

The Brazilian



Review

A WEEKLY RECORD OF TRADE AND FINANCE

VOL. IX

RIO DE JANEIRO, TUESDAY, JANUARY, 23RD, 1906

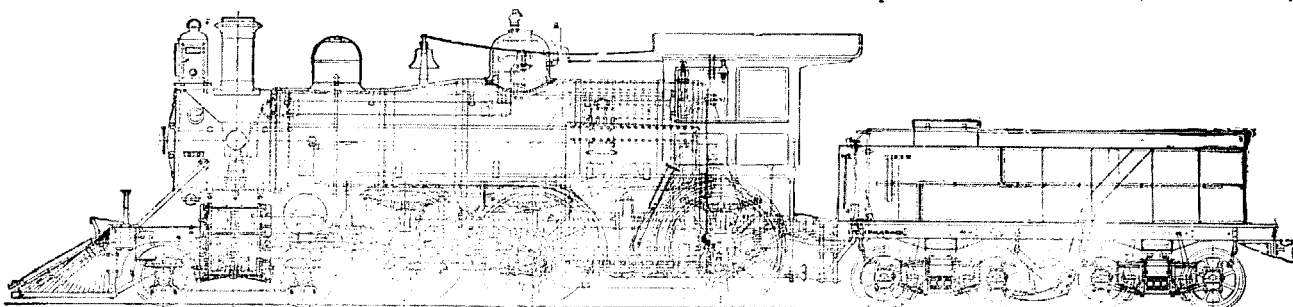
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The Brazilian Review



VOL. IX

RIO DE JANEIRO, TUESDAY, JANUARY 23RD, 1906

No. 4

Offices: RUA DO ROSARIO No. 6

P. O. Box. 472, RIO DE JANEIRO — Telegraphic Address — "REVIEW" — RIOJANEIRO

Managing Editor—MR. J. P. WILEMAN

Subscriptions for Brazil 60\$ per annum. Abroad £3.

Separate copies 1\$200 | Back numbers 2\$000

Advertising rates furnished on application

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São Paulo — C. Hildebrand & Co., rua Quinze de Novembro 40.
London — G. Street & Co., Ltd., Cornhill 30.

Announcements of births, deaths and marriages concerning subscribers and friends are inserted in this "REVIEW" free of charge

MAIL FIXTURES

| DATE | NAME | COMPANY | DESTINATION |
|---------------------------------|------------|-----------------------|-----------------------|
| FOR EUROPE | | | |
| Jan. 24 | Magellan | Messageries Maritimes | Bordeaux (direct) |
| 31 | Civie | Royal Mail | Southampton |
| Feb. 7 | Cordillere | Messageries Maritimes | Bordeaux (direct) |
| 8 | Panamá | P. S. N. C. | Liverpool and ports |
| 14 | Nile | Royal Mail | Southampton |
| FOR THE RIVER PLATE AND PACIFIC | | | |
| Jan. 24 | Oropesa | P. S. N. C. | B. A. West and Coast. |
| 29 | Nile | Royal Mail | B. A. |
| Feb. 6 | Aragon | Royal Mail | B. A. |
| FOR UNITED STATES | | | |
| Feb. 2 | Byron | Lampert & Holt | New York |

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NOTICES

In the absence of the editor, Mr. John J. Wilson will sign receipts by procuration.

All communications should be addressed to the Manager: Mr. W. G. Chancellor.

Mr. J. P. Wileman who is at present in Europe begs to place his services at the disposal of friends and subscribers.

Address c/o Messrs. Geo Street and Co. 30 Cornhill, London. E. C.

Notes

Paper Money in Circulation on 31st of December last was 669,492,608\$750 as against 669,726,042\$750 on November 30th a decrease of 233,434\$000.

Treasury Remittances. The treasury remitted last week to their agents in London, Messrs. N. M. Rothschild, £675,442-9s. 4d and 115,167 fres 85. in gold, corresponding to 6,045,337\$775.

The Port Works. The Minister of Finance has telegraphed the Treasury agents in London to pay Messrs. C. H. Walker and Co. the sum of £39,346-10-3 for work done during the month of December last.

The London and River Plate Bank. The following table will give some idea of the progress made by this excellent bank.

| | 1902/03 | 1903/04 | 1904/05 |
|---|------------|------------|------------|
| | £ | £ | £ |
| Capital..... | 900,000 | 900,000 | 900,000 |
| Reserve..... | 1,000,000 | 1,000,000 | 1,000,000 |
| Acceptances..... | 2,877,000 | 2,432,000 | 3,407,000 |
| Deposits and accounts current... | 13,617,000 | 16,830,000 | 17,706,000 |
| Bills for collection..... | 1,404,000 | 1,582,000 | 1,848,000 |
| Profit..... | 164,000 | 183,000 | 225,000 |
| Cash..... | 8,418,000 | 6,291,000 | 6,551,000 |
| Bills Receivable, Bills discounted, advances etc..... | 14,187,000 | 17,249,000 | 18,912,000 |
| Dividend..... | 18 1/2% | 19 1/2% | 20 1/2% |

Dividends paid were as follows:

| | |
|----------------|----------|
| 1891/92..... | 12 1/2 % |
| 1892/93..... | 12 1/2 % |
| 1893/94..... | 15 % |
| 1894/95..... | 16 % |
| 1895/96..... | 18 % |
| 1896/97..... | 20 % |
| 1897/98..... | 20 % |
| 1898/99..... | 20 % |
| 1899/1900..... | 20 % |
| 1900/01..... | 20 % |
| 1901/02..... | 18 % |
| 1902/03..... | 18 % |
| 1903/04..... | 19 % |
| 1904/05..... | 20 % |

Death of General Don Bartolomé Mitre.

On the 19th inst. there died in Buenos Aires, after a long and painful illness, the great Argentine soldier and statesman, Bartolomé Mitre, whose long and brilliant career in the service of his country must be known to everyone connected with this continent. His decease has caused the most widespread regret and ten days public mourning has been decreed in Argentina while military honours are being paid him here.

General Bartolomé Mitre commanded the allied troops of Brazil and Argentina in the operations against Dictator Lopez in the Paraguayan war of 1866-69 and his public services date from 1838, when he entered the army at the age of 17.—R.I.P.

The Rio Grande Bar and Port Works.

It is understood that the contract with Engineer Cortbell will be signed as soon as he returns from the States, by the President of the Republic. The cost of the Port works is estimated at about 28,000,000\$, at 16d. exchange about £1,900,000, and the capital will be provided by an American Company under the direction of Mr. Cortbell, who contracts for the work. The port of Rio Grande will be in two sections, the first to be commenced about the middle of this year to cost 15,000,000\$, or about £1,000,000, and the other to be commenced later on. The bar, which is the hardest part of the work and for which the State Government will pay 19,000,000\$000, about £1,300,000, will be the deepest in South America and will allow the passage of ships drawing 33 feet and the whole works are to be finished in 6 years. The port will be constructed for the berthing of battleships as well as ships of the merchant marine and will have more than two miles of quays, while it is all to be fitted with the latest modern improvements and appliances such as cold storage, docks, depôts for explosive and inflammable material and for the disembarkation of cattle, in fact all that goes to make up a model port. The bar is to be maintained at the depth above mentioned for a period of 60 years. This should make Rio Grande do Sul one of the finest ports in South America and while removing a longstanding grievance in the shape of the shallow bar will open up a vast field for the world's shipping. We have not heard that the State Government ever called for tenders for all this in spite of the fact that the works had been studied by English and other experts for some years.

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| | Purgen para adultos | " | " | