 per cent. of which would roughly be about 5,000,000 milreis, equal, at 27 pence (the nominal par of the milreis), to £ 5,626,000. As the debt service calls for but £ 3,000,000, it would seem that the 25 per cent. of Customs provides ample funds, so that the Government should have no need to buy exchange. This, in itself, is very important, and, in fact, it is one of the main arguments in favour of Brazil's ability to continue cash payments. A few months ago rumours were circulated, apparently upon good authority, that Brazil contemplated the unification of all its debts. As all the bonds are already either Four, Four and a Half, or Five per Cents, such a scheme should not be difficult to accomplish, in a manner acceptable all round, and, as a matter of fact, the Government commissioned an agent to look into the matter. But, on a hint that the time was not ripe, the subject was allowed to drop for the present, though it is pretty sure to be revived, and carried out sooner or later.

For the moment, however, Brazil has got her hands full with the negotiations for the purchase of the guaranteed railways, which are not proceeding quite so smoothly as might have been wished. The Government's agent is moving slowly, in the hope of seeing lower quotations for the shares, and he seems to be careful to start on a very low basis and to work upwards, by which means he makes sure of not offering too much. That the whole thing will eventually be carried out goes without saying, and although the operation will be profitable for Brazil, it is not proposed to reduce the annual charge which the country has to provide, for any nominal saving will be placed to a special fund for redeeming the rescission bonds that are issued. During the next six months a very considerable amount of these new bonds will be created, and already they are being dealt in for special settlement a few points lower than the present "Fours." But as the sinking-fund on the latter is suspended until 1911, while the new bonds are to have an immediate sinking-fund, it is pretty certain that the quotation of the rescission bonds will improve before long. The following table shows the foreign loans of Brazil, the amount required for their service, and the present quotations of the various issues:

	Outstanding Amount.	Annual Service.	Present Price.
	£	£	
4 1/2 per Ct. 1883 . . .	3,267,000	147,015	74
Do 1879 . . .	2,311,762	104,029	74
Do 1888 . . .	4,823,330	217,048	74
5 per Ct. W. of Minas .	3,388,100	169,405	82 3/4
Do 1895 . . .	7,331,600	366,580	84
Do Funding . . .	8,244,983	412,249	92 3/4
4 per Ct. 1889	18,388,200	735,528	68 1/2
Total	47,754,945	2,151,854	

Consular Invoices. The British and German Ministers have both requested the Minister of Foreign Affairs to take steps to make the use of Consular Invoices less burdensome and tedious. The chief points of complaint seem to be the excessive number of the Invoices (4) and the margin of 10% allowed for declaration of quantities. But as three of the former Invoices may be copies and only

the original intended for the Custom House is necessarily manu script, it is somewhat hard to see where the difficulty arises.

In the United States 3 copies are exacted and no complaints are heard. We understand, however, that something will be done to remove some of the difficulties complained of, for which, however, the previous authorisation of Congress is requisite.

EXPORTS FROM THE UNITED KINGDOM TO BRAZIL

DURING THE MONTH OF JUNE
(Specified by the Board of Trade)

DESCRIPTION	QUANTITIES		INC. OR DEC. QUANTITIES %	VALUES £	
	1901	1900		1901	1900
Cotton manufactures:					
Piece goods, grey or unbleached yds	1,101,200	98,400	+ 5.0	4,091	945
do. bleached	1,000,200	1,836,100	- 45.1	10,385	13,211
do. printed	2,031,000	3,308,800	- 38.5	21,438	31,801
do. dyed	1,615,000	2,197,000	- 26.5	20,687	28,949
do. mixed	1,785,000	2,435,200	- 31.7	51,055	85,053
Jute Yarn lbs.	1,234,000	2,127,800	- 41.8	15,773	26,140
Jute manufactures:					
Piece goods of all kinds yds	38,400	92,000	+ 313.5	6,191	925
Linen manufactures all kinds	112,000	169,500	- 31.0	3,955	6,333
Woollen tissues	1,700	15,000	- 2.6	3,000	6,000
Worsted tissues	88,900	170,000	- 32.5	8,083	11,000
Copper, Wrought on Manufactures unenumerated cwt.	8.0	1,700	- 92.4	3,750	6,651
Cutlery				1,012	2,100
Hardware cwt.	215	13	+ 51.0	1,065	2,100
Bar, Angle, Bolt and Rod Iron tons	210	270	- 12.5	2,071	3,100
Railway Iron of all sorts	10	570	- 92.6	1,012	5,570
Wire of Iron or Steel, and Manufactures thereof tons	20	405	- 81.0	681	1,100
Hoops, Sheets, Boiler & Armour Plates, tons		411			1,204
Galvanised sheets	430	177	+ 20.9	1,808	2,972
Tin Plates and Sheets	180	500	- 67.1	2,385	5,000
Cast and Wrought Iron & all other manuf. tons	30	612	- 95.0	3,518	16,100
Manuf. of steel or steel & iron combined, tons	3	4	- 83.3	170	800
Leather, Boots & Shoes (doz pairs)	600	60	+ 2.3	2,777	3,151
Cement tons	318	117	+ 163.2	715	271
Barthenware & China-ware				4,811	3,100
Seed Oils tons.	131	80	+ 101.4	5,718	2,700
Coal, Coke etc.	68,401	53,132	- 27.0	60,005	9,451
Total value of specified exports to Brazil for the month of June			35.7	491,869	204,004
Total May			17.9	250,238	301,911
do April			19.7	195,878	219,336
do March			1.2	210,514	233,322
do February			3.5	211,677	207,100
do January			8.1	198,351	216,555
do 6 mo's			13.3	1,231,360	1,490,677

Trade with Argentina. The bulletin of the *Direccion General de Estadistica Argentina* gives the following figures for trade with this country during the first half of 1900 and 1901.

	1901 Pesos, gold	1900 Pesos, gold
Imports from Brazil	\$1,820,701	1,918,027
Exports to Brazil	\$4,080,947	1,841,001
	\$5,901,648	3,759,028

These figures show a decrease of \$97,326 or 5% in Imports from this country compared with 1900 and an increase of \$2,2399.46, or 121.6%, in Exports to this country. It will be remembered that last year trade with Argentina was interrupted for many months by quarantine imposed here on Argentine arrivals in consequence of the Bubonic pest. During that period the greater part of the produce now imported from Argentina was supplied from Uruguay, especially as regards Xarque, so that there is every probability that no such expansion of trade as is shown in these statistics has really occurred, but that what has been regained by Argentina has been lost by Uruguay, and that the aggregate value of exports from the two countries to Brazil is much the same this year as last.

THE LEASE OF THE NORTHERN RAILWAYS

Any foreigner unacquainted with the idiosyncracies of Brazilian Politics who happened to arrive here at this moment and endeavoured to obtain an insight into Brazilian affairs through the medium of the newspapers, would inevitably come to the conclusion that he had fallen amongst a nation of robbers, where honesty and patriotism are but a phrase and self-seeking and fraud are the ruling passions. He would find, with few exceptions, Journalists busily engaged in washing their dirty linen as publicly as possible, whilst heaping every opprobrious epithet on one another, and, unless he had the judgement to make allowances for the exaggeration that seems inseparable from Political struggles in these countries, would inevitably clear out of such a country as quickly as possible.

In reality, however, it is all fireworks. As soon as the Elections are over and the new President is elected, the lion will lay down once more with the lamb, and each try to get as much as he can of the leaves and fishes. So it is with the *Arrendamento* or Lease of the Railways. At present it is a handy means of attacking and discrediting the administration, but as soon as the Elections, the real cause of the excitement, are over, no one will care any more about it, and the operation will be appreciated at its true value, as one of the most able and advantageous yet realised in Brazil.

It is, of course, easy enough to discover blemishes and show how the expropriation of the railways might have been better done and some further advantage, perhaps, screwed out of shareholders; but when a great country such as Brazil undertakes operations of this kind, it must be always on a predetermined and definite basis that will be advantageous to all parties. Once that basis has been discussed and agreed on, what matters it if the other side, too, gain something, or rather recuperate part of previous losses? That cannot alter the fact that the *Regrate* or Expropriation of the Guaranteed Railways is a real and tangible gain to the country.

Of all the senseless outcries, that against the lease of the expropriated lines seems the most unreasonable and incomprehensible. Indeed, the weak point of expropriation of the guaranteed lines indisputably lay in their posterior disposal. It was clearly impossible that Government should work them itself, because Government administration has always been disastrous and costly. Of the seven lines that constitute the Northern system, at present administered by five different Boards of Directors, with seven distinct managements and workshops, only three, the Great Western, Recife & S. Francisco and Alagois have ever showed any surplus at all over working expenses, the rest all giving a dead loss. To expect to lease lines that under no circumstances would leave a profit, seemed a hopeless task indeed, the only alternative being to hand them over to the respective State Governments to work on their own account as best they might! In this situation the Great Western appears like a special Providence on the scene, and offers to lease the lot on terms that will not only secure the lines being properly and economically worked, but leave a positive and considerable monetary advantage to the Union. By the construction of the missing link between the Conde d'Eu and Natal systems, the Great Western proposed to concentrate under a single management six of the seven distinct and different systems, and by economy not only to pay expenses, but to earn sufficient to yield interest on its own debentures and shares besides paying something to Government. In exchange a relatively free hand was demanded as regards tariffs, which are to be modified on the basis of that at present current on the Great Western itself.

This last stipulation has been the stalking horse of the Opposition, who talk as if the whole future of Agriculture in those districts depends on railway tariffs being a little higher or a little lower. For a railway like the Great Western that must depend exclusively for the future on its traffic, there could be no advantage in strangling industry by high rates. Live and let live must be its principle if success is to be secured. But what politicians really aim at is, by endeavouring to throw the blame of the critical state of Agriculture on the railways and the Union, to cover up their own shortcomings, and, by throwing dust in the eyes of the people, conceal the fact that extravagant local expenditure and overtaxation are the true causes that are undermining the most vital industries of the Country.

BOOKS RECEIVED AND NOTICES.

Some Revelations about the Cultivation, Commerce and Use of Coffee, by J. C. Alves de Lima, ex-Consul of Brazil at Montreal. This is a useful little brochure, intended to make American consumers more acquainted with the real origin of the Coffee they consume to the extent of some 800,000,000 lbs per annum, of which over 600,000,000 lbs came in 1898 from Brazil alone. Give a dog a bad name and hang it! In spite of the palpable fact that 7/8 of all the Coffee imported is Brazilian, it is all sold by the retail trade as Java or Mocha, anything under those marks being despised by American palates.

— *Baldwins Locomotive Works Illustrated Catalogue for the Pan-American Exposition*. Beautifully got up as usual.

— *Entradas e Vendas de Café em Santos, 1880-1901*, edited by Messrs. Telles Quirino & Nogueira; giving the number of bags and kilos, average annual price and product in milreis; highest and lowest quotations at Haere, and Extremes of Exchange on London, Paris and Hamburg.

General News

Politics. The event of the week has been the resignation of the Minister of Interior, Dr. Epitacio Pessoa, and Dr. Eneas Galvão, the Chief of Police. The arbitrary and brutal methods employed by the ex-Chief of Police, it is presumed with the consent of his superior, to quell the São Christovão Tramway riot, made their continuation in office impossible, as they themselves at length were brought to understand. No doubt the people of Rio are often rowdy and inclined on the slightest provocation to annoy the police, whom they seem to look upon as their born enemies, but no provocation short of armed resistance could excuse the conduct of the police on that occasion, and Government is to be congratulated on having accepted the resignations of the two officials chiefly responsible, and having thus removed a serious stumbling block from the course of the administration.

In their places, Dr. Sabino Barroso, the leader of the Minas deputies, has been appointed Minister of the Interior, and Dr. Edmundo Moniz Barreto, President of the Civil and Criminal Courts, has been named Chief of Police. It is to be hoped they will be more fortunate, but in any case, they have a hard task before them, in which hitherto many failures and very few successes have been registered.

The ex-Empress Frederick. On the 5th inst., the Dowager Empress of Germany, better known to Englishmen as the Princess Royal, died at her Castle of Friedrichshof at the age of 61 years. She was born on the 21st November 1840 and in 1858 was married to Prince Frederick, then Heir Apparent to the Kingdom of Prussia. The Princess took to her German home all the liberal and constitutional principles learned of her illustrious mother, and was on more than one occasion in almost open opposition to the Government. Whether, under the peculiar position in which Germany is placed between two hostile camps, such ideas, however noble, were wholly feasible, may perhaps be doubted. Anyhow, the early death of the Emperor Frederick left no opportunity to develop the plans and projects that Bismarck deemed so dangerous, and though her influence must have been often powerfully exercised through her son, the present Emperor, the Dowager Empress ceased to be a political factor of importance the day her husband died.

Fenders in Germany. The large number of accidents which have occurred since electricity has been introduced on the Grosse Berliner Strassenbahn, especially the accident which occurred to General von Pochhammer, well known to the Kaiser, has led to the testing of a large number of fenders, and it is believed that at last a satisfactory device has been found. The tests were made by the highest authorities, including Dir. Bork and Professor Garbe, who constructed an entirely new fender and recommended it for adoption. The last named gentleman died recently as a result of his labors, having contracted a severe cold while testing the new device.

The railway authorities do not prophesy a great future for the new fender for they claim that it is far easier to use due precaution in preventing accidents than to save a person who has stepped in front of a moving car.

The following requirements were originally demanded by the authorities :

- (1) Persons falling in front of the car must be picked up.
- (2) Persons standing in front of the car and hit by it should receive a shove which will not seriously injure them.
- (3) Persons under clause 2 must have devices such as handles, close at hand, to which they may cling.

The first condition is met by the employment of an open framework, which is attached in front of the car, and is raised slightly above the pavement. To operate the fender, it is lowered by the motorman at the same time that the electric brake is placed in operation, but it may also be operated by the foot.

The second demand is complied with by covering the buffers and front of the dash with an elastic screen.

The third demand is complied with by fastening two hand rails along the entire width of the dash at convenient heights. To comply with the second clause, these rails are also mounted on springs.

Two cars have been equipped with this new device, and are in regular service. Fifty more cars are now being equipped, which will probably remain in service until another unfortunate pedestrian has been killed. *Kuhlow's*.

Local Items. The resignation of the post of Minister of the Interior and Justice by Dr. Epitacio Pessoa has been received by the Students here and elsewhere with the greatest satisfaction, which they celebrated in the usual way by parading the streets and speechifying. Fortunately, the police here had the good sense not to interfere with the children's little amusement, but in S. Paulo they seem to have behaved almost as brutally as on the occasion of the São Christovão riots here. Fortunately, as soon as the Governor of the State, Dr. Rodrigues Alves, heard what was going on, he at once ordered the police to their barracks, and order was once more restored.

Dr. Epitacio Pessoa's unpopularity with the Students is due to his having remodelled the University curriculum in a manner the Students imagine contrary to their interests.

— The Municipality is again at its wits' ends for money and wants Government to assist it with 1,500,000\$. But the Government has quite enough on hand already, and the Banco da Republica has refused outright. So, we suppose, the Prefect must do without it somehow, though we pity the unpaid army of employees who have not touched a *centim* for months.

— Later on we are informed that the difficulties of the Prefect have been smoothed by a loan of 1,300,000\$ cash and 200,000\$ perspective, from the Treasury, against six month's bills.

— After dragging its tedious course for months before the Public the case of Dr. Abel Parente has at last been decided and he has been condemned to the nominal punishment of 15 days imprisonment, apparently not for the immoral employment of the method for preventing maternity, known as sterilization, but for having been so unfortunate as to have been unsuccessful in one particular instance, in consequence of which the patient went mad. Dr. Parente of course appealed, gave bail, and is free to continue his debasing practice until he is re-tried or the sterilization of women be declared criminal.

— Dr. Francisco de Castro has resigned his functions as Director of the Faculty of Medicine, where, what with the Students and the Government pulling different ways, he was between the Devil and the Deep blue sea.

— A Congress of Agriculturists with delegates from all the States will shortly meet in this city. We earnestly beg that instead of asking impossible assistance from the Federal Government, the delegates shall one and all insist on the reduction of the local taxation that is crushing the vitality out of Agriculture all over the country. What good is it to demand loans when there is no money to give, or reduction of tariffs on railways that cannot make ends meet already. Let them insist on economy in their own States, that taxation and expenditure shall be cut down to half, and the battle will be won; because, with reduced taxation will come cheaper railway freights and cheaper production.

— A proposal has been presented by Dr. Francisco Passos and his son for filtering the drinking water of this city. Dr. Passos proposes to build the filters at his own cost and in compensation, to be empowered to recover a surplus water rate for 60 years.

— The Corcovado Railway and Paineiras Hotel have been sold to Drs. José Barbalho, Uchoa Cavalcanti and S. B. Passos who

intend to renovate the hotel and make it once more one of the great attractions of Rio.

— The policemen who sometime ago killed a harmless citizen in the Largo de São Francisco have been, happily, condemned to 15 years' imprisonment by the Criminal Court. Had they been tried by Jury the ruffians would assuredly have been acquitted.

— Assays of the argentiferous lead ores from Ypiranga show that whilst rich in lead, (78 %) the yield of silver is almost inappreciable.

— In one of the rooms of the Polytechnic School Dr. Augusto Silva is showing samples of the different products that can be obtained from the Aranuna plant generally known as "Carra-picho", a weed that is common in S. Paulo and Minas. The weed yields a strong fibre out of which Dr. Silva has made excellent ropes and string, as also matting, sacking and other articles.

Minas. A Joint-Stock company with a Capital of 2,300,000 francs has been organized at Brussels for working the Gold Mines of Tres Cruzes, near Ouro Preto, as also those of Falcão, Bananal Grande and Venda do Campo. These properties were sold to the new company by Dr. Archias Medrado for 300,000 francs cash and 1,500,000 francs in fully-paid shares. It to be hoped that no difficulties as regards titles will crop up as they generally do after the business is signed, sealed and delivered.

— The Government of Minas is contemplating legislation as regards mining rights, but as it is claimed in some quarters that mining legislation corresponds exclusively to the Union, perhaps it would be better to settle this initial difficulty before going any further.

Bahia. The first call of 10% on the Banco dos Funcionarios Publicos has been realized, and the Bank will shortly commence business in a fine new building bought for the purpose.

— The Treasury is now paying interest on *Apólices* for the last half year.

— Receipts of the S. Amaro railway during the month of July amounted to 8,525\$ and expenses to 15,657\$.

Rio Grande do Sul. The recent Census shows that the population of Rio Grande has increased since 1890 from 23,653 to 29,598.

SÃO PAULO

At a meeting of farmers and stock breeders at Franca, São Paulo, it was resolved to constitute a company, under the denomination of the Companhia União Pastoral, to act as agents for the sale of stock and do away with unnecessary intermediaries. The tendency towards cooperation in São Paulo is very distinct.

— 36,000 immigrants arrived at São Paulo during the first half of the current year.

— Mr. Speers, the Superintendent of the São Paulo Railway, has asked for police protection against a gang of roughs who threaten to destroy property of the Company and are abusive and aggressive to the Company's servants.

— An attempt is being made by the planters of a district with the unpronounceable name of Tibagytratam to start a line of steamers on the Paranapanema, the link between S. Paulo and Matto Grosso.

— The Paulista Railway Company has offered an annual prize to the "first wrangler" in the local Polytechnic School, which takes the form of an engagement as assistant Engineer on the line with a salary of 250\$000 per month. The salary does not seem very big but is much more than most "wranglers" are worth for some years after they have left their *alma mater*. No doubt science is an excellent preparation, but without the practice that the Paulista Railway Co. so generously offers, it has little or no market value.

— We are glad to see that the Government of S. Paulo has at last taken energetic steps for the suppression of the bogus Banks that lived by swindling ignorant immigrants out of their hard-earned savings.

— Small-pox is said to be very prevalent in the *sertão* of S. Paulo. Active steps are, however, being taken by the sanitary authorities to prevent it from spreading. In no part of Brazil are sanitary arrangements so effective as in S. Paulo. Everywhere else *laissez faire, laissez aller* seems to be the rule and if we are not all dead of Peste Bubonica, yellow fever or some other of the hundred and one scourges with which we here in Rio are afflicted, certainly it is not because the Authorities have done anything to prevent it!

LAWN TENNIS

P. O. C.

The finals of the Lawn Tennis Tournament were played on Sunday, 11th inst. and resulted as follows:

Gentlemen's Singles

R. Browne — 15 beat H. Whidborne — 2/6,
7 to 5; 7 to 5.

Gentlemen's Doubles

N. Jackson and C. Henderson — 41 beat H. Whidborne and J. Robinson — 15, 2.
6 to 2; 8 to 6.

Ladies' Singles

Mrs. D'Arcy — 15 beat Miss Harris — 2/6,
6 to 2; 6 to 4.

Mixed Doubles

J. Robinson and Miss Swithinbank — 39 beat E. Browne and Miss Robinson — 15, 2.
6 to 4; 6 to 3.

LIST OF PASSENGERS

ARRIVALS

Per P. S. N. Co's S. S. *Orellana*, August 2nd 1901.
From Liverpool:— Mr. E. Elomer, Mr. and Mrs. Simonsen and child, Miss L. Simonsen, Mr. R. Kopenhagen, Mr. F. Gøllier.
From Lisbon:— Mr. Artindo Machado da Costa, wife and 2 children, Mr. Lusaro P. Pereira.

Per P. S. N. Co's S. S. *Oriente*, August 4th, 1901.
From Montevideo:— Mr. A. Chamberlain, Mr. F. J. Greensill, Mr. F. V. Furze, Mr. R. G. Nolle, Mme. Sombres, Mme. Persche.

Per Lamport & Holt's S. S. *Headstrong*, August 9th, 1901.
From New York:— Mrs. J. W. B. Purchas and 3 daughters, Mrs. Oren Martin Kyle, Mr. Albert Ewart May, Miss W. A. Bowman, Miss E. B. Perkinson, Miss Janita Grace, Miss Della Wright, Miss Helen Johnston, Miss Ada Stewart, Mr. Joseph Purcell, Mr. Joseph Parlow, Mr. Augusto M. Alvarenga, Mr. Alfonso Gondred, Mr. Apollimiro Trot, Mr. Ignacio José Gil, Mr. Guillermo M. Santos, Mr. John Paul Juhn.

Per R. M. S. P. Co's s. s. *Magdalena*, August 6th.

From Southampton:— Mr. E. B. Ward, Mr. and Mrs. Le Blanc, child and maid, Mr. and Mrs. Root and family, Mr. H. Ayton, Dr. and Mrs. Marsh, Masters Rapelli, Miss Fouldiner, Mr. A. Agrelo, Mr. A. Oliveira, Mrs. Atterbury, Mr. F. Tondron, Mr. M. A. McCall, Their Exes, Prince and Princess de Cariati, maid and valet, Mrs. Woodington and 2 children, Mr. E. Dahne, Mr. E. B. Dickson, Mrs. Buchmann, Miss Frosart, Mr. Bauer, Mr. H. Baldwin, Mrs. Abbott.

From Cherbourg:— Mrs. and Miss De La Balze, Mrs. de Bremen and maid.

From Lisbon:— Mr. and Mrs. J. T. Freitas, Viscount V. Cabral, Mr. J. J. Madeira, Mr. J. Brazinha, Mr. Bueno, Mr. Longoria.

From Pernambuco:— Mr. A. B. Carvalho.

From Bahia:— Mrs. J. Aquino and family, Dr. and Mrs. A. Ferreira, Mr. J. A. Silva, Mr. Watton, Mr. L. Eissenarthen, Mr. A. Pinto, Dr. V. Azeite, Mrs. Gouvea, Mr. R. Machado, Mr. A. Cereim, Mr. Z. C. Santos.

Per R. M. S. P. Co's s. s. *Danube*, August 9th.

From Buenos Aires:— Mr. E. B. de Carvalho and 2 daughters.
From Montevideo:— Mr. E. Conel.
From Santos:— Mr. Cardoso Jr., Mr. Alberto de Oliveira, Mrs. N. Khesman, Mr. José Felles, Mr. J. W. Sollom.

DEPARTURES

Per P. S. N. Co's S. S. *Orellana*, August 2nd 1901.
For Montevideo:— Mr. George Saccma, Mr. Eduardo Ramos and wife.

For Buenos Aires:— Mr. Ramon Alacon, Miss Maria Luiza de Martins.

Per P. S. N. Co's S. S. *Oriente*, August 4th, 1901.

For Lisbon:— Mr. Samuel Garcia, Mr. José Joaquim Fernandes, Mr. José Pinto de Almeida, Mr. Francisco Paula Campos, Mr. Francisco José Ferreira, Mr. Manoel de Oliveira Carvalho, Mr. Joaquim Augusto.

For La Pallice:— Dr. Nabuco de Abreu, wife and child, Mr. Gastão Labeche, Mr. Mrs. and Miss Vanda, Mr. Paulo G. Leser and child.

For Liverpool:— Revd. Mr. and Mrs. Tucker and girl, Bishop C. B. Galloway, Mr. J. H. Goodchild, Captain Joseph Leang, Mr. Frank Hentz, Mrs. Schofield and child, Miss Laura Lender, Mr. and Mrs. Frank W. P. Dennis, Mr. Duncan G. Moonie, Mr. Duncan MacLaren.

For Paris:— Mr. A. Guimarães and wife.

For London:— Mr. F. J. West.

Per R. M. S. P. Co's s. s. *Magdalena*, August 6th.

For Buenos Aires:— Miss Lina Contes, Miss L. Elisabeth Satam, Mr. Emilio R. Werneck, Mr. B. J. Mascott, Mr. S. L. Cateno.

Per R. M. S. P. Co's s. s. *Danube*, August 9th.

For Bahia:— 3 of troupe Christiano de Souza, Padre Julio Maria, Mr. M. J. Tavares and family, Mr. Luiz Leite, M. Octavio Ferreira, Mr. M. M. Milhazes, Dr. Peixoto.

For Pernambuco:— Mr. O. Fell, Mr. Augusto Severo, Mr. J. G. P. Lima and family, Mr. O. Padilha, Mr. A. H. A. Knox-Little, Mr. C. A. de Mello.

For Lisbon:— Mr. Serafin Ferreira and wife, Mr. C. Martins and family, M. José M. de Miranda, Mr. J. do Carmo A. A. Corrêa.

For Southampton:— Mr. J. Manning, Mr. T. J. Ritchie and wife, Mr. J. Lee, Mr. Hugh Smyth.

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Money and Share Market

QUOTATIONS DURING THE WEEK ENDING AUGUST 9th, 1901, WERE AS FOLLOWS:

(COMPILED, BY PERMISSION, FROM THE FIGURES GIVEN DAILY IN THE JORNAL DO COMMERCIO)

AUGUST	MAXIMUM AND MINIMUM BANK COUNTER DRAWING RATES						
	90 d/s			SIGHT			
	London	Paris	Hamb.	Italy	Portugal	N.-York	
Saturday	10 1/2 10 1/16	903 908	1.101 1.122	87 88	340 381	4.684 4.794	
Monday	10 1/8 10 3/8	911 912	1.133 1.153	891 921	371 381	4.823 4.933	
Tuesday	10 3/16 10 1/4	911 915	1.132 1.150	905 917	378 392	4.913 4.933	
Wednesday	10 10 1/8	912 911	1.133 1.178	916 933	380 401	4.941 5.006	
Thursday	10 1/8 10 1/4	910 912	1.138 1.153	901 927	376 395	4.882 4.975	
Friday	10 1/4 10 3/16	925 911	1.132 1.152	891 910	376 387	4.863 4.913	
Average . . . 1901	10 1/16	925	1.138	903	382	4.883	
do. 1900	10 1/16	915	1.137	879	387	4.788	

OFFICIAL RATES

AUGUST	90 d/s							SIGHT				
	London	Paris	Hamb.	London	Paris	Hamb.	Italy	N.-York				
	Saturday	10 1/2	900	1.111	10 3/16	903	1.114	815	4.680			
Monday	10 7/32	933	1.152	10 3/16	913	1.155	875	4.832				
Tuesday	10 1/4	930	1.138	10 7/32	913	1.152	875	4.837				
Wednesday	10 3/32	931	1.159	10 1/8	932	1.163	881	4.882				
Thursday	10 1/4	930	1.149	10 7/32	913	1.152	875	4.837				
Friday	10 3/16	925	1.141	10 3/32	927	1.135	870	4.808				
Average . . . 1901	10 1/16	925	1.138	10 1/16	929	1.147	871	4.813				
do. 1900	10 1/16	905	1.119	10 1/2	901	1.122	801	4.709				

Extremes during the week ending Aug. 9th were 10 d—10 23/32 d. for 90 d/s Bank paper and 10 1/16 d—10 3/16 d for private. The average Bank 90 d/s counter drawing rate for the week comes out at 10 19/32 d., the corresponding sight rate being 10 19/32 d. against 10 17/32 d., the average sight rate of the *Camara Syndical*.

The average depreciation for the week, calculated on the basis of the Banks' sight rate, is 62.00 % and the premium on gold 163.82 % against 61.57 % and 163.24 % last week. At these rates:

1 £	was worth	23\$450	against	23\$132	last week
1 shilling	"	1\$172	"	1\$156	"
1 penny	"	\$097	"	\$096	"
1 Franc	"	\$931	"	\$910	"
1 Mark	"	1\$159	"	1\$135	"
1 U. S. Dollar	"	4\$830	"	4\$765	"
1 20\$000 coin	"	52\$763	"	52\$048	"

SUNDRY QUOTATIONS

	Aug 5	Aug 7	Aug 9
Bank of England Rate	—	3 %	3 %
Open market rate	—	2 17/32 %	2 17/32 %
Exchange on London: —			
Paris	—	25.21	25.20 1/2
Brussels	—	25.21	25.21
Berlin	—	20.45 1/2	20.45 1/2
Genoa	—	26.31	26.32
Madrid	—	35.25	35.10
Lisbon	—	37 7/8	37 1/2
New York	—	4.87 7/8	4.88
Premium on gold: Buenos-Aires	—	131.80	135.50
London Quotations.			
Apolices 1879, 4 1/2 %	—	69 %	69 %
" 1889, 4 %	—	65 1/2 %	66 %
" 1895, 5 %	—	78 1/2 %	78 %
Funding loan, 5 %	—	91 %	91 %
West Minas, 5 %	—	78 1/2 %	78 1/2 %

THE BRAZILIAN REVIEW

Saturday Evening, August 10th, 1901

Ninety days Bank rate on London opened on Monday 5h at 10 3/4 and closed this evening at 10 1/4 d.

Excepting Bahia, the balance sheets of all the Exchange banks for July have been received and show the following results:

CASH IN CONTOS

	31 July 1901	30 June 1901	31 July 1900
Rio de Janeiro (branches)	71,750	72,000	90,347
S. Paulo	20,845	20,901	18,819
Santos	11,301	7,571	22,076
Southern States	1,633	5,052	2,353
Pernambuco	12,194	9,704	6,357
Para	20,511	19,653	11,470
Republica	141,207	134,864	155,396
Total	438,284	438,359	—
	154,491	153,233	155,396

ACCOUNTS WITH HEAD OFFICES, BRANCHES ETC.

	Cr.	Dr.	Cr.	Dr.	Cr.	Dr.
Rio de Janeiro	—	14,459	—	14,882	—	14,820
S. Paulo	—	32,767	—	30,811	—	30,220
Santos	—	6,077	—	4,116	—	21,113
Southern States	+1,131	—	+438	—	+1,893	—
Pernambuco	—	2,965	—	1,842	—	4,436
Para	—	6,945	—	5,021	—	8,453
Republica	+1,131	—	+438	—	+1,893	—
Total	+1,131	63,213	+438	56,705	+1,893	121,582
Net debit of foreign banks	—	62,079	—	56,267	—	119,689
Republica at average exchange	—	13,522	—	18,029	—	—
Total	—	75,601	—	74,296	—	119,689

DEPOSITS, SIGHT AND FIXED

	65,758	69,434	67,985
Rio de Janeiro	65,758	69,434	67,985
S. Paulo	26,489	25,995	24,748
Santos	6,091	4,119	3,976
Southern States	5,741	5,388	4,647
Pernambuco	10,443	9,649	5,939
Para	14,438	14,327	3,397
Total	128,600	128,903	110,692
Republica	10,199	10,996	—
Total	138,799	139,899	110,692

Far from there having been any real liquidation, the net debit to Home Offices or Agents shows again a slight increase compared with June. There has, however, been considerable alteration in the relative position of the three speculative banks as will be seen by the detailed table of the Rio movement, thus confirming our supposition that the slump towards the end of last month was caused by German orders to remit at any price. With Coffee prices as low as they are at present, the recovery of exchange must, even with so comparatively small an oversale as 75,000,000, be a matter of some time, especially with the liquidation hanging like a pall over the market. It is, however, said that the Northern States are now supplying their own requirements, so that it is possible that as soon as Rubber become an active factor again in November, that some improvement may take place, but until then it seems likely that the supply of bills will be barely sufficient to cover day-to-day requirements and leave little or nothing over for liquidations. During the past week the value of the Coffee shipped (*embarques*) was £ 403,000 as against £ 410,000 for the previous week and £ 339,000 last year. Declared sales were also slightly larger than the previous week, 243,000 as against 221,000 bags. The value of the Coffee cleared from 1st July to 9th August was £ 1,888,252 as against £ 1,848,042 for the corresponding period last year.

At Para entries of rubber are yet small, shipments from both Para & Manaus during the week ending 9th inst. amounting to only £ 85,000.

BUSINESS ON THE RIO DE JANEIRO STOCK EXCHANGE

DURING THE WEEK ENDING AUGUST 9TH, 1901.

DESCRIPTION	Sales	Highest	Lowest	CLOSING		
				This week	Last	Date of last
GOVERNMENT SECURITIES						
Apollines Geraes 5% Currency	980	760\$000	752\$000	750\$000	752\$000	Aug. 2
Do do Fractions	12 7/2	760\$000	750\$000	760\$000	730\$000	" 2
Internal Loan 1895, 5% Currency bearer	316	752\$000	748\$000	750\$000	744\$000	" 2
Do do do order	272	760\$000	750\$000	750\$000	752\$000	" 2
Do 1897, 6% Currency bearer	51	885\$000	880\$000	882\$000	880\$000	July 24
Do do order	138	890\$000	884\$000	890\$000	880\$000	Aug. 2
3% Bonds	110	695\$000	690\$000	6 55\$000	690\$000	" 2
Do Fractions	5,003 3/8	680\$500	680\$000	680\$000	680\$000	" 2
Rio de Janeiro Municipal Loan bearer	721	131\$000	130\$500	131\$000	130\$000	" 2
Do do order	50	131\$000	131\$000	131\$000	132\$000	" 2
BANKS						
Republica	515	1030.0	3.800	3.8000	30.800	Aug. 2
Commercial	5	62\$000	62\$000	62\$000	62\$000	" 2
Rural & Hypothecario 1st serie	281	50\$0.0	50\$000	50\$000	50\$000	" 2
Do do 2nd serie	51	16\$40.0	1.800	1.8000	21\$000	" 2
Bay & Commercio Depositos & Descontos	130	43\$000	43\$000	38\$000	43\$000	July 24
Do do do	89	6\$000	6\$000	6\$000	7\$000	" 23
RAILWAYS & TRAMWAYS						
Minas de S. Jeronymo RY	300	17\$000	17\$000	17\$000	16\$000	July 31
Sorocabana-Itabora RY	200	10\$000	10\$000	10\$000	10\$000	" 26
Do do do	200	2\$000	2\$000	2\$000	1\$500	" 26
Cardim Botânico T'ry	30	10\$500	10\$500	10\$500	10\$500	Aug. 2
INSURANCE						
Prosperidade	6	17\$000	15\$000	15\$000	15\$000	May 15
COTTON MILLS						
Nacional de Lombo Brazil Industrial	330	118\$000	118\$000	118\$000	118\$000	July 24
Do do do	65	9\$000	9\$000	9\$000	9\$000	" 18
MISCELLANEOUS						
Acharamentos do Brazil	300	7\$500	7\$500	7\$500	7\$500	July 31
Sal e Navegacao	150	12\$000	12\$000	12\$000	12\$000	Aug. 2
DEBENTURES						
L. C. de Quissama	1	63\$000	63\$000	63\$000	68\$300	July 11

The business done on the Rio Stock Exchange amounted to Rs. 1,615,316\$ distributed as follows:

Government Securities	1,535,581\$000
Bank Shares	18,531\$000
Railway and Tramway Shares	12,011\$000
Insurance Shares	1,500\$000
Cotton Mill Shares	9,475\$000
Miscellaneous do	1,939\$000
Debentures	2,838\$000
Total week ending August 9th, 1901	1,615,316\$000
do do August 2, 1901	1,415,153\$000
do do August 16, 1900	1,217,327\$000
1st January to August 9, 1901	10,124,571\$000
do do do 10, 1900	59,280,327\$000

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CLOSING QUOTATIONS OF BRAZILIAN STOCKS AND SHARES ON THE LONDON STOCK EXCHANGE

DESCRIPTION	WEEK ENDING			
	July 19th, 1901	July 12th, 1901	July 12th, 1901	July 12th, 1901
Government Securities				
Gold Loan 1879 4 1/2 %	70	72	70	72
1883 4 1/2 %	70	72	70	72
1888 4 1/2 %	70	72	70	72
1889 4 %	65 1/2	66 1/2	66	67
West of Minas Railway 5 %	79	80	80	81
New Funding Bonds 1898 5 %	81	82	81 1/2	82 1/2
State of S. Paulo 5 %	90 1/2	91 1/2	91	92 1/2
90	93	90	93	
Corporation Bonds				
City of Rio de Janeiro 4 %	79	81	77	79
City of Santos 6 %	101	103	101	103
Railways				
Alagoas Limited	9	10	9	10
5 % Debenture Stock	79	81	81	81
Bahia e S. Francisco Limited	16	17	16 1/2	17
Triabo branch	7 1/2	7 1/2	7 1/2	7 1/2
Brazil Great Southern 7 % Cum. Pref.	3	3 1/2	3	3 1/2
6 % Perm. Deb. Stock	81	86	81	83
Central Bahia Limited	34	38	34	38
6 % Deb. Stock, red.	87	89	88	92
5 %	64	68	68	70
Conde d'Eu Limited	8 1/2	9 1/2	9	10
D. Thereza Christina Limited, Pref 7 %	4	4 1/2	4 1/2	4 1/2
Espirito Santo and Caravelas	1	2	2	2 1/2
St. Western of Brazil, Limited	10 1/2	11 1/2	10 1/2	11 1/2
Perm. Deb. Stock	104	103	103	105
Ext.	91	93	91	93
Leopoldina Limited	4 1/2	4 1/2	4 1/2	4 1/2
4 % Debenture Stock, red	85	87	85 1/2	85 1/2
Minas & Rio Limited	13 1/2	14 1/2	13	14
Natal & Nova Cruz, Limited	7	8	7	8
Porto Alegre a Novo Hamburgo 7 % Pref. Shares	4	5	4	5
Porto Alegre a Novo Hamburgo 6 1/2 % Mort. Deb. Stock	74	78	74	78
Recife e S. Francisco Limited	78	80	80	81
Rio Claro, S. Paulo, Limited, shares	24	25	24 1/2	25 1/2
5 % Deb. Stock	122	121	121	123
S. Paulo, Limited	158	160	158	160
5 % Non-Cum. Pref.	129	122	120	122
5 1/2 % Debenture Stock	128	130	128	130
5 %	111	121	121	123
4 %	103	107	103	106
S. Braz. Rio G. do Sul, Limited	9 1/2	10 1/2	9 1/2	10 1/2
6 % Deb. Stock	84	86	84	86
Railway Obligations				
Alagoas 6 % Debentures, red.	102	104	102	104
Brazil Gr. Southern, 6 % St. Mt. Debts. 1893	62	63	62	64
6 % St. Mt. Debts. Red.	84	87	84	87
Campos & Carangola 5 1/2 %	53	57	53	57
Central Bahia Limited 6 % Deb. Stock	101	103	101	103
Conde d'Eu 5 1/2 % Debts	90	101	90	101
D. Thereza Christina Limited 5 1/2 %	89	91	88	90
Itanara 6 % Debentures	76	78	76	78
Minas e Rio, 6 % Debts.	103	105	103	105
Magnana, 5 % Deb. Bonds	100	102	100	102
Natal e Nova Cruz, Bonds	95	97	93	95
Banks				
British Bank of S. America	10 1/2	11 1/2	10 1/2	11 1/2
London & Brazilian Bank Limited	19	23	19 1/2	20 1/2
London & River Plate Bank Limited	50	51	50	51
Shipping				
Amazon Steam Navigation Co. Limited	8 1/2	9 1/2	8 1/2	9 1/2
Royal Mail Steam Packet Co.	41	43	41	43
Pacific Steam Navigation Co.	25 1/2	25 1/2	25 1/2	25 1/2
Mining				
St. John del Rey	15 1/2	15 1/2	15 1/2	15 1/2
Telegraphs				
Amazon Tel: 5 % deb. 1 - 25000	78	81	78	81
London Platino Brazilian 6 % Debts.	103	106	103	106
Western Tele. Co. shares	43 1/2	44 1/2	43 1/2	44 1/2
do 3 % debts.	101	101	101	101
do 4 % deb. stk.	100	103	100	103
Miscellaneous				
Cantareira Waterworks 6 % deb. bonds	98	101	100	102
5 % deb. 2nd issue	96	99	96	99
City of Santos Imp. Lt. 7 % non-cum. pref.	9 1/2	10	9 1/2	10
City of Santos Imp. Limited 6 % cum. pref.	10 1/2	11	10 1/2	11
Rio de Janeiro City Imp. Limited	18 1/2	19 1/2	18 1/2	19 1/2
do 5 % red.	97	99	96	98
1873 to 80 Interest April and October	96	98	95	97
Rio de Janeiro City Imp. Limited 5 % red.	96	98	95	97
1873 to 80 Interest 1st June and December	96	98	95	97
Rio de Janeiro Flour Mills Limited	9 1/2	10	9 1/2	10 1/2
do Mort. deb.	101	101	101	103
S. Paulo Gas Co. Limited	10 1/2	11 1/2	10 1/2	11 1/2
Dumont Coffee, ord.	1 1/2	2	1 1/2	2
do 7 1/2 % Cum. pref.	4 1/2	5 1/2	4 1/2	5 1/2
do 5 1/2 % 1st Mort. deb.	87	84	87	87
S. Paulo Coffee Est. 7 % Cum. pref.	3	4	3	4
do 5 1/2 % 1st Mort. deb.	95	95	95	95

MOVEMENT OF THE 5 FOREIGN BANKS

RIO DE JANEIRO

BANKS	Cash Balances		Account with Head Offices & Branches				Deposits			
	1900	1901	1900		1901		SIGHT		FIXED	
			CREDIT	DEBIT	CREDIT	DEBIT	1900	1901	1900	1901
London & Brazilian.	14,493:692\$	23,936:579\$	8,774:493\$	8,692:242\$	8,426:562\$	5,532:399\$	7,990:266\$	21,919:193\$	4,058:594\$	1,957:313\$
London & River Plate	42,612:057\$	47,212:885\$	47,165:647\$	77,608:330\$	8,496:794\$	46,708:633\$	15,431:201\$	40,578:043\$	9,668:106\$	5,155:952\$
British	11,978:973\$	6,678:157\$	10,282:231\$	48,693:724\$	5,751:064\$	5,475:332\$	3,406:017\$	5,521:866\$	2,341:289\$	1,060:370\$
German	15,989:965\$	19,971:871\$	12,541:040\$	15,180:768\$	8,347:423\$	14,277:783\$	11,625:724\$	43,785:941\$	10,551:543\$	4,873:147\$
French	5,545:673\$	3,950:687\$	6,040:435\$	42,913:167\$	5,369:958\$	8,530:623\$	2,035:041\$	736:531\$	1,327:316\$	169:327\$
			31,893:819\$	133,091:261\$	36,054:805\$	50,521:236\$				
				84,803:849\$		36,061:805\$				
Total July 31	90,317:314\$	71,759:179\$	—	48,290:412\$	—	41,459:434\$	40,098:276\$	52,541:574\$	27,886:875\$	13,216:108\$
» June 30	76,552:276\$	72,000:271\$	—	22,988:121\$	—	14,881:567\$	38,811:910\$	52,234:967\$	31,345:389\$	47,199:152\$
» May 31	60,491:318\$	67,460:352\$	—	9,959:980\$	—	—	39,427:067\$	49,975:283\$	33,593:865\$	16,529:527\$
» April 30	50,544:760\$	61,466:320\$	14,339:570\$	—	—	5,578:132\$	45,398:397\$	41,245:373\$	36,462:751\$	18,597:624\$
» March 31	46,692:496\$	59,593:475\$	20,040:853\$	—	5,948:654\$	—	50,240:497\$	49,451:516\$	34,473:958\$	24,290:796\$
» February 28	40,981:210\$	47,892:285\$	33,419:629\$	—	16,465:023\$	—	50,214:247\$	42,985:184\$	35,661:448\$	23,629:604\$
» January 31	37,495:913\$	54,515:511\$	26,338:910\$	—	9,802:673\$	—	48,993:917\$	46,364:704\$	39,356:186\$	21,316:993\$

Coffee Market

COFFEE ENTRIES

FOR THE WEEK ENDING

Rio	FOR THE CROP TO			FOR THE CROP TO	
	Aug. 9 1901	Aug. 2 1901	Aug. 19 1900	Aug. 9 1901	Aug. 10 1900
	By Central R'y.	98,844	130,311	56,246	634,093
» Melhoramentos R'y.	1,088	1,548	1,225	3,747	5,214
» Mariae R'y.	—	—	—	—	13
» Leopoldina R'y.	—	—	—	—	—
» Per Trapiche Vapor	14,271	43,897	1,475	79,445	26,344
» Ferry	636	690	357	6,429	3,037
» Pharoux	751	—	565	1,210	2,583
Coastwise, discharged.	5,345	1,993	549	22,377	11,910
Total	120,945	147,979	61,181	750,997	278,798
Transferred from Rio to Nietheroy	2,400	—	1,894	13,430	4,981
Net Entries at Rio.	118,545	147,979	61,677	737,567	271,712
Coastwise, in transit.	4,000	—	—	11,900	5,600
Nietheroy from Rio & Leopoldina R'y.	4,233	—	2,250	22,241	6,026
Total Rio including Nietheroy & transit.	126,808	147,979	63,927	751,408	283,738
SANTOS	280,465	231,511	227,634	1,249,230	933,267
Total Rio & Santos	405,913	409,490	291,561	1,990,638	1,219,005

The coast arrivals for the week ending Aug. 9th were from:
 S. Joao da Barra 8,762 bags
 Cabo Frio 214
 Itajahy 483 »
 Angra dos Reis 483 »
 Total 9,345 »

The total entries by the different S. Paulo Railways for the Crop to Aug. 9th were as follows:—

	Past Jundiaby	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1901/1902	1,031,474	493,274	1,232,148	1,219,230	12,918
1900/1901	851,551	428,988	980,542	933,267	45,275

Compared with the previous week, Entries at Rio and Santos show a falling off of 2,577 bags, owing entirely to the bad weather reigning up country, which has greatly interfered with the harvesting and especially with the drying of the coffee. So far the current crop has given 1,990,638 bags or about 63% more than last season.

Declared sales were 243,000 as against 224,000 the previous week and 188,000 last year.

In spite of heavy shipments stocks are rapidly accumulating and still exceed a million bags as against only 781,393 this time last year.

COFFEE LOADED (EMBARQUES)

DURING THE WEEK ENDING

	FOR THE CROP TO			FOR THE CROP TO	
	1901 Aug. 9	1901 Aug. 2	1900 Aug. 10	1901 Aug. 9	1900 Aug. 10
	Rio	94,447	117,717	68,710	537,914
Nietheroy	—	—	—	48,728	1,944
In transit.	3,600	—	—	41,600	5,000
Total Rio including Nietheroy & transit.	98,047	117,717	68,710	588,269	225,240
Santos	496,866	475,228	492,368	999,436	630,531
Total Rio & Santos	594,913	592,945	561,078	1,587,705	855,771

RIO MARKET REPORT

COMPARATIVE STATEMENT OF EXCHANGE AND COFFEE PRICES

BATH August	Extremes 90 d/s Bank Rate	Prices between Commissionaries and dealers	Shippers' Prices	New York Options—Sept closing up day previous
Monday	Min. 10 1/4 Max. 10 3/16	78000 78100	78100	4.80
Tuesday	Min. 10 1/4 Max. 10 1/4	78200	78100 78100	4.85
Wednesday	Min. 10 Max. 10 3/16	78100 78200	78200	4.85
Thursday	Min. 10 3/32 Max. 10 11/32	78300 78400	78300	4.90
Friday	Min. 10 3/8 Max. 10 3/8	78500 78600	78300	4.95
Saturday	Min. 10 3/16 Max. 10 11/32	78500	78200	5.05

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

	Week ending				CROP TO Aug. 9	
	Aug. 9	Aug. 2	Aug. 9	Aug. 2	Bags	£
	Bags	Bags	£	£	Bags	£
Rio	115,557	98,621	456,904	134,216	563,381	682,447
Santos	462,267	228,333	238,834	327,561	823,169	1,205,805
Total 1901/1902	277,764	326,954	695,738	461,807	1,386,550	1,888,252
do 1900/1901	201,202	147,977	474,235	331,569	757,550	1,848,012

SALES OF COFFEE

FOR THE WEEK ENDING

	Aug. 9/1901	Aug. 2/1901	Aug. 10/1900
Rio	63,000	55,000	23,000
Santos	140,000	166,000	165,000
Total	203,000	221,000	188,000

MANIFESTS OF COFFEE

Sailed during the week ending Aug. 9th, 1901.

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Aug 3	Paraguari	Hamburg	E. Johnston & Co.	4,324	
"	do	do	Gustav Trinks & Co.	1,080	
"	do	do	Ornstein & Co.	1,750	
"	do	do	Karl Kriesele	1,660	
"	do	do	Richard Riener & Co	1,176	
"	do	do	Sundry	1,000	
"	do	do	Hard, Rand & Co.	510	
"	do	do	Dabelow & Wilberg.	189	11,325
"	Bona	Antwerp	Karl Kriesele	1,240	
"	do	do	Ornstein & Co.	560	
"	do	Antwerp opt.	Karl Valais & Co.	125	1,925
"	Brasil	Porto Alegre	Zenba, Ramos & Co.	500	
"	do	do	Sequeira & Co.	288	
"	do	do	Sundry	62	
"	do	Palotas	Sequeira & Co.	131	
"	do	Rio Grande	Zenba, Ramos & Co.	40	
"	do	do	Sundry	36	
"	do	do	Sequeira & Co.	25	1,770
"	Brasil	New York	Arbuckle Brothers.		21,023
"	Expedito	Maranhão	Gustav Gudgson & Co.	405	
"	do	Mantosa	Jorge Dias & Iriaño.	285	
"	do	do	Jahn Moore & Co.	15	
"	do	do	Ornstein & Co.	30	
"	do	Macaia	Zenba, Ramos & Co.	330	
"	do	do	do	70	
"	do	Parahyba	Jorge Dias & Iriaño.	65	
"	do	do	do	3	1,285
"	do	Pará	do		
"	Brasil	Salvador	Ornstein & Co.	25	
"	do	Constantin opt.	do	125	
"	do	do	do	125	
"	do	Oran	do	125	
"	do	Oran	do	125	
"	do	do	Sundry	210	
"	do	Livorno	do	12	1,602
"	Magdalena	Buenos Aires	Ed. Ashworth & Co.	780	
"	do	do	Sequeira & Co.	730	
"	do	do	Karl Kriesele	610	
"	do	do	N. Megaw & Co Ltd	290	
"	do	do	E. Johnston & Co.	50	
"	do	do	Sundry	19	
"	do	Montevideo	Sequeira & Co.	272	
"	do	do	Ornstein & Co.	52	2,861
"	Brasil	Mossoró	Sundry	303	
"	do	do	Zenba Ramos & Co.	50	350
"	Brasil	Porto Alegre	Zenba Ramos & Co.	31	
"	do	Lagana	Sundry	20	50
"	Brasil	Marsilles opt.	Karl Valais & Co.	70	
"	do	do	Pierre Pradez & Co.	250	
"	do	do	Sundry	250	
"	do	do	Ornstein & Co.	160	
"	do	do	Gustav Trinks & Co.	160	
"	do	Marsilles	Pierre Pradez & Co.	500	
"	do	Constantinople	Richard Riener & Co	875	
"	do	do	J. W. Doane & Co.	25	
"	do	do	Gustav Trinks & Co.	250	
"	do	do	Ornstein & Co.	125	
"	do	Philippville	Richard Riener & Co	250	
"	do	Oran	do	25	
"	do	do	Ornstein & Co.	125	
"	do	Algiers	do	125	
"	do	do	Gustav Trinks & Co	125	4,925
"	Rosa	New York	Arbuckle Brothers		20,500
"	Brasil	Port Elizabeth	P. S. Nielson & Co	3,190	
"	do	Cape Town	J. W. Doane & Co.	500	
"	do	do	N. Megaw & Co. Ltd	500	
"	do	Algoa Bay	do	500	
"	do	London	do	3	4,693
"	Brasil	New York	Theodor Wille & Co	20,000	
"	do	do	Ornstein & Co	6,750	
"	do	do	Karl Kriesele	2,571	
"	do	do	W. F. M. Laughlin & Co.	2,250	
"	do	do	Hard, Rand & C.	2,000	
"	do	do	E. Johnston & Co.	2,500	
"	do	do	Levering & Co.	1,600	
"	do	do	Sundry	1,000	
"	do	do	Roberto de Couto & C.	1,000	31,671
"	do	do	do		118,311

SANTOS

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Aug. 3	Concordia	Havre	E. Johnston & Co.	9,000	
"	do	do	Theodor Wille & Co.	5,000	
"	do	do	Naumann, Gepp & Co. Ltd.	4,000	
"	do	do	A. Trammel & Co.	3,950	
"	do	do	Carl Hellwig & Co.	3,000	
"	do	do	Havn & Rosenheim.	2,500	
"	do	do	J. W. Doane & Co.	2,500	
"	do	do	Schmidt & Trost	2,500	
"	do	do	Prada, Chaves & Co	2,500	
"	do	do	Sundry	2,370	
"	do	do	Nossack & Co.	1,150	
"	do	do	Hard, Rand & Co.	1,000	
"	do	do	George W. Ennor	517	39,987
5	Monte Cenis	Marsilles opt.	Theodor Wille & Co.	6,750	
"	do	do	Naumann, Gepp & Co., Ltd.	500	
"	do	do	Nossack & Co.	375	
"	do	do	Zerener, Bulow & Co.	250	
"	do	Alexandria	Naumann, Gepp & Co. Ltd.	1,000	
"	do	Alexandria opt.	Theodor Wille & Co.	4,000	
"	do	do	Naumann, Gepp & Co. Ltd.	1,000	
"	do	do	Sundry	500	
"	do	Beyrouth	Naumann, Gepp & Co. Ltd.	625	
"	do	do	Prado, Chaves & Co	250	
"	do	Messina	Naumann, Gepp & Co., Ltd.	125	
"	do	do	Krische & C.	125	
"	do	Marsilles	Sundry	1	15,501
"	Cadaver	New York	Theodor Wille & Co.	25,000	
"	do	do	Naumann, Gepp & Co. Ltd.	6,500	
"	do	do	E. Johnston & Co.	3,000	
"	do	do	Carl Hellwig & Co.	2,500	
"	do	do	The Hills Bros. Co.	2,758	
"	do	do	J. W. Doane & Co.	1,000	31,008
"	Kaffe Prince	do	Carl Hellwig & Co.	5,103	
"	do	do	Naumann, Gepp & Co. Ltd.	3,750	
"	do	do	Hard, Rand & Co.	2,750	
"	do	do	W. F. M. Laughlin & Co.	2,432	
"	do	do	The Hills Bros. Co.	1,820	
"	do	do	Rose & Knowles	1,000	
"	do	do	Hotworthy, Ellis & Co	300	17,485
6	Provença	Marsilles	Prado, Chaves & Co	407	
"	do	do	Sundry	2	
"	do	Marsilles opt.	Theodor Wille & Co.	750	
"	do	do	do	2,000	
"	do	Alexandria opt.	Krische & Co.	375	
"	do	do	Carl Hellwig & Co.	375	
"	do	Barcelona	Sundry	27	3,933
"	Brasil	Genoa	Krische & Co.	250	
"	do	do	Sundry	107	
"	do	Naples	do	52	399
7	Bellagio	New York	Theodor Wille & Co.	19,000	
"	do	do	Carl Hellwig & Co.	5,400	
"	do	do	E. Johnston & Co.	2,000	
"	do	do	Zerener, Bulow & Co.	1,500	
"	do	do	The Hills Brothers Co.	338	
"	do	do	Sundry	18	19,983
"	Danube	London	Naumann, Gepp & Co. Ltd.		2,000
"	Robitanga	Hamburg	do	10,000	
"	do	do	A. Trammel & Co.	3,450	
"	do	do	Geo. W. Ennor.	2,180	
"	do	do	E. Johnston & Co.	1,750	
"	do	do	Havn & Rosenheim.	1,750	
"	do	do	J. W. Doane & Co.	1,000	
"	do	do	Henry Woltje & Co.	1,000	
"	do	do	Hard, Rand & Co.	375	21,785
Excess: S.S. Bona Bremen					162,387
					20
Total					162,357

THE COFFEE SAILED DURING THE WEEK ENDING AUG. 9TH WAS CONSIGNED TO THE FOLLOWING DESTINATIONS.

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FORWEEK	CROP TO DATE
Rio	81,594	18,552	2,834	2,801	4,600	—	118,311	534,685
Santos	118,755	43,611	—	—	—	—	162,357	823,320
Total 1901/1902	200,350	62,163	2,834	2,801	4,600	—	280,778	1,357,415
do 1900/1901	107,915	89,357	2,817	—	3,900	—	201,019	778,808

LOCAL STOCKS

(OFFICIAL STOCKS)

	Aug. 9/1901	Aug. 2/1901	Aug 10 1900
Rio	466,755	440,807	165,775
Santos	716,370	664,360	602,250
Total	1,183,125	1,105,167	768,025

OUR OWN STOCKS.

RIO	
Stock on Aug. 2	346,376
Entries for week ending Aug. 9	118,545
	<u>431,921</u>
Loaded (Embarques) for week ending Aug. 9	94,147
Approximate Local consumption for the week	1,500
	<u>95,647</u>
Stock in Rio on Aug. 9	339,274

AFLOAT	
Stock on Aug. 2	62,874
Loaded during the week ending Aug. 9 :	
From Rio	94,147
From Nictheroy	—
In transit	4,000
	<u>98,147</u>
	<u>161,021</u>
Sailed as per manifests during the week ending Aug. 9	118,111
STOCK AFLOAT IN RIO HARBOUR ON AUG. 9	42,610

NICTHEROY	
Stock on Aug. 2	4,231
Entries during the week ending Aug. 9	4,263
	<u>8,494</u>
Loaded during the week ending Aug. 9	—
Stock at NICTHEROY ON AUG. 9	8,494
STOCK IN 1ST AND 2ND HANDS AND AFLOAT, INCLUDING THOSE AT NICTHEROY ON AUG. 9	390,378

SANTOS	
Stock on Aug. 2	625,418
Entries during the week ending Aug. 9	280,405
	<u>905,823</u>
Loaded during the week ending Aug. 9	196,866
Stock in Santos on Aug. 9	708,657
Stock in Rio and Santos on Aug. 9, 1901.	1,099,035
do do do 2, "	1,008,899
do do do 10, 1900.	784,393

FOREIGN STOCKS

	Aug. 3/1901	July 27/1901	Aug. 4, 1900
United States Ports	799,000	833,000	593,000
Havre	1,612,000	1,647,000	1,620,000
Both	<u>2,411,000</u>	<u>2,480,000</u>	<u>2,123,000</u>
Deliveries	81,000	93,000	46,000
Visible Supply at United States ports	1,330,000	1,298,000	691,000

	Aug. 1/1901	July 1/1901	Aug. 1 1900
Stock at Hamburg . . . (bags)	616,000	623,000	536,000
World's visible Supply as per estimate of the New-York Coffee Exchange	7,534,800	6,877,000	5,817,800
World's visible Supply as per Messrs. Daring & Zoon's Statistics. (bags)	152,000	191,750	340,740
Stock in Europe	244,700	243,550	223,350
Deliveries in Europe	37,400	45,390	47,040

The following remarks, extracted from an American Circular regarding the mil reis price of Coffee are significant and perhaps explain to some extent the decided «bear» attack on exchange:—

New Crop Prospects.—We are entering the new crop this time at low values. The Milreis price in Brazil is now much lower than it was at any time in 1899. This in itself is a very good feature. It is in the interest of the trade to keep the Milreis price at the present low level until some months of the new crop season have elapsed. Then it can be seen to what extent the planters can afford to pick their crop, bring it to market and take care of their plantations in freeing the trees from under-growth while these low prices prevail.

It is reported from the Rio and Santos districts, that small planters have already abandoned their plantations, probably owing to lack of funds or borrowing capacity. There is also said to be a scarcity of labor, probably caused by a considerable reduction in the scale of wages formerly paid. Other countries are suffering similarly on account of the low prices. One indication we have in a report from the German Settlement in East Africa, which reads: "The price obtained at Hamburg for Liberian Coffee, of which 500,000 shrubs have been planted, is, however, not sufficient to pay for the cost of transport and the gardens are for the most part being allowed to go to weed."

That plantations are being neglected in other countries is shown by the reduced crops of Java, Venezuela, Mexico, San Salvador and Nicaragua. From everywhere comes the cry of disastrously low prices, and it seems that over-production will at last work out its own cure. A short crop in Rio and Santos would be a blessing to Brazil, as well as all other Coffee producing countries.

COFFEE PRICE CURRENT

FOR THE WEEK ENDING AUGUST 10th, 1901

Description	3	5	6	7	8	9	Average
Rio N. 6. per 10 kilos	min. 4.902 max. 5.038	5.038 5.174	5.038 5.174	5.038 5.174	5.106 5.242	5.174 5.310	5.131
" N. 7 " " "	min. 4.630 max. 4.698	4.766 4.834	4.766 4.834	4.766 4.834	4.834 4.902	4.902 4.970	4.820
" N. 8 " " "	min. 4.357 max. 4.425	4.425 4.493	4.425 4.493	4.425 4.493	4.562 4.630	4.630 4.698	4.562
" N. 9 " " "	min. 4.153 max. 4.221	4.221 4.289	4.221 4.289	4.221 4.289	4.357 4.425	4.425 4.493	4.357
Santos superior per 10 kilos	4.800	4.800	4.800	4.800	5.000	5.000	4.800
" Good Average.	4.700	4.700	4.700	4.800	4.900	4.900	4.783
N. York, per lb.							
Spot No. 7 . . . cents	5 3/8	5 3/8	5 3/8	5 3/8	5 11/16	5 11/16	5.61
" 8 " " "	5 3/8	5 3/8	5 3/8	5 3/8	5 7/16	5 7/16	5.30
Options. Sept. " "	4.90	4.85	4.85	4.90	4.95	5.05	4.92
" Dec. " "	5.15	5.19	5.19	5.15	5.20	5.25	5.16
" Mar. " "	5.35	5.39	5.39	5.35	5.40	5.50	5.37
Havre, per 50 kilos							
Options. Sept. francs.	31.75	33.75	33.75	31.00	31.50	31.75	31.25
" Dec. " "	35.25	34.25	34.25	34.50	35.00	35.25	34.75
" Mar. " "	37.75	37.00	37.00	35.25	35.75	36.00	35.66
Hamburg per 1/2 kilo.							
Options Sept. pennige	28.50	27.75	27.75	27.50	28.25	28.00	27.96
" Dec. " "	29.50	28.50	28.50	28.50	29.00	29.00	28.79
" Mar. " "	30.00	29.25	29.00	29.00	29.50	29.50	29.37
London per cwt.							
Options Sept. shillings	28/3	—	27/6	27/3	28/—	28/3	27/11
" Dec. " "	28/9	—	28/—	28/—	28/6	28/9	28/5
" Mar. " "	29/6	—	28/9	28/9	29/—	29/6	29/1

Average prices for the week compare as follows:—

	Week ending Aug. 9/1901	Aug. 2 1901	Aug. 10/1900
Rio N. 7 paper	48820	48574	88226
" " gold	18827	18757	38190
Santos g/av, paper	48833	48733	78420
" " gold	18803	18819	28864
New York spot. Cents	5.61	5.61	6.13

The report of the *Boletim de Agricultura* of the State of S. Paulo for the month of June states that at S. Paulo the temperature was abnormal, the average having been only 13.7 as compared with 14.95 the previous average, though in 1889 the average fell as low as 12.99 and 12.2 in 1891, the lowest average in June for 14 years. The maximum temperature during June was 26.9 on the 30th, and the minimum 2.4 on the 17th. The quantity of rain fallen was small, only 13.6 mm. as against the previous average of 64 mm. There, rain fell on 3 days as against the normal of 9, whilst 17 days were clear and the rest cloudy. No frost fell.

At Campinas the average temperature was 14.00 c. or 0.86 under normal, the maximum being 18.38 on the 30th, and the minimum 10. c. on the 17th.

The Inspector of the first district reports that harvesting during the month of June was well advanced and that the yield will be as great or greater than last year.

The Inspector of the 2nd district (Campinas) states that frost fell on the 11, 17, 18 and 19th on low lying lands without injury to the coffee.

The Inspector of the 3rd district confirms his former prediction that this crop would be less than last, a good deal of the fruit that seemed so promising having in many instances failed to ripen or fallen off the trees.

The Inspector of the 4th district reports that harvesting commenced from April to June for which the weather was very favourable. Of the coffee already milled it was found that 75 litres produced only about 1 arroba in consequence of the large percentage of hollow berries (*chochos*).

From the 5th district the Inspector reports that harvesting is in full swing but that a good deal of green coffee is being picked with the ripe. In consequence of the large percentage of the hollow and burned (*requicimado*) fruit, the Inspector says that the crop will not come up to what was expected, but will be a good one, but that two such heavy crops must inevitably affect next year's crop.

In last week's manifest of coffee sailed from this port there was a small error which we beg to rectify: 638 bags for Copenhagen per S. S. *Bilgano* were shipped by the firm of Karl Kruecke and not by Messrs. Rich. Riemer & C.

Coffee Exchange Statistics. The figures published by the New York Coffee Exchange show a very large increase of sales in 1900—1901, which aggregated 7,333,000 bags against 5,879,500 in 1899—1900; the sales for 1898—1899 were 4,000,500 bags. The transactions for the past year exceeded those of 1899—1900 by 1,503,500 bags; the gain being partially due, it is said, to the large crops abroad.

FOR SALE

THE POWERFUL PLANT FOR PRODUCTION OF ELECTRIC LIGHT LATELY WORKING AT THE

Frontão Colyso Lavradio

This first class machine has been in use for only two years and is in excellent working order. It consists of 1 large Steam Engine, 35 H. P., 2 Gas Motors of 15 H. P. each, 1 large Dynamo, 1 smaller ditto, 30 Arc and 200 Incandescent Lamps with all requisite fittings in perfect order.

Purchasers may treat with Dr. Nicamor Nascimento, 50, Rua da Quitanda.

COFFEE SAILED DURING THE MONTH OF JULY FROM THE PORT OF RIO DE JANEIRO

Shippers	Quantity Bags	Destination	Quantity (bags)
Theodor Wille & Co.	75,625	New York	168,726
Ornstein & Co.	61,723	New Orleans	35,992
E. Johnston & Co.	49,889	Hamburg	35,148
J. W. Deane & Co.	25,400	Baltimore	30,015
Hard, Rand & Co.	21,738	Buenos Ayres	10,665
Levering & Co.	17,009	Havre	9,014
Norton, Megaw & Co. Ltd.	16,593	Trieste	8,091
Karl Krische	12,729	Copenhagen	6,279
Dabelow & Willberg	12,621	Marseilles	5,381
Gustav Frinks & Co.	12,595	Cape Town	4,535
Sapueira & Co.	7,668	Antwerp	3,925
Zenha, Ramos & Co.	6,729	Constantinople	3,226
John Moore & Co.	6,748	Port Elizabeth	3,100
Richard Riemer & Co.	5,690	Montevideo	2,121
Karl Valais & Co.	5,569	Odessa	2,226
Roberto do Couto & Co.	4,099	Rotterdam	1,825
Jorge Dias & Irmao	4,078	East London	1,601
P. S. Nicolson & Co.	3,600	Smyrna	1,575
W. F. Mc. Laughlin & Co.	3,381	Genoa	1,358
Ed. Ashworth & Co.	1,758	Oran	1,250
Gustavus Gudgeon & Co.	1,597	Port Natal	1,259
Pierre Pradon & Co.	631	Mosel Bay	1,100
C. W. Gross & Co.	430	Durban	1,000
Walter, Block & Co.	400	Salonica	759
A. Louba & Co.	400	Algiers	675
Sundry	8,714	Wiborze	668
		Valparaiso	650
		London	514
		Delagoa Bay	500
		Samsoun	500
		Philippville	375
		Rhodes	375
		Mothagauim	225
		Talcahuano	225
		Burbeaux	225
		Christiania	250
		Dedeagatch	250
		Trebizond	210
		Stockholm	229
		Alger Bay	200
		Seville	200
		Coquimbo	170
		Lisbon	139
		Bougie	125
		Lagos	125
		Drammen	125
		Abô	100
		Bremen	100
		Punta Arenas	50
		Corral	50
		Vigo	45
		Villagarcia	40
		Naples	25
		Livorno	25
		Oporto	11
		Coastwise :-	
		Pará	8,321
		Pernambuco	4,332
		Pelotas	2,086
		Porto Alegre	1,801
		Rio G. do Sul	1,671
		Manãos	1,460
		Ceará	1,210
		Maranhão	942
		Maceió	420
		Parahyba	305
		Mossorô	300
		Corumbá	6)
		Obidos	55
		Natal	59
		Uruguayana	40
		Aracajú	25
		Paranaguá	1
Total	371,377	Total	371,377

Shipping Companies	Quantity (bags)
Lamport & Holt Line	128,391
Hamburg Sudam. Dampfschiffahrts Gesellschaft	36,291
Knott's Prince Line	35,775
Robert M. Sloman & Co's Line	23,211
Royal Mail Steam Packet Company	14,517
Hamburg-Amerika Line	12,510
Société Générale de Transports Maritimes	10,666
Messageries Maritimes	9,615
Austrian Lloyds Navigation Co	8,091
Campanhia de Navegação "Paraense"	7,637
Empresa de Navegação Grão Pará	5,616
Chargeurs Réunis	5,514
Lloyd Brasileiro	5,381
Navigazione Generale Italiana	4,488
Companhia Nacional de Navegação "Costeira"	4,123
Norddeutscher Lloyd, Bremen	4,036
Compania Trasatlantica	3,815
La Veloce	3,491
Pacific Steam Navigation Company	1,225
Empresa Sal & Navegação	390
Empresa Esperança Maritima	25
Sundry	47,353
Total	371,377

COFFEE SAILED DURING THE MONTH OF JULY FROM THE PORT OF SANTOS

Shippers	Quantity (bags)	Destination	Quantity (bags)
Theodor Wille & Co.	130,372	New York	211,359
Nammann, Gepp & Co. Ltd.	122,319	Havre	115,570
Carl Hellwig & Co.	81,360	Hamburg	103,266
Arbuckle & Co.	41,014	Rotterdam	73,489
J. W. Doane & C.	29,898	Trieste	43,901
E. Johnston & Co.	28,781	Antwerp	27,946
Schmidt & Trost.	25,687	London	22,518
A. Trommel & Co.	23,206	New-Orleans	16,483
Hard, Rand & Co.	22,492	Genoa	13,819
W. F. Mc. Laughlin & Co.	19,159	Channol f. o.	9,000
The Hills Bros Company	18,425	Alexandria	6,000
Nossack & C.	16,405	Marseilles	3,979
Hayn & Rosenheim	16,391	Copenhagen	3,500
Krische & Co.	16,146	Southampton	2,725
Rose & Knowles	14,977	Bremer	1,225
Zerrenner, Birkow & Co.	13,739	Buenos Ayres	1,358
George W. King	12,739	London	1,590
Hillier & Co.	10,000	Malaga	959
Phillips & Co.	5,375	Cadiz	500
Hillier & Co. & Co.	4,493	Bilbao	459
Sundry	9,064	Naples	393
		Smyrna	375
		Beyrout	250
		Barcelona	259
		Seville	125
		Santander	125
		Bordeaux	40
		Coastwise	8
Total	660,970	Total	660,970

Shipping Companies	Quantity bags
Chargeurs Reunis	129,794
Lamport & Holt Line	127,191
Hamburg Sudam. Dampfschiffahrts Gesellschaft	92,302
Norddeutscher Lloyd, Bremen	61,961
Royal Mail Steam Navigation Company	51,898
Austrian Lloyd	45,601
La Ligure Brasiliana	44,014
Knott's Prince Line	40,238
Rob. M. Sloman & Co's. Line	16,399
Hamburg Amerika Line	12,082
Société Générale de Transports Maritimes	11,702
La Veloce	8,641
Compania Trasatlantica	7,400
Navigazione Generale Italiana	2,739
Sundry	9,008
Total	660,970

DRINK FRANZISKANER BRAU and PILSENER, the best in Rio.

Shipping, Produce & Imports

ARRIVALS AT THE PORT OF RIO DE JANEIRO
DURING THE WEEK ENDING AUGUST 10th, 1901

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Aug. 4	Eastern Prince	British	S. S.	1,378	New-York
4	Orissa	do	do	3,320	Valparaiso
4	Pernambuco	Brazilian	do	1,180	Manaos
4	Honlow	British	do	1,585	Bahia Blanca
4	Aurora	Brazilian	Schooner	33	Cabo Frio
4	Estrella do Sul	do	do	20	do
5	Reynold	Dutch	S. S.	2,634	Buenos Ayres
6	Magdalena	British	do	3,066	Southampton
6	Italia	Brazilian	do	401	Pernambuco
6	Carangulz	do	do	258	S. João da Barra
6	Coldeira	British	do	2,650	Santos
6	Alexandria	Brazilian	do	317	Itajhy
6	Corrientes	German	do	2,412	Hamburg
7	Persia	Italian	do	2,232	Buenos Aires
7	Dracena	French	do	2,130	do
7	Kaffir Prince	British	do	1,402	Santos
7	S. Pedro	Brazilian	Schooner	46	Angra dos Reis
8	Città di Milano	Italian	S. S.	2,571	Genoa
8	Japurá	Brazilian	do	592	Messoró
8	Espanoza	do	do	469	Aracajú
8	Babitanga	German	do	1,495	Santos
8	Wordsworth	Belgian	do	2,571	New-York
9	Stobry	German	do	1,553	Bremen
9	Danube	British	do	3,125	River Plate
9	Bellagio	do	do	2,531	Santos
10	Herschel	British	S. S.	1,201	Liverpool
10	Tagus	Argentinian	do	841	Buenos Ayres

SAILINGS FROM THE PORT OF RIO DE JANEIRO
DURING THE WEEK ENDING AUGUST 10th, 1901.

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	TO
August 4	Orissa	British	S. S.	3,320	Liverpool
4	Estrella	Brazilian	do	309	New York
4	Espirito Santo	do	do	1,181	Manaos
4	Italia	do	do	466	Pernambuco
4	Corrientes	British	do	2,383	Santos
4	Mozart	do	do	1,221	do
4	Carangulz	Brazilian	Schooner	33	Cabo Frio
4	Estrella do Sul	do	do	153	Itapapou & Mació
4	Reynold	do	S. S.	2,634	Santos
4	Magdalena	do	do	3,066	do
4	Heatherly	Dutch	do	2,634	do
4	Magdalena	British	do	3,066	do
4	Magdalena	Brazilian	do	401	do
4	Espirito Santo	do	Schooner	46	do
4	Persia	Italian	S. S.	2,232	Genoa
4	Magdalena	British	do	3,066	Buenos Aires
4	Witbeske	do	do	1,607	Pensacola
4	Etalense	Brazilian	do	259	S. João da Barra
4	Pepy	do	do	350	Messoró
4	Iris	do	do	899	Southern ports
4	Estrella	do	do	146	Itajhy
4	Activa 2	do	do	43	Cabo Frio
4	Provenca	French	S. S.	2,130	Marseilles
4	Rosa	Brazilian	do	1,023	New-York
4	Garlands	British	do	1,314	Baltimore
4	Magnik	Brazilian	do	375	Victoria
4	Città di Milano	Italian	do	2,571	Santos
4	Tijuea	Brazilian	Schooner	68	Ilava
4	Estrella do Sul	do	do	20	Cabo Frio
4	Danube	British	S. S.	3,125	Southampton
4	Caderea	do	do	2,650	New York
4	Corrientes	do	do	2,412	Santos
4	Latimer	British	Ship	1,649	Taital
4	Alexandria	Brazilian	S. S.	317	S. Francisco
4	Bellagio	German	do	1,798	New York
4	Babitanga	do	do	1,495	Hamburg
4	Carangulz	Brazilian	do	258	S. João da Barra
4	Valle	Spanish	do	1,187	Liverpool
4	Orio	Austrian	do	1,763	Santos

ARRIVALS AT THE PORT OF SANTOS
DURING THE WEEK ENDING AUGUST 9th, 1901

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
August 3	Mont Ceis	French	S. S.	2,693	Rio de Janeiro
3	Mainz	German	do	2,032	Bremen
3	Alexandria	Brazilian	do	317	Itajhy
3	Vadivela	German	do	1,372	Manaos
3	Provenca	French	do	2,130	Buenos Aires
3	Corrientes	British	do	2,983	New York
3	Mozart	do	do	1,221	Manchester
3	Persia	Italian	do	2,232	Buenos Ayres
3	Danube	British	do	3,125	River Plate
3	Eastern Prince	do	do	1,378	New York
3	Iris	Brazilian	do	899	Rio de Janeiro
3	Città di Milano	Italian	do	2,571	Genoa

SAILINGS FROM THE PORT OF SANTOS
DURING THE WEEK ENDING AUGUST 9th, 1901.

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	TO
August 3	Concordia	French	S. S.	1,544	Havre
3	Alexandria	Brazilian	do	317	Rio de Janeiro
3	Kaffir Prince	British	do	1,402	New York
3	Coldeira	do	do	2,650	do
3	Mont Ceis	French	do	2,693	Marseilles
3	Persia	do	do	2,232	do
3	Persia	Italian	do	2,232	Genoa
3	Concordia	Brazilian	Schooner	30	Tijuea
3	Babitanga	German	do	1,495	Hamburg
3	Bellagio	do	do	1,798	New York
3	Danube	British	do	3,125	Southampton
3	Iris	Brazilian	do	899	Porto Alegre

FOREIGN STEAMERS IN RIO DE JANEIRO HARBOUR
ON AUGUST 10th, 1901.

Country	Ship Name	Tons.
Argentine	Tagus	841
Belgian	Wordsworth	2,571
British	Cape Colonna	1,783
do	Coningsby	2,158
do	Herschel	1,201
do	Hamton	1,585
do	Kaffir Prince	1,402
do	Loango	1,934
do	Polana	1,898
German	Capri	1,299
do	Stolberg	1,553
Total		18,225

FOREIGN SAILING VESSELS IN RIO DE JANEIRO HARBOUR
ON AUGUST 10th, 1901

Country	Ship Name	Tons.
American	Amy	665
do	Francis	644
Argentine	Moses B. Tower	599
British	Belvidere	761
do	Birmam Wood	1,263
do	Bristol	1,305
do	Creechmoor	1,399
do	Dendraeth Castle	1,737
do	Leruka	1,351
do	Sierra Cadena	1,768
do	Scottish Lochs	2,466
Norwegian	Gleocoyne	395
do	Two Brothers	899
Portuguese	Bella Formigosa	589
do	Maria Emilia	371
Uruguayan	Maria Blanquer	1,434
Total		17,026

FOREIGN STEAMERS IN SANTOS HARBOUR
ON AUGUST 9th, 1901

Country	Ship Name	Tons.
Austrian	Tibor	1,678
British	Bardsey	2,814
do	Corrientes	2,983
do	Eastern Prince	1,378
do	Mozart	1,229
do	Westhall	1,832
German	Mainz	2,032
do	Serbia	2,377
do	Vadivela	1,372
Italian	Città di Milano	2,571
Total		20,266

FOREIGN SAILING VESSELS IN SANTOS HARBOUR
ON AUGUST 9th, 1901

Country	Ship Name	Tons.
Norwegian	Man Zu	479
Spanish	José Roig	754
Total		1,233

LIST OF VESSELS AFLOAT AND SAILING FOR RIO
AS PER LATEST ADVICES

NAME	FLAG AND DESCRIPTION	FROM	DATE	DATE
Baltimore	Am. sc.	Baltimore	June	15
S. Mary	Am. bq.	New York	June	5
S. Michele	It. bq.	Marseilles	June	22
Sara	Fr.	Dary	July	8
Speke	Br. s.	do	June	22
Westgate	Br. s. s.	Barry	July	15
Witbyforce	Br. s. s.	do	July	19
Ethelreda	Br. s. s.	Cardiff	July	15
Cambusdoon	No. bq.	Savannah	July	1
Glod Tidings	Am. bq.	Baltimore	June	21
Lacarina	It. bq.	Marseilles	June	27
Norwandy	Am. s.	Portland	June	27
Odgers	No. s.	Tyne	June	29
Wisby	No. bq.	Wisby	June	22

LIST OF VESSELS AFLOAT AND SAILING FOR SANTOS

AS PER LATEST ADVICES

NAME	FLAG AND DESCRIPTION	FROM		
Rose Jones	Am. sq.	New York	June	2
Mildred	Br. sc.	Barry	July	15
May F. Neville	Am. sc.	Baltimore	June	28
H. Kennedy	Au. s. s.	Trieste	July	11

THE FREIGHT MARKETS

British Market. *Fairplay* of July 18 says:— With the exception of a little better tone in the River Plate business, the freight market is more depressed than has been the case for many years. Taking the cost of working expenses just now, that is, coals, wages, stores, and insurance, we even doubt if a worse period ever existed for steamship owners. It is not a question of taking a low freight, or in some cases of cutting a loss, but it has now become difficult to secure a freight at all, the supply of tonnage, especially for July and August loading, having so completely outpaced the demand. Coal rates from S. Wales to Rio were then quoted a 14. 6d.

Argentine Market. Rates to Brazilian ports are unchanged from up-river and below-bar ports. There is not much cargo now going forward, the regular liners being able to easily cope with all the business doing. *Times of Argentina*, July 29, 1901.

FROM OUR CORRESPONDENT

Pernambuco, July 17th, 1901.

Sugar. Notwithstanding fair shipments to Rio and Santos during the second half of July, the market continues lifeless and very flat; entries are enormous for the time of year and almost counter-balance shipments, so that actual stocks here in Dealers' hands show little diminution and are today fully 60,000 to 70,000 bags of qualities suitable for home consumption, with every probability of entries of new crop this month; besides which there is apparently still a good deal of old crop to come forward. Last month a few small lots of new *Brutos* were received and bought by spot refiners at 2800. On many plantations operations have already commenced and, given fine weather, we shall probably see the *Usinas* sending forward Sugar towards the end of the month and small lots of new *Brutos* also, whilst in September it is generally anticipated that fair entries will be available, and, owing to the unhealthy state of the home market, export quantities are certain to be made, and *Usinas* also will no doubt commence with *Yellow Crystals*, which would find ready sale for New York. Entries for the month of July were 39,896 bags against only 6,984 bags for the same month last year. Shipments during the fortnight have been 9,391 bags to Rio, 18,181 bags to Santos and 14,927 bags to Liverpool per S.S. *Acton*.

To-day's quotations are:

Usinas	53200	55600	per 15 kilos on shore.	No enquiry
Crystal White	38600	38800	"	"
" Yellow	None	"	"	"
Whites 30 bag	18200	18400	"	"
" rez.	38500	18900	"	"
Somenos	38000	"	"	Small enquiry
Clayel	28300	"	"	"
Bruto Sacca	28200	"	"	"
Melado	18700	18800	"	Export demand
Retames	18600	"	"	"

Advices from Rio Grande and Parahyba point to good crops, and grinding will commence this month and sugar be ready for export in September. From Maceio reports are also good and grinding operations likely to begin this month, which is unusually early for that State. Last crop was a record one for Maceio, 836,597 bags against 62,079 for the previous year, and of this quantity 732,553 bags were shipped to the United States, 31,330 to Liverpool, 18,258 to Santos, 30,727 to Rio and 2,469 to other ports.

Cotton. After a sensational rise to 44800, prices sagged away to 13800 with very small business, owing to demands of sellers who hoped with the firmness, to get a repetition of 14800, but in this they have been disappointed, and instead, shippers only offered 12850, which price is still obtainable for prompt Cottons; but Dealers won't give in although they would willingly sell for September-October at the price, but for this delivery there are no buyers. Entries of new Cotton have commenced and July entries show an improvement of 1,000 bags on those of June, and for the present month may be expected to be fairly good, as, in all probability, new Cottons will also be received here from Aracaty and Mossoró. With rising exchange and a decline in Liverpool market, which was already far below the prices ruling here, prospects seem to be for a gradual falling away in currency prices until they approach parity of Liverpool, and should entries become on a free scale during this and next month, the drop may come quickly, as with free entries Dealers will become free sellers, as the present tightness of money will prevent any attempt to hold back supplies at the commencement of the crop.

P. S. August 2nd. *Setãos* (prompt) were sold yesterday at 125500 and other qualities at 128000. For September-October delivery there are sellers at 128200 (probably 123000) but no buyers.

Freights. The S. S. *Invictor* is a full ship between this and Maceio at 10s. Sugar and Castorseed, 15s. Cottonseed and 3/16.1. Cotton, and for next ship agents are asking an advance of 2s. 6d. per ton and 1/16d. on Cotton, but so far no engagements have been reported and cargo is very scarce.

Exports From Maceio, Coastwise and Foreign

FROM 1ST JULY 1900 TO 30 JUNE 1901, AS PER MESSRS. WILLIAMS & CO'S LIST

90 % of the Sugar exported was shipped to New York, Philadelphia and Liverpool, the rest being coastwise. The crop of Sugar in 1900 1901 was almost double that of the two previous seasons and larger than any previous season since 1891. Cotton, on the other hand shows a declining or at least stationary tendency. The remarkable falling off in shipments of Maize must, we suppose, be attributed to the falling off of demand on the part of consumers.

DESTINATION	SUGAR tons	COTTON kilos	COTTON SEED bags	CASTOR SEED bags	MAIZE bags	RUM pipes	RUBBER kilos	HIDES
New York	50,922	—	—	—	—	—	106	—
Philadelphia	4,186	—	—	—	—	—	—	—
Liverpool	2,274	476,444	35,125	5,030	—	—	55	3,518
Hamburg	—	—	—	—	—	—	—	241
Santos	2,852	5,632	—	—	—	40	—	—
Rio	1,186	390,261	—	—	2,821	1,210	—	—
Victoria	32	—	—	—	—	—	288	—
Ceará	15	—	1,873	—	12,572	—	173	—
Pará	17	—	—	—	1,290	—	—	—
Bahia	—	41,574	—	—	—	50	—	—
Rio Grande do Sul	—	37,888	—	—	—	—	—	—
Penedo	104	—	—	—	—	—	4	255
Pernambuco	—	15,025	—	152	—	3	—	1,190
Macáu	—	—	—	—	300	—	—	—
Mossoró	—	—	—	—	260	—	—	—
Maranhão	—	—	—	—	—	50	—	—
Maniós	—	—	—	—	—	85	—	—
Total	62,216	939,874	36,906	5,182	16,555	1,903	251	5,471

EXPORTS 1891 TO 1901

YEAR	SUGAR tons	COTTON kilos	COTTON SEED bags	OIL CAKE bags	MAIZE bags	HIDES	RUM pipes
1891-1892	35,287	2,836,388	36,349	18,068	284,925	9,191	586
1892-1893	35,905	3,573,482	85,304	16,717	27,683	8,055	915
1893-1894	55,250	5,581,401	98,923	22,000	51,614	2,812	1,778
1894-1895	54,858	915,147	26,910	15,865	10,271	1,659	4,166
1895-1896	46,920	816,024	27,695	9,416	3,680	4,756	3,517
1896-1897	28,705	1,299,268	38,437	8,854	10,362	—	1,973
1897-1898	41,890	245,607	41,033	344	3,099	3,287	2,264
1898-1899	32,453	1,010,843	31,662	52	7,548	11,721	3,125
1899-1900	34,013	2,256,292	58,259	—	10,167	17,426	3,893
1900-1901	62,216	969,874	36,906	—	16,555	5,474	1,903

Stock 30th June 1901	Sugar	24,098	Bags
	Cotton	5,815	Bales
	Cotton seed	1,344	Bags
	Castor seed	24	"
	Hides	837	"
	Rum	5	Pipes

Amazon Steam Navigation.— The directors of the Amazon Steam Navigation Company, Limited, in their report for the year to December 31st state that, after making due provision for depreciation on the steamers and other properties, and providing for bad and doubtful debts, the available balance (including £1,743 brought forward from 1899) is £21,804. A distribution was made in January last of 2 per cent., absorbing £10,404, leaving a balance of £14,700, out of which the directors now recommend the payment of a final dividend of 5s per share (making 4 per cent for the year), amounting to £10,104, carrying forward to 1901 a balance of £4,595. The company's various contract services were performed throughout the year with regularity and without serious mishap.

Average Prices, Values &c., at B. Aires for week ending August 1st

	1901	1900
Wheat, new per 100 kilos	6.70	6.30
Maize, per 100 kilos	4.20	4.30
Linseed per 100 kilos	—	14.60
Wool (cross) per 10 kilos	4.60	—
Wool (fine), per 10 kilos	5.60	—
Dry ox hides, per 10 kilos	8.40	8.30
Horse hides, each	3.70	4.40
Hay per ton	25.00	33.00
Hair, per 10 kilos	11.50	—
Sheepskins, per kilo	0.48	0.52
Gold price	235.65	230.74
Exchange—London	48	48 1/16
Discounts	7 1/2 p.c.	7 1/2 p.c.
Freights—bales	—	—
Grain sail freights—Rosario	—	—

Railway News and Enterprise

THE LEASE OF THE NORTHERN RAILWAYS

The *Diario official* (Official Gazette) of the 3rd inst. published the following:

* Decree n.º 4,411 of 31st July 1901 confirmed the contract for rescission of the guarantee of interest granted to the Recife to Limoeiro railway and for the lease of the Recife & S. Francisco, Sul de Pernambuco, Conde d'Eu, Natal & Nova Cruz, Central Alagoas and Paulo Afonso railway.—

The President of the United States of Brazil, authorized by laws N.º 741 of the 26th December 1900, art. 2 n.º IV and N.º 746 of the 29th December 1900, sole paragraph, decrees:

The contract with the Great Western of Brazil Railway Company for rescission of the guarantee of interest on the capital expended on the construction and maintenance of the Recife to Limoeiro railway, granted by decree N.º 6,746 of 17th November 1877 and for the lease of the following railways: Recife & S. Francisco, Sul de Pernambuco with the Glycerio-União branch, Conde d'Eu, Natal & Nova Cruz, Central Alagoas and Paulo Afonso, in case the Government should acquire the said Conde d'Eu, Natal & Nova Cruz and Central Alagoas lines, is hereby approved in accordance with the accompanying clauses, signed by the Minister of Industry and Public Works.

Federal Capital, 31st July 1901, 13th year of the Republic.

M. FERRAZ DE CAMPOS SALLES.

Alfredo Main

Clauses to which Decree N.º 4,411 of 31st July 1901 refers:

I. The term of the lease shall be sixty (60) years from the date of the respective contract.

On the day of the expiration of the lease the use and enjoyment of all extensions and branches constructed by the lessee during the term of said contract shall also expire.

II. The lease comprises the following lines:

a) Recife & S. Francisco railway of One hundred twenty four thousand seven hundred and thirty nine (124,739) metres length, re-purchased by the Government, in the State of Pernambuco;

b) Sul de Pernambuco railway, in the State of same name, with its Glycerio-União branch in the State of Alagoas, of a total length of One hundred ninety three thousand nine hundred and eight (193,908) metres.

The following shall be included if acquired by the Government:

c) Conde d'Eu railway in the State of Parahyba, with its Alagoas Grande branch of One hundred and sixty six thousand (166,000) metres length;

d) Central Alagoas railway from Maceió to União in the State of Alagoas, including its "Assembléa" branch, of the total length of One hundred and fifty thousand (150,000) metres;

e) Paulo Afonso railway in the State of Alagoas of One hundred fifteen thousand eight hundred and fifty three (115,853) metres length;

f) Natal & Nova Cruz railway of One hundred and twenty one thousand (121,000) metres length.

The lease shall comprise the lines in traffic with their respective Stations, Offices, Storage houses, deposits and all other buildings and dependencies of the railways, and the respective fixed and rolling stock of each.

III. In consideration for the lease of the Recife & S. Francisco and Sul de Pernambuco railways the Great Western of Brazil Railway Company shall desist from the guarantee of interest now enjoyed to the amount of thirty nine thousand three hundred and seventy five pounds sterling (£39,375) per annum for the period yet to run to complete the thirty (30) years for which this guarantee was granted, which expires on the 31st December 1910.

The Federal Government shall retain the amount of this guarantee which shall be cancelled from the date of delivery of the lines now leased, whilst the Company, from that date onwards, shall retain the whole of the revenues of the railways.

From the 1st January 1911 onwards until the completion of the sixty years of this lease, the Company shall pay to the Federal Government fifteen per cent (15%) of the Gross Revenue of the Recife & S. Francisco railway and five per cent (5%) of the Gross Revenue of the Sul de Pernambuco railway.

IV. Should the Government acquire the Conde d'Eu, Natal & Nova Cruz and Central Alagoas railway with its "Assembléa" branch, the Company shall be obliged to lease them and the Paulo Afonso railway under the same conditions stipulated in the preceding clauses, except the rental which shall be as follows: For the Conde d'Eu railway Eight per cent (8%) of the Gross Revenue so long as it does not exceed One thousand contos (1,000,000) and twelve per cent (12%) if it exceed that amount until the 31st December 1914, and from that date until the expiration of the lease 12% of the Gross Revenue; for the Central Alagoas railway with its Assembléa branch twelve per cent (12%) of the Gross Revenue during the sixty years of the lease, counted from this date; and for the Paulo Afonso and Natal & Nova Cruz railways five per cent (5%) of the Gross Revenue from the 1st January 1911.

It is understood that if the Gross Revenue of any of the Recife & S. Francisco, Sul de Pernambuco, Conde d'Eu, Natal & Nova Cruz railways exceed Five thousand contos (5,000,000), the Company shall pay to the Federal Government fifteen per cent (15%) of the Gross Revenues of these railways, the rest paying the adjusted amounts; and if the total of the Gross Revenues of all the leased railways exceed Six thousand contos (6,000,000), the Company shall pay to the Federal Government fifteen per cent (15%) of the Gross Revenues of all the railways.

It is also understood that the Natal & Nova Cruz railway shall be comprised in this lease if the Government deliver to the lessee Four per cent (4%) bonds to the nominal amount of One hundred and seventy thousand (170,000) pounds sterling for construction of the line

between Nova Cruz and Independencia, to be concluded and open to traffic 24 months from the date of delivery of the railway and of the bonds.

The Percentages to which the preceding clauses refer shall be appraised on the Gross Revenue of the traffic on the leased lines, the lessee being obliged to show the respective books and documents whenever demanded.

The Company shall be obliged to pay to the Government the equivalent of the stock of coal, coke and other materials, stores and accessories belonging to the leased lines to be used by same for the purposes of this lease, if they are suitable and of any appreciable value.

The purchase price shall be determined, if not otherwise agreed upon, by a valuation, *in situ*, by two appraisers, one of which to be chosen by the Federal Government and the other by the Company; or if these two cannot agree it shall be decided by a third, to be chosen by the two appraisers before the valuations is commenced.

The sums thus determined on shall be paid by the lessee within six (6) months of the date of agreement.

VII.—The Company shall be considered in delay *ipso jure* and pay interest at the rate of nine per cent (9%) per annum if the sums due should not have been paid into the National treasury within 19 days after the delivery of the half yearly statement of accounts to the Government.

VIII.—Duly authorised by the Legislature, Government may, 30 years from this date, acquire the lessor's interest in the leased lines and their extensions and branches constructed by said lessee, by rescission of the contract and payment of indemnisation to the amount of ten (10) times the average net Revenue of the previous five years for the leased lines, and an indemnisation equal to the Capital actually expended plus twenty per cent (20%) of same for the extensions and branches.

The Federal Government reserves the right to consider at any time the lease as terminated in accordance with the rules established for expropriation for public utility. If the expropriation should occur before the 31st December 1910, the indemnisation shall not be less than the actual value of the guarantee which the Company now resigns.

The Federal Government shall also have the right to temporarily occupy the whole or part of the leased lines, on payment of an indemnisation not exceeding the average net Revenue of the preceding five years. These indemnisations shall be paid in current money or in five per cent (5%) bonds.

IX.—On equal terms, the lessee shall have preference for the construction, use and enjoyment of the extensions and branches requisite to the development and improvement of the traffic, without prejudice to the rights of concessions already granted.

The lessee may also, wherever necessary, construct new lines or duplicate the existing ones.

§ 1. The construction, use and enjoyment of the extensions and branches, or of new sections shall be subject to clauses IV, V, VI, VII, VIII, IX, X, XI, XIII, XIV, XV, XVII, XVIII, 2nd paragraph, XX, XXI, XXVIII, and XXXIII which accompany decree n.º 612 of 16th October 1890; but the minimum length of the tangent between counter curves shall not be less than 25 metres, allowance being made on gradients for curvature so that it shall not exceed the maximum gradient permitted.

§ 2. All other conditions regarding the construction, use and enjoyment of extensions and branches shall be stipulated on the occasion of approval by Government of the respective plans.

§ 3. Once open to traffic, any extension, branch or new section shall be immediately incorporated with the respective line and be subject to its regulations.

X. The Company shall have the right to reduce the gauge of the Recife & S. Francisco line to one metre whenever convenient.

XI. The lessee shall maintain the lines and all their dependencies and stock in perfect order and increase their rolling stock according to the requirements of the service.

At the expiration of the lease, the Company shall deliver to the Federal Government without any indemnisation whatever the lines and all their parts and dependencies, as well as their rolling stock in perfect order.

1. The maintenance department shall have no right to alter technical conditions of any of the lines without previous authorisation of the Government and after submitting to same the respective plans for approval; and shall maintain the lines in such state that the Government shall be able at any time to work them itself or through other parties.

2. The lessee shall have the right, within the term of its contract, to move or close the workshops of the leased lines and transfer, from one to another of its lines, the machinery and tools as well as the rolling stock, replacing everything, however, in the same state and order in which they were received, should the Government at any time demand the rescission or partial solution of the lease.

XII. During the term of the lease all material imported for the service of traffic and for the construction of lines shall be exempt from Custom's duties and surcharges, and the lessee shall also, as contractor of Federal services, be free from Federal, State and Municipal taxes.

XIII. During the term of the lease the Federal Government shall not authorise the construction, by other concerns, of railway lines within the zone of twenty kilometres from its own and the leased lines; it being, however, understood that this restriction does not refer to the right of other, not contiguous lines to be extended in the direction of the ports of Pernambuco, Natal, Cabedelo and Maceió, or to cross the lines of the lessee, without, however, taking any traffic within the zone stipulated in this clause.

XIV. The Company shall submit to the Government the schedule of regulations for the leased lines. And meanwhile those actually in force on the lessees' line shall be enforced.

The schedule of freights shall always be settled between the Government and the lessee, those at present in force on the lines of the lessee being taken as a basis, the right being reserved to the Company to reduce said rates if judged convenient for the development of the traffic, in accordance with the respective regulations of 24th April 1857 for each of the leased lines.

The lessee shall have the right to apply a sliding scale according to variations of Exchange, on a basis of the maximum of five per cent (5%) on freight for each penny below twenty pence (20 d.) per milreis (\$1.00).

National produce intended for export shall enjoy an abatement as shall be determined between the Company and the Government.

XV. Traffic shall not be interrupted on the whole or on part of any of the lines, except in cases of *force majeure*, Government orders being considered as such.

XVI. The regulations in force on the leased lines shall be those comprised in decree n. 1939 of 21th April 1857 regarding the policing and security of railroads when not in discordance with the foregoing clauses of this contract as well as with others that may be enforced for the same purpose.

All dispositions regarding railway statistics shall also be enforced, which the Company shall be obliged to furnish.

XVII. All goods carried by the lessee shall follow the route chosen by the consignor.

XXIII. All questions arising between the Company and the Government shall be settled by the Federal Courts.

XIX. The Federal Government and the lessee shall be individually and legally responsible for any claims, damages or disputes arising from their own actions previous to this date; whilst the terms of the lease shall *ipso facto* resolve any previous questions of this kind existing between the two parties.

XX. During the term of the lease the Company shall contribute towards the expenses of fiscalisation by Government up to the sum of thirty centos of reis (30:000) per annum in half yearly instalments paid in advance.

XXI. Without special permission of the Government, the lessee shall not be permitted to work or superintend other lines, explore any other kind of undertaking, or amalgamate with any other Company, enterprise or person for industrial or commercial purposes.

XXII. In the concessions granted by the Government to the lessee for extensions or branches of the leased lines, there shall be stipulated the alterations which the percentages of revenue now payable by the Company as the price of lease might suffer in consequence.

For these extensions and branches the Company shall enjoy the right of expropriation for public utility in accordance with the laws in force.

XXIII. The present lease shall be considered null and void if the Company ceases to work any part or section of the line during more than fifteen (15) days, excepting cases of *force majeure*, or if it fails to pay within thirty (30) days after expiration the quota due for the corresponding half year.

For other infractions of these clauses the Federal Government shall have the right to impose fines from one to five centos of reis (1.000 to 5.000).

And if previous to declaring this contract lapsed, the material, lines, constructions, buildings, machinery and tools should be found deteriorated, or the material not to have been renewed, and the security of traffic endangered through want of proper maintenance, the Government shall have the right to make the necessary repairs at the Company's expense and to decree the contract lapsed if the Company, after being notified, shall not have satisfied such obligations.

XXIV. In the event of the preceding clause the contract should be cancelled, the lessee shall have no right to any indemnisation whatever and shall be responsible for losses and damages.

XXV. The lessee shall be obliged to maintain inter-traffic with all the lines connecting with his own or starting from his own to other parts.

XXVI. The delivery and acceptance of the leased lines shall be effected by inventory.

XXVII. The lessee shall have the right to enter into extrajudicial liquidation for the purpose of reorganising or increasing its capital.

XXVIII. It is expressly understood that up to 31st December 1910 the amount of the guarantee of interest granted to the Company amounting to thirty nine thousand three hundred and seventy five pounds sterling (£ 39,775) shall be applied in the following way: twelve thousand pounds (£ 12,000) for account of the net surplus which the lessee will now cease from returning to the Federal Government; eighteen thousand pounds (£ 18,000) for account of the working of the Recife & S. Francisco railway and nine thousand three hundred and seventy five pounds (£ 9,775) for account of the working of the Sul de Pernambuco railway.

Federal Capital, 31st July 1901. — *Alfredo Maia*.

SUNDRY TRAFFIC RETURNS.

Railway	Mileage		Latest Earnings Reported		Aggregate to date		
	1901	1900	Week or Month.	1901	1900	1901	1900
Alagoas . b	96	95	April	61,073	65,018	433,179	372,916
Bahia & S. F. . . a	73 3/4	76 3/4	Mar. 9	2,721	2,975	24,059	23,797
Timor & Pêlo Braz. Gr. . b	55	55	"	226	221	226	121
Central Bahia . . a	110	110	Mar.	14,637	19,555	42,222	47,121
Don. Ther. Christ. b	197	197	May	5,837	3,335	23,204	20,945
G. W. of Brazil . a	73	73	June	14,033	12,887	117,773	130,974
Leopoldina	104	87	July 13	637	730	28,110	33,832
Minas & Rio	1,342	1,323	Aug. 3	11,760	12,622	314,005	255,055
S. Braz Rio Gr. . . b	103	103	Feb.	113,392	131,205	317,783	601,818
Recife & S. Francisco b	283	283	June	118,185	122,709	811,025	895,270
S. Paulo . a	77 1/2	77 1/2	June 1st	20,483	20,931	1,213,010	1,000,005
	86 1/2	80 1/2	Mar. 17	42,792	15,754	—	—

a Earnings reported in pounds, b in mil reis.

Faria.— Extracts from mine report for May:— Incline shaft has been advanced 4.50 metres. It has been passing through a bar of soft schist, which has been very troublesome. This is now rising, and the breast is getting into firmer ground. The drive for cross-cut to No. 3 level has been commenced. Cross-cut to auxiliary shaft No. 2 level.— The timbering has been completed, and the level driven in 6 metres to the foot of the shaft. The rise will be commenced in a day or two. Sink for auxiliary shaft, No. 1 level.— This was put down 8 metres to meet the rise from No. 2 level. This has been stopped, as the water is getting heavy, and sinking is getting too expensive.

Ouro Preto.— This company has sold the gold obtained in May for £ 7,230 1s.11d.

São Bento.— This company has sold the gold obtained in May for £ 4,403 2s.7d.

St. John del Rey.— Gold produce, July 1st to 10th, £ 7,583. Yield per ton, 57 of an oz. Troy.

OIL FUEL FOR LOCOMOTIVES

A California correspondent of the New-York *Evening Post* writes that the railroads of that State have agreed that three and a-half barrels of oil is the economic equivalent of a ton of bituminous coal costing on an average at the point of consumption about \$5. Petroleum fuel has been considered fully 50 per cent. cheaper at the average market price.

The Southern Pacific Company on its Pacific system has 770 engines, to which have just been added fifty engines, ordered last year; and to which are to be added 103, for which orders are now outstanding. The company now has ninety-five engines using Petroleum fuel, while an order has been issued for the equipment of all engines for burning petroleum. Estimating the consumption of the engines at twenty-one barrels of oil each a day for 300 days in the year, the consuming power of the engines will be 5,834,200 barrels, compared with the present consuming power of 598,500 barrels. Compared with coal, the use of oil fuel, when established throughout the system, will represent a saving to the company of \$4,203,000 annually, as determined by previous experience of the road in the use of oil.

The Santa Fe Railroad Company has 135 engines in Southern California, the last of which has just been converted into an oil burner, and about sixty-five more are expected to be put into commission in this portion of the State during the next few months. This will make a consumption of 1,230,000 barrels of oil annually, compared with about 350,000 a year ago. The saving, as compared with coal, will be in the neighbourhood of \$90,000.

The San Pedro, Los Angeles and Salt Lake Railroad, Pacific Coast Railroad, and North Pacific Coast Railroad, are either using or preparing to use petroleum fuel on about twenty engines. The engines to use petroleum at once will have a consuming power of 426,000 barrels annually, and the saving to the roads, compared with the cost of coal, will be \$90,000 a year. The railroads of California, therefore, in carrying out orders which have already been issued for the burning of petroleum fuel, will have a consuming power of 7,270,200 barrels a year, and will thereby make a saving over the use of coal of \$5,133,000.

NOTICE

PORT WORKS AT PARÁ

Ministry of Industry, Railways and Public Works

CALL FOR TENDERS FOR THE HARBOUR IMPROVEMENT WORKS OF THE PORT OF BELÉM, STATE OF PARÁ

By order of the Minister it is hereby notified that the Federal Government will receive tenders for the construction of docks for loading, discharge and storage of merchandise at the port of Belém (Pará), in accordance with law n. 1746 of 13th October 1869, under the following conditions:

I.

The contractor, or the Company organized by him, must undertake the construction of the following works for loading, discharging, sheltering and storage of merchandise:

- 1, Quays between the Castello and the point known as Valha me Deus;
- 2, the filling in of the space between the said quays and the foreshore, including the existing docks and extension to the face of the quays of the watercourses, waterpipes and culverts that at present discharge on the beach;
- 3, dredging along the quays;
- 4, the construction, parallel with the quays, of a boulevard, 7 metres in width, in prolongation of the present Boulevard da Republica, with the respective drainage works;
- 5, the building of sheds close to the quays for the storage of merchandise ready to be loaded or discharged;
- 6, the construction of partially covered iron jetties suitable for storage;
- 7, construction of inclines or steps for the use of small craft;
- 8, erection of cranes on the quays and piers;
- 9, placing of ring-bolts, mooring posts, etc., etc.

These works shall be executed in accordance with the general plan contained in the report of the Engineer Domingos Sergio de Saboia e Silva, dated 17 January 1893 and published as a supplement of the *Diario Official* (Official Gazette) n. 115, of the 18th May 1901.

II.

Within six months from the date of the contract, the contractor shall submit to the approval of Government the working plans and estimates of the works to be executed, accompanied by the following documents:

1. General topographic and hydrographic plan of the part of the foreshore occupied by the works contracted for, with plans of the quay and of the street parallel to it showing the position of the watermains and culverts, steps for the use of small craft and of the shelters on the quays, jetties, etc.
2. A vertical section of the site on which the wall will rest showing the nature of the strata down to the bottom on which the foundations will be laid.
3. Type of the quay wall and calculation of resistance.
4. Cross sections and estimates of the earthworks and dredging to be executed.
5. Types or sections of the watermains and culverts and a detailed list of pipes, gates, syphons, etc., to be used for the drainage of the projected street.
6. Plan of the Engine house for supply of power to the cranes, and specification of the engines and their accessories, as also of the number and type of cranes to be put up.
7. Drawing of the shelters to be constructed on the quay.
8. Designs of the iron jetties, and of their respective goods sheds, and sections of the ground on which they will be built showing the nature and resistance of the different strata.
9. Designs of the inclines and steps for the use of small craft.
10. Specifications of the different constructions and the materials to be employed in same.
11. Estimate on the cost of the work and a detailed schedule of prices.

These plans and estimates shall be considered as approved if 90 days after official presentation to the Fiscal Engineer, the Government should have notified no decision thereon.

III

The Schedule of prices mentioned in the preceding clause shall be stated in current money (gold) of the country.

IV

The works shall be commenced within 12 months from the date of the approval of the plans and finished within 10 years from that date.

V

During the term of the concession the contractor shall be obliged to make the necessary repairs and to keep the works in good order at his own cost, the Government being, otherwise, empowered to undertake it on his account. This obligation does not include, however, the projected street or boulevard, which is reserved for public use and must be handed over to the Municipal authorities, the contractor being bound only for the maintenance of the strip of land of 10 m. in width behind the quay, on which the warehouses will be located.

VI

The contractor shall during the term of the concession enjoy the use and profit of the works intended for loading, discharging and the storage of merchandise, all of which shall be executed in accordance with the regulations to be determined by Government.

VII

All warehouses constructed by the contractor and intended for merchandise imported from foreign ports shall enjoy the advantages, favours and obligations allowed by law to bonded warehouses or wharves, as also the right to receive and store every description of merchandise, except explosives or inflammables.

VIII

The contractor may issue warrants for the goods in deposit in said warehouses in accordance with the respective regulations.

IX

The Government will appoint an Engineer to superintend the execution of the works and services undertaken by the contractor, who shall be bound in this respect by the same obligations actually in force with regard to unsu-

tioned railways. The contractor shall pay annually into the treasury as his share of the cost of fiscalisation the amount of Rs. 25,000,000, payable half yearly in advance.

The services for which the projected works are intended, shall be likewise fiscalized by the inspector of the Pará customhouse, who shall give the necessary instructions to the contractor in accordance with the regulations to which such services are subject.

X

The contractor shall have the right to make separate charges for the laying alongside of the quay of vessels, for the loading, discharging and for the storage of merchandise, as well as for any other services rendered in accordance with the schedule that shall be proposed by him and approved by the Government, the charges for storage not being permitted to exceed the actual custom's rate for the 30 days' storage. Other charges shall be regulated by those at the custom's or charged at the Santos Docks. The tariff shall be revised every five years counting from the date of its being put into effect; but a general reduction of the rates shall only take place when the net earnings of the enterprise exceed 12% of the capital employed.

XI

The contractor shall make no charge for the handling of monies belonging to the Federal Government, the mails, immigrants' baggage or troops.

During business hours transit shall be free as also the landing and embarkment at the quays, of government officials, passengers, and their luggage.

No charge shall be made for the use of the landing steps and inclines reserved for small craft.

XII

The contractor shall, if Government think it advisable, undertake the landing and storage (Capatazias & Armazenagem) operations at present in charge of the Pará Customhouse, and shall charge for same at the official rate, subject to regulations to be established by the Ministry of Finance.

XIII

On equal terms, the contractor shall have preference for the construction and working of all similar works that, during the term of the concession, may be found requisite at the port of Pará.

XIV

The amount of Capital employed in the undertaking shall be annually determined by the actual expenditure on the works, interest on same during construction, the cost of fiscalisation during that period and any other expenditure admitted by Government.

When the Capital has been thus determined in current money (gold), it cannot be altered.

XV

The Government may expropriate the whole, or part of the works, at any time after the first ten years counted from the full completion of the works.

The price for expropriation shall be determined so that, reduced to bonds of the national consolidated debt, it shall produce a revenue of 8% on the Capital of the enterprise, less any amount previously redeemed.

XVI

The contractor shall have the right to expropriate, in the terms of decree N. 1,634 of 7th October 1855, all lands and improvements thereon belonging to private owners, that are requisite for the construction of the works.

The Government shall also transfer to the contractor, free of charge, the new warehouses of the Custom House with the respective pier as well as all the foreshore and marginal land requisite for said works.

XVII

With previous authorization of Government, the contractor may lease some of the piers and parts of the quays with the respective sheds to Shipping Companies or others, but without transfer of any of the obligations and responsibility imposed on the contractor by the terms of the concession. All product of such leases shall be added to that of the charges mentioned in clause X.

XVIII

The contractor shall also enjoy the usufruct of all lands expropriated or filled in, if not employed in the service of the port or for the extension of the existing streets, and shall be at liberty to lease or sell same with previous consent of the Government, such rental reverting to the fund to be drawn from different charges and sales for the amortization of the capital employed on the works.

XIX

At the close of the term of the concession, all works intended for the services of loading, discharging and storage of merchandise, with the respective fixed and rolling stock, shall become the property of the Union, as well as all lands filled-in, or expropriated lands with their respective improvements (benfeitorias) excepting such as had been applied to public use or sold by authorization of the Government.

XX

The contractor shall constitute a sinking fund by means of percentages to be deducted from net earnings and calculated in a way to entirely replace the capital at the expiration of the term of the concession.

The formation of this fund shall commence, at the latest, 10 years after conclusion of the works.

XXI

The concession shall be subject to all the obligations, and shall enjoy all the advantages stipulated in law n.º 1.746 of 13th October 1869, subject to its special dispositions of the contract herein specified.

XXII

The Government may impose fines up to the maximum of 8,000\$ for failure to observe the conditions of the contract.

The concession shall lapse if the work has not started within the term stipulated in clause IV, or if the works be suspended during more than six months, excepting cases of *force majeure* a limited by Government.

XXIII

All questions arising between the Government and the contractors shall be decided by arbitration in accordance with the stipulations of art. 1st, § 13, of the law N.º 1.746 of 13th October 1869. In the event of the works being carried out by foreigners, they shall be considered national for all legal purposes.

XXIV

The contractor shall pay into the Federal Treasury the sum of Rs. 80,000\$000, either in bonds of the National debt or in money, without interest, in guarantee of the exact execution of all the stipulations of the contract, which deposit shall be forfeited to the Union in case of the concession being allowed to lapse.

In the tender the following points must be specified: The term of duration of the concession and the nature and cost of the works mentioned in clauses I and II.

Tenders must be delivered in closed envelopes at this office up to 1 p. m. of the 30th September of the current year, and will be opened on the date and hour previously announced.

Each tender shall be accompanied by a certificate of the deposit of 10,000\$ in the Federal Treasury, which shall be forfeited, if the contract be not signed within 60 days counted from the day of publication by the *Diario Official* (Official Gazette) of the notification of its having been accepted.

On signature of the contract, the deposit shall be raised to 80,000\$ to constitute the guarantee mentioned in clause XXIV.

Given at the department of Public Works and Roads of the Ministry of Industry, Railways and Public Works. May 1901.

(Signed) C. Cesar de Campos,
Director-General.

JAMES MITCHELL & CO.

Mechanical, Hydraulic, & Electrical Engineers.
Importers of North American Machinery
& manufactures.

Sole Representatives in Brazil of

The General Electric Company.
Pelton Water Wheel Co.
McIntosh Seymour & Co.
Worthington Pumping Engine Co.
Peckham Truck Co.
Magnolia Metal Co.
Babcock & Wilcox Ltd, Boilers etc

OUVIDOR, 55 & 57 & CAIXA 951.

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CLARK & Co.

ENGLISH BOOT AND SHOE DEALERS

A large and varied stock of the latest English styles always on hand.

These boots are specially made of selected leathers for wear in the tropics and, besides being light in weight, have all the endurance of home goods.

J. & R. Morley's Celebrated
Cotton,
Woollen,
and Merino Hosiery.

RIO DE JANEIRO.

Rua do Ouvidor, 67 B.

Travessa do Ouvidor, 35 e 37.

BAHIA.

Rua Conselheiro Saraiva, 40.

PARÁ.

Rua Santo Antonio, 4.

FACTORY: KILMARNOCK, SCOT

? ? ?

ROS

MAISON ELEGANTE

Has a fine and well assorted stock of Ladies' and Girls' Hats and Bonnets, Trimmings, Fans, Gloves and other fancy goods of the choicest kind at

Prices without competition

J. CAMPOS & MONTANARI

RUA DO OUVIDOR

105

RIO DE JANEIRO

CASA ROSKELL

Established in 1806

Engineering and Nautical Instruments; Clocks and Watches

D. NORRIS informs his friends and customers that owing to repairs he has removed his establishment from

Rua 1º de Março n. 20 to Rua do Carmo n. 57 (near Ouvidor)

The Brazilian Review

SUPPLEMENT

RIO DE JANEIRO, TUESDAY, AUGUST 13th, 1901.

ELECTRO-GALVANO-THERAPIA

91 RUA DO OUVIDOR 91

RELAÇÃO DAS MOLESTIAS QUE SÃO CURADAS PELO SYSTEMA E. B. KNEESE

Aborrecimento da vida.	Convalescença.	Dos seintica.	Falta de vista.	Molestia dos rins.	Surdez accidental.
Alienação mental.	Convulsões.	Dyspepsia.	Gagueira.	Molestias nervosas.	Suspensão de menstro.
Anxiedade.	Coqueluche.	Dispepsia.	Hernia.	Neur sthenia.	Tetano.
Anemia.	Dansa de S. Guido.	Entorpecimento.	Hysteria.	Neuralgia.	Tonturas.
Astma.	Debilidade.	Enxaqueca.	Impureza do sangue.	Oedema.	Tosses.
Azia.	Delirio.	Epilepsia.	Inflamações.	Palpitações.	Tremores.
Beriberi.	Desmuito.	Erysipela.	Influenza.	Paralytia.	Física.
Bronchite.	Dor de cabeça.	Kserofulas.	Insomnia.	Pseudos.	Vertigens.
Chimbras.	Dor de garganta.	Estenofidula.	Laryngite.	Prisão de ventre.	Vomitos.
Chlorose.	Dor na espinha.	Excitação nervosa.	Lymphatismo.	Prisão de ventre.	Zonda a s-uvulos.
Colica em geral.	Dor neuralgica.	Extremidades frias.	Melanolia.	Rachitismo.	
Consequencia do parto.	Dor no coração.	Falta de appetito.	Molestia da bexiga.	Rheumatismos.	
Constipação.	Dor nos ossos.	Falta de leite.	Molestia do coração.	Solutos.	
Consumção.	Dor nos ouvidos.	Falta de memoria.	Molestia do estomago.		

O publico, em geral os que soffrem, e a illustre class. medica, são convidados para examinao esse novo systema aperfeiçoado da applicação da **Electricidade por corrente continua** que o seu inventor tem muito prazer em explicar.

LISTA DE PREÇOS

Palmilhas electricas, par.....	20\$000	Baterias electricas para o ventre.....	40\$000
Baterias " para a cabeça.....	20\$000	Bicicletes electricos.....	20\$000
" " " o pescoco.....	20\$000	Pulsuras electricas.....	20\$000
" " " o peito.....	40\$000	Baterias electricas para as coxas.....	20\$000
" " " as costas.....	40\$000	" " " pernas.....	20\$000

Usam-se sempre, quaquer que sejam as applicacoes (em palmilhas ou cobruras), com a face gravada em contacto com a pelle e usam-se dia e noite ate completar a cura.

Atestado.— Por indicação medica :

• Ilm. Sr. Ed. B. Knoese.—Por indicação medica comecei a usar as suas palmilhas electro-galvanicas, contra insomnia de que soffria ha seguramente um anno, obtendo os beneficios resultados desta applicação; com effeito após uma semana de uso, facilmente comecei a conciliar o sono e tambem a talo tranquillo, factos que não experimentava desde o começo desta terrivel molestia.

Pago-lhe esta declaração espontaneamente, pedindo V. S. utilisar-se della como lhe aprouver.—De V. S. criado att. obr., *Alcandee Nogueira de Alencar*, Capital Federal, 24 de junho de 1901. Rua Cesario n. 28 (Piedade).

Atestado.— Arco Electrico :

« Ilm. Sr. Ed. B. Knoese.—Soffrendo eu ha muito tempo de uma dor na cabeça proveniente de um rheumatismo, usei de todos os medicamentos que me foram indicados, aconselhado por um amigo para fazer uso dos arcos Electro-Galvanicos, de sua invenção, em poucos dias fiquei radicalmente curado, faço-lhe esta em signal de agradecimento, bem assim para muitos que soffram possam com a sua invenção obter alivio para o seu sofrimento.

Agradecido subseroamente, De V. S. criado obrigado, *Jffons Torres Páez*, rua D. Luiz n. 29, Rio, 23 de junho de 1901.

A CONSELHO DOS AMIGOS

Ilm. Sr. Ed. B. Knoese.—Soffrendo eu ha muito tempo de dores rheumaticas nos joelhos, que me privavam de andar, fui aconselhado por amigos de usar suas palmilhas Electro-Galvanicas, o que fiz, e em vinte dias fiquei completamente bom, o que atesto em agradecimento a V. S., e para que aproveite aquelles que, como eu, soffrem do mesmo mal.

Rio de Janeiro, 19 de junho de 1901.—De V. S. attento e criado, *Jão Baptista de Rezende*, guarda-livros, Rua da Imperatriz n. 119.

Para applicações e informações minuciosas no Bazar-Electro-Galvanico

Os pedidos de informações devem ser acompanhados de um envelope devidamente sellado e endereçado, para a resposta.

91 RUA DO OUVIDOR 91

THE BEST INSTANTANEOUS HEATERS OF THE DAY

THE EAGLE N. 3

Combining material and workmanship of the highest standard with the highest efficiency and artistic appearance. Height 36 in. Net weight 40 lbs.

Price N. 3 Heater, Nickel Plated . . \$35.00
Price shelf, 3.00

Manufacturers: — THE S. BERNSTEIN COMPANY

86, Broadway—New-York

JORGE BAKER & Co

COMMISSION AGENTS

3 Travessa de Santa Rita 3

RIO DE JANEIRO

Accept coffee on consignment and for export

BRANCH HOUSES :

SÃO PAULO — Rua Aurora n. 16

NEW-YORK — Front Street n. 78

REPRESENTATIVE IN LONDON

A. C. LEITE ROZAS

Agencies in all towns in the interior.

SUPPLEMENTO

Junho

Bancos

RIO DE JANEIRO

	London & Brazilian Bank Ltd.	London & River Plate Bank Ltd.	British Bank of South America Ltd.	Brasilianische Bank für Deutschland	Banque Française du Brésil
ACTIVO					
CAIXA MATRIZ, filiaes, agentes e correspondentes.	8.707:5738890	12.705:8978870	5.582:4958600	6.977:4218270	5.756:7578577
CAIXA : moeda corrente	20.790:6248900	16.318:7193580	5.460:8018610	27.016:9188434	2.877:2078288
Letras descontadas	915:7148410	455:0278790	1.278:1418940	7.884:9888798	—
" caucionadas	—	—	—	1.872:2188020	—
" a receber	5.663:4088720	6.527:7108550	2.248:016810	5.704:1158978	1.286:8128360
Empréstimos e contas correntes garantidas	3.731:8878550	5.091:7938150	1.706:1258800	4.861:4538471	6.89:8268220
Garantias por contas correntes e diversos valores	4.808:2138820	—	—	—	—
Perdões de empréstimo, contas caucionadas, etc.	—	3.283:3728450	8.419:4928300	15.072:9108100	2.254:5618800
Valores depositados	—	22.324:9088150	—	7.214:7858000	5.768:6118000
" caucionados	—	—	—	—	—
Imoveis, semoventes e moedas	—	—	—	—	—
Fundos publicos, debenturas, ações, etc.	—	—	—	—	—
Carteira industrial e hypothecaria	—	—	—	—	—
Capital a realizar	6.666:6668670	—	4.411:4488440	—	5.000:0008000
Diversas contas	1.771:6028000	4.622:2218700	1.817:2388410	—	6.485:9038306
	52.867:6978840	73.810:7938210	30.680:4568760	76.599:4428071	30.469:6918551
PASSIVO					
CAPITAL	13.333:3338330	4.500:0008000	8.888:8888880	10.000:0008000	10.000:0008000
FUNDO DE RESERVA	—	—	—	—	—
Deposito e c/c, simples ou com juros, com ou sem prazo	21.493:1678010	16.753:5668060	6.011:7148070	24.042:5498771	1.060:1228410
Caixa matriz, filiaes, agentes e correspondentes	5.209:6948270	19.480:8658940	3.723:4438370	17.091:7438300	9.223:3768498
Garantias por conta corrente e diversos valores	4.808:2138820	—	—	—	—
Diversas contas	7.892:9878740	7.310:9918310	3.407:4838430	4.394:9018917	1.849:9338323
Letras e obrigações a pagar	158:5918700	163:0988330	203:6368710	—	49:6758580
" depositadas	—	—	1.440:2298770	—	—
Títulos em caução e deposito de valores	—	28.608:3718600	6.909:9628530	24.453:9418020	8.023:4788800
Lucros e perdas e lucros suspensos	—	—	—	—	—
Dividendos	—	—	—	—	—
Secção hypothecaria e industrial	—	—	—	—	—
	52.867:6978840	73.810:7938210	30.680:4568760	76.599:4428071	30.469:6918551

Bancos

RIO DE

	Banco da República	Banco Commercial do Rio de Janeiro	Banco Nacional Brasileiro	Banco da Lavoura e do Commercio	Banco de Depositos e Descontos
ACTIVO					
CAIXA MATRIZ, filiaes, agentes e correspondentes.	770:5158250	—	4.105:8008828	92:0008377	—
CAIXA : moeda corrente	13.370:1428280	2.406:5108375	845:8138150	974:9128065	—
Letras descontadas	1.451:5558512	3.317:4358150	576:7898930	927:0358710	—
" caucionadas	—	—	—	—	—
" a receber	2.954:8740	402:9238000	1.631:0408530	21:8528230	—
Empréstimos e contas correntes garantidas	2.941:7928950	11.388:4458719	2.919:4628940	495:9248668	—
Garantias por contas correntes e diversos valores	—	—	—	—	—
Perdões de empréstimo, contas caucionadas, etc.	—	—	—	—	—
Valores depositados	31.367:6918348	50.968:5618907	22.262:6288180	9.204:4308100	—
" caucionados	7.657:8738000	—	167:0008000	1.351:0008000	—
Imoveis, semoventes e moedas	—	1.970:4378268	310:0008000	756:2988614	—
Fundos publicos, debenturas, ações, etc.	8.269:8168550	8.101:4138555	480:3478500	2.242:9598945	—
Carteira industrial e hypothecaria	—	—	—	—	—
Capital a realizar	—	—	—	—	—
Diversas contas	1.916:5008605	3.181:3838499	4.329:4838213	6.106:478468	—
	86.134:4528245	90.540:1378863	31.631:3658651	22.428:2018206	—
PASSIVO					
CAPITAL	—	10.000:0008000	5.000:0008000	8.000:0008000	—
FUNDO DE RESERVA	—	2.060:9088286	7.000:009	32:7678410	—
Deposito e c/c simples ou com juros, com ou sem prazo	11.455:7948803	2.672:0058078	810:0968811	839:7378314	—
Caixa matriz, filiaes, agentes e correspondentes	17.430:7518827	—	4.504:8238142	—	—
Garantias por conta corrente e diversos valores	—	—	—	—	—
Diversas contas	17.908:7388735	13.461:2758044	1.869:9348518	9.204:4308400	—
Letras e obrigações a pagar	—	—	—	2.408:4238494	—
" depositadas	—	—	—	—	—
Títulos em caução e depositos de valores	38.945:5738328	60.968:5618307	22.429:6288180	1.771:7218260	—
Lucros e perdas e lucros suspensos	693:2008552	1.257:7818048	—	11:8448898	—
Dividendos	—	419:6078100	9:8338000	126:8768000	—
Secção hypothecaria e industrial	—	—	—	—	—
	86.134:4528245	90.540:1378863	31.631:3658651	22.428:2018206	—

BANCA RIO

de 1901

Estrangeiros

		SÃO PAULO E FILIAES					
Total em 31 de Junho de 1901	Total em 31 de Maio de 1901	London & Brazilian Bank Ltd.	London & River Plate Bank Ltd.	British Bank of South America Ltd.	Brasiliense Bank for Deutsch-Land	Banque Francaise du Bresil	Total em 31 de Junho de 1901
39,819:051\$297	---	2,640:505\$710	1,017:248\$120	611:118\$810	---	---	4,310:038\$110
22,000:270\$812	---	6,039:084\$011	1,481:898\$730	2,273:138\$810	10,331:021\$510	1,021:124\$781	20,491:727\$011
30,571:473\$833	---	2,177:508\$760	163:109\$100	413:493\$500	8,722:125\$710	235:618\$230	11,752:272\$500
4,872:218\$620	---	---	---	---	5,903:781\$350	---	5,613:815\$59
21,527:372\$113	---	2,221:508\$220	1,231:454\$910	4,262:134\$910	6,200:151\$110	621:238\$510	11,510:494\$030
13,001:023\$491	---	6,374:012\$100	258:295\$897	1,203:003\$180	8,121:113\$410	1,271:957\$710	20,321:434\$510
1,503:213\$820	---	49,500:075\$320	---	---	---	---	13,500:075\$297
14,731:701\$750	---	---	2,031,200\$120	7,022:524\$010	---	---	10,517:701\$150
39,052:504\$350	---	---	---	---	4,385:000\$020	2,802,807\$011	7,187,858\$111
12,080:139\$000	---	---	---	---	8,080:000\$000	---	31,000\$000
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---
16,111:111\$110	---	---	---	---	---	---	---
11,000:075\$850	---	552:016\$300	70:626\$280	418:687\$500	---	1,520:106\$157	2,500:148\$237
264,112:781\$482	---	70,524:212\$010	6,004:718\$120	19,247,180\$810	51,822:270\$050	7,400:428\$478	113,052:120\$723
43,722:222\$210	---	---	500:000\$000	---	---	---	500:000\$000
69,361:410\$221	---	11,751:227\$811	805,081\$311	2,571:780\$060	10,570:377\$040	311:791\$360	25,491:203\$000
51,701:220\$178	---	3:186:732\$791	1,396:963\$970	5,072:592\$110	22,075:118\$180	3,612:041\$708	25,151:011\$855
4,808:213\$820	---	49,501:075\$320	---	---	---	---	10,500:667\$020
21,765:405\$110	---	5,066:418\$110	1,401:055\$100	3,577:609\$110	8,310:002\$000	707,157\$120	9,025:035\$810
541:212\$320	---	43:888\$211	17:102\$200	3,005\$100	---	---	33:738\$300
4,419:224\$770	---	---	---	---	---	---	4,146:688\$009
67,788:450\$050	---	---	3,031:200\$120	5,875:841\$010	48,380:177\$030	2,802:837\$030	30:001:007\$120
---	---	---	---	---	---	---	---
---	---	---	---	---	---	---	---
264,112:781\$482	---	30,524:212\$010	6,004:718\$120	16,217:180\$410	51,822:270\$050	7,400:428\$478	113,052:120\$723

Nacionais

JANEIRO				SÃO PAULO			
Banco do Comercio	Banco Rural e Hypothecario	Banco Ita e Matto Grosso	Total em 31 de Abril de 1901	Total em 31 de Março de 1901	Banco do Comercio e Industria	Banco União de São Paulo	Banco Credito Real de S. Paulo
---	---	507:003\$510	---	---	516:823\$407	---	---
2,103:916\$413	1,295:731\$340	536:633\$791	---	---	23,070:370\$495	---	1,915:833\$0
1,322:414\$475	4,577:922\$701	170:428\$150	---	---	14,146:203\$925	---	---
90:250\$099	6:000\$000	---	---	---	---	---	---
491:028\$109	803:272\$101	67:211\$110	---	---	4,305:188\$345	---	32,551:177\$211
5,007:771\$8570	15,718:094\$988	1,932:453\$130	---	---	43,000:000\$000	---	---
---	---	---	---	---	---	---	---
53,930:183\$701	---	9,734:263\$110	---	---	21,703:159\$886	---	5,521:000\$000
70:000\$000	---	---	---	---	---	---	200:000\$000
478:000\$000	971:570\$510	---	---	---	---	---	63,188:721\$400
7,742:897\$750	11,003:138\$080	3,564:151\$020	---	---	3,850:820\$000	---	6,521:303\$175
---	---	986:533\$120	---	---	---	---	7,035:245\$000
2,400:000\$000	5,000:000\$000	14,001:000\$000	---	---	215:578\$110	---	7,979:175\$045
2,152:054\$108	3,010:184\$517	1,897:098\$230	---	---	---	---	---
79,368:194\$025	43,108:539\$310	33,518:745\$224	---	---	78,570:559\$225	---	125,410:316\$112
10,000:000\$000	20,000:000\$000	20,000:000\$000	---	---	40,000:000\$000	---	15,741:000\$000
3,070:000\$000	6,700:205\$327	442:300\$000	---	---	6,500:000\$000	---	1,373:720\$777
5,742:172\$635	3,031:922\$709	2,834:654\$033	---	---	36:609:222\$109	---	5,521:300\$000
---	---	---	---	---	426:462\$856	---	---
152:516\$200	622:974\$301	355:919\$331	---	---	23,076:343\$481	---	9,411:601\$578
---	12,008:424\$020	---	---	---	166:181\$300	---	---
59,930:183\$701	---	9,704:090\$110	---	---	---	---	65,268:521\$400
201:318\$906	40:317\$454	25:150\$180	---	---	1,036:702\$230	---	937:992\$407
272:000\$000	21:934\$000	94:203\$500	---	---	631:587\$500	---	231:730\$450
---	---	---	---	---	---	---	26,927:800\$000
79,368:194\$025	43,108:539\$300	33,518:745\$224	---	---	73,570:559\$225	---	125,410:316\$112

Bancos

	SÃO PAULO e filiaes		SANTOS		
	Total em 31 de Maio de 1901	London & Brazilian Bank Ltd.	London & River Plate Bank Ltd.	British Bank of South America Ltd.	Total em 30 de Junho de 1901
ACTIVO					
CAIXA MATRIZ, filiaes, agentes e correspondentes.	4.069:124\$130	609:257\$050	321:858\$630	1.611:850\$100	2.611:004\$760
CAIXA: moeda corrente	20.557:456\$124	3.240:973\$810	1.972:559\$120	2.158:439\$290	7.371:663\$220
Letras descontadas	10.949:589\$550	53:895\$920	445:109\$000	176:070\$450	375:066\$370
" caucionadas	4.984:389\$010	—	—	—	—
" a receber	41.631:329\$200	1:362:881\$000	198:366\$100	463:104\$830	2.024:289\$320
Empréstimos e contas correntes garantidas.	20.062:444\$740	446:594\$470	—	—	419:304\$490
Garantias por conta corrente e diversos valores.	9.762:502\$260	261:209\$000	—	—	261:209\$000
Ponhores de empréstimo, contas caucionadas, etc.	10.201:973\$370	—	397:444\$300	272:499\$290	579:943\$600
Valores depositados	6.952:769\$930	—	—	—	—
" caucionados	9.412:822\$100	—	—	—	—
Imoveis, semoventes e moveis	—	—	—	—	—
Fundos publicos, debentures, accões, etc.	—	—	—	—	—
Carteira industrial e hypothecaria	—	—	—	—	—
Capital a realizar	—	—	—	—	—
Diversas contas	2.427:107\$898	241:145\$020	793:769\$490	195:156\$110	1.149:365\$559
	111.963:098\$912	6.245:977\$910	3.657:028\$940	4.879:917\$520	11.782:924\$100
PASSIVO					
CAPITAL	500:000\$000	—	500:000\$000	—	500:000\$000
FUNDO DE RESERVA	—	—	—	—	—
Deposito c/c. simples ou com juros, com ou sem prazo.	26.798:693\$125	1.830:711\$110	731:284\$870	1.555:415\$610	4.426:111\$609
Caixa matriz, filiaes, agentes e correspondentes.	32.061:199\$511	2.209:673\$470	1.843:473\$960	2.615:451\$610	6.737:704\$940
Garantias por conta corrente e diversos valores.	9.762:502\$260	261:209\$000	—	—	261:209\$000
Diversas contas	10.290:467\$356	4.879:957\$660	272:123\$830	436:399\$100	2.588:466\$590
Letras e obrigações a pagar	38:468\$650	5.055\$970	—	421\$810	5:477\$480
" depositadas	4.349:480\$000	—	—	272:499\$390	272:499\$390
Títulos em caução e deposito de valores	30.292:464\$710	—	397:444\$300	—	272:499\$390
Lucros e perdas e lucros suspensos	—	—	—	—	307:444\$300
Dividendos	—	—	—	—	—
Secção hypothecaria e industrial.	—	—	—	—	—
	111.963:098\$912	6.245:977\$910	3.657:028\$940	4.879:917\$520	11.782:924\$100

Bancos

	SÃO PAULO e filiaes				Banco da Provincia do Rio Grande do Sul
	Banco de São Paulo	Banco União de São Carlos	Total em 30 de Junho de 1901	Total em 31 de Maio de 1901	
ACTIVO					
CAIXA MATRIZ, filiaes, agentes e correspondentes.	—	60:919\$080	—	—	—
CAIXA: moeda corrente	—	458:687\$900	—	—	—
Letras descontadas	—	1.968:627\$700	—	—	—
" caucionadas	—	—	—	—	—
" a receber	—	—	—	—	—
Empréstimos e contas correntes garantidas.	—	8.543:971\$920	—	—	—
Garantias por conta corrente e diversos valores.	—	—	—	—	—
Ponhores de empréstimo, contas caucionadas, etc.	—	—	—	—	—
Valores depositados	—	—	—	—	—
" caucionados	—	240:000\$000	—	—	—
Imoveis, semoventes e moveis	—	111:968\$862	—	—	—
Fundos publicos, debentures, accões, etc.	—	—	—	—	—
Carteira industrial e hypothecaria	—	—	—	—	—
Capital a realizar	—	6.251:263\$114	—	—	—
Diversas contas	—	675:000\$000	—	—	—
	—	151:137\$873	—	—	—
	—	18:497:577\$168	—	—	—
PASSIVO					
CAPITAL	—	5.000:000\$000	—	—	—
FUNDO DE RESERVA	—	530:000\$000	—	—	—
Deposito c/c. simples ou com juros, com ou sem prazo.	—	3.515:999\$817	—	—	—
Caixa matriz, filiaes, agentes e correspondentes.	—	439:077\$794	—	—	—
Garantias por conta corrente e diversos valores.	—	6.500:203\$914	—	—	—
Diversas contas	—	1.064:059\$765	—	—	—
Letras e obrigações a pagar	—	—	—	—	—
" depositadas	—	—	—	—	—
Títulos em caução e deposito de valores	—	—	—	—	—
Lucros e perdas e lucros suspensos	—	697:754\$878	—	—	—
Dividendos	—	391:500\$000	—	—	—
Secção hypothecaria e industrial.	—	—	—	—	—
	—	18.497:577\$168	—	—	—

Estrangeiros

Table with columns for RIO GRANDE DO SUL and BAHIA, detailing foreign exchange totals and bank balances for various institutions like London & Brazilian Bank Ltd.

Nacionais

Table with columns for RIO GRANDE DO SUL and BAHIA, detailing national exchange and bank balances for Banco da Provincia (Pelotas) and Banco Commercial da Bahia.

Bancos

	BAHIA		PERNAMBUCO		
	Total em 30 de Junho de 1901	Total em 31 de Maio de 1901	London & Brazilian Bank Ltd.	London & River Plate Bank Ltd.	Total em 30 de Junho de 1901
ACTIVO					
CAIXA MATRIZ, filiaes, agentes e correspondentes	4.174.982\$130	2.794.649\$320	1.345.000\$720	2.271.042\$850	3.617.243\$570
CAIXA; moeda corrente	8.099.886\$490	7.211.945\$670	1.396.472\$180	5.308.195\$200	9.794.907\$380
Letras descontadas	70.380\$000	310.201\$290	47.040\$000	10.717\$050	91.628\$010
" caucionadas					
" a receber	4.117.604\$000	4.475.773\$100	2.685.987\$040	2.147.627\$010	4.832.412\$080
Empréstimos e contas correntes garantidas	136.696\$010	157.913\$080	421.083\$350	582.110\$570	1.003.224\$000
Garantias por conta corrente e diversos valores	61.000\$000	597.000\$000	133.112\$000	—	133.112\$000
Penhores de empréstimo, contas caucionadas, etc.	—	—	—	1.540.300\$800	1.540.300\$800
Valores depositados	—	—	—	—	—
" caucionados	—	—	—	—	—
Imoveis, semoventes e moveis	—	—	—	—	—
Fundos publicos, debentures, açoes, etc.	—	—	—	—	—
Carteira industrial e hypothecaria	—	—	—	—	—
Capital a realizar	—	—	—	—	—
Diversas contas	2.200.302\$870	2.882.257\$000	1.230.436\$050	1.032.014\$010	2.262.450\$060
	19.100.105\$280	17.855.167\$790	10.259.702\$000	10.297.331\$060	23.107.014\$560
PASSIVO					
CAPITAL	—	—	—	500.000\$000	500.000\$000
FUNDO DE RESERVA	—	—	—	—	—
Deposito e c/c. simples ou com juros, com ou sem prazo	6.917.913\$880	5.791.275\$110	1.687.173\$710	1.053.133\$580	8.640.507\$320
Caixa matriz, filiaes, agentes e correspondentes	7.177.265\$000	5.791.260\$170	1.787.575\$390	3.371.110\$740	9.138.978\$170
Garantias por conta corrente e diversos valores	61.000\$000	153.000\$000	133.112\$000	—	133.112\$000
Diversas contas	3.692.404\$610	1.745.195\$010	3.614.111\$510	2.533.584\$510	6.177.696\$020
Letras e obrigações a pagar	11.824\$790	10.134\$104	7.700\$230	—	7.700\$230
" depositadas	—	—	—	—	—
Títulos em caução e deposito de valores	—	—	—	1.540.300\$830	1.540.300\$830
Lucros e perdas e lucros suspensos	—	—	—	—	—
Dividendos	—	—	—	—	—
Secção hypothecaria e industrial	—	—	—	—	—
	19.100.405\$280	17.855.167\$790	10.259.702\$000	10.297.331\$060	23.107.014\$560

Bancos

	PERNAMBUCO				
	Banco Popular	Banco de Pernambuco	Banco do Recife	Total em 30 de Junho	Total em 31 de Maio
ACTIVO					
CAIXA MATRIZ, filiaes, agentes e correspondentes	1.476.828\$290	4.418.060\$580	—	—	7.741.897\$520
CAIXA; moeda corrente	2.166.199\$100	2.282.932\$020	—	—	8.102.819\$060
Letras descontadas	1.127.925\$130	1.000.481\$060	—	—	2.882.053\$000
" caucionadas	—	—	—	—	—
" a receber	1.556.745\$750	6.031.310\$300	—	—	9.275.713\$270
Empréstimos e contas correntes garantidas	1.032.213\$040	1.732.432\$750	—	—	8.640.292\$350
Garantias por conta corrente e diversos valores	—	—	—	—	—
Penhores de empréstimo, contas caucionadas, etc.	—	—	—	—	—
Valores depositados	1.000.141\$830	5.701.255\$010	—	—	12.439.905\$090
" caucionados	30.000\$000	20.000\$000	—	—	400.000\$000
Imoveis, semoventes e moveis	290.388\$700	—	—	—	279.370\$390
Fundos publicos, debentures, açoes, etc.	105.418\$000	332.700\$060	—	—	519.230\$000
Carteira industrial e hypothecaria	—	—	—	—	—
Capital a realizar	750.000\$000	6.400.000\$000	—	—	8.450.000\$000
Diversas contas	557.157\$190	1.207.992\$070	—	—	2.132.207\$000
	17.024.184\$530	32.686.093\$790	—	—	59.966.489\$180
PASSIVO					
CAPITAL	4.500.000\$000	8.000.000\$000	—	—	11.500.000\$000
FUNDO DE RESERVA	900.000\$000	2.150.000\$000	—	—	3.080.000\$000
Deposito e c/c. simples ou com juros, com ou sem prazo	8.514.959\$290	14.173.565\$050	—	—	21.365.746\$390
Caixa matriz, filiaes, agentes e correspondentes	82.604\$600	673.756\$340	—	—	1.658.952\$970
Garantias por conta corrente e diversos valores	4.209.214\$140	7.341.045\$920	—	—	10.938.467\$400
Diversas contas	1.604.069\$000	—	—	—	10.528.986\$310
Letras e obrigações a pagar	—	—	—	—	—
" depositadas	—	—	—	—	—
Títulos em caução e deposito de valores	—	—	—	—	—
Lucros e perdas e lucros suspensos	170.558\$100	273.774\$700	—	—	879.711\$210
Dividendos	42.184\$500	68.954\$800	—	—	14.624\$900
Secção hypothecaria e industrial	—	—	—	—	—
	17.024.184\$530	32.686.093\$790	—	—	59.966.489\$180

BALANÇOS E BALANCETES

RIO

BANCO RIO E MATTO GROSSO

BALANCETE EM 31 DE JULHO DE 1901

Activo

Table with financial data for Banco Rio e Matto Grosso, Rio, including items like Letras a receber, Titulos pertencentes ao Banco, and Caixa em moeda corrente.

Passivo

Table with financial data for Banco Rio e Matto Grosso, Rio, including items like Capital emittido, Fundo de reserva, and Depoositos.

Rio de Janeiro, 3 de Agosto de 1901. — Francisco Martello, presidente. — Julio N. de Carvalho, contador.

BRASILIANISCHE BANK FÜR DEUTSCHLAND

BALANCETE EM 31 DE JULHO DE 1901

Activo

Table with financial data for Brasilianische Bank für Deutschland, Rio, including items like Contas correntes garantidas and Caixa em moeda corrente.

Passivo

Table with financial data for Banco Rio e Matto Grosso, Rio, including items like Capital, Contas correntes com juros, and Caixa matriz.

S. E. ou O. — Os Directores, T. N. — Interino.

SANTOS

LONDON & RIVER PLATE BANK LIMITED

Estabelecido em 1862

Table with financial data for London & River Plate Bank Limited, Santos, including items like Capital, Idem realizado, and Fundo de reserva.

BALANCETE DA CAIXA FILIAL NESTA PRAÇA EM 31 DE JULHO DE 1901.

Activo

Table with financial data for Caixa Filial NESTA PRAÇA, Santos, including items like Letras descontadas and Caixa em moeda corrente.

Passivo

Table with financial data for Caixa Filial NESTA PRAÇA, Santos, including items like Capital de larado da caixa filial and Depoositos a prazo fixo.

S. E. & O. — Santos, 3 de Agosto de 1901. — Pelo London and River Plate Bank, Limited (Assignados) J. J. Kelly, Act. Manager — J. Monteiro, Act. Accountant.

S. PAULO

THE BRITISH BANK OF SOUTH AMERICA, LIMITED

Table with financial data for The British Bank of South America, Limited, S. Paulo, including items like Capital, Idem realizado, and Fundo de reserva.

BALANCETE DA CAIXA FILIAL EM S. PAULO, EM 31 DE JULHO DE 1901

Activo

Table with financial data for Caixa Filial em S. Paulo, including items like Letras descontadas and Caixa em moeda corrente.

Passivo

Table with financial data for Caixa Filial em S. Paulo, including items like Capital and Depoositos a prazo fixo.

Passivo

Table with financial data for Banco Rio e Matto Grosso, Rio, including items like Letras a pagar, Contas correntes simples, and Depoositos a prazo fixo com aviso.

S. E. ou O. — São Paulo, 3 de Agosto de 1901. — Pelo The British Bank of South America, Limited (Assignados) Frank Dodd, Gerente interino. — L. C. Greenland, Contador interino.

BANQUE FRANÇAISE DU BRÉSIL

Table with financial data for Banque Française du Brésil, including items like Capital and Capital realizado.

SÉDE SOCIAL, 9 RUA LAFFITTE — PARIS

Agencias no Rio de Janeiro, S. Paulo e Santos

BALANCETE DA AGENCIA DE S. PAULO, EM 31 DE JULHO DE 1901, INCLUINDO O DA AGENCIA EM SANTOS

Activo

Table with financial data for Agencia de S. Paulo, including items like Letras descontadas and Caixa em moeda corrente.

Passivo

Table with financial data for Agencia de S. Paulo, including items like Caixa matriz, filiaes e agencias and Contas correntes.

S. E. ou O. — S. Paulo, 3 de Agosto de 1901. — O chefe da contabilidade, Ch. Berthe. — O gerente, E. Llerethy.

BRASILIANISCHE BANK FÜR DEUTSCHLAND

BALANCETE DA CAIXA FILIAL EM S. PAULO, EM 31 DE JULHO DE 1901, INCLUINDO O DA FILIAL EM SANTOS

Activo

Table with financial data for Caixa Filial em S. Paulo, including items like Contas correntes garantidas and Caixa em moeda corrente.

Passivo

Table with financial data for Caixa Filial em S. Paulo, including items like Contas correntes de movimento and Depoositos a prazo fixo.

S. E. ou O. — Os directores, Plas — Da Saude

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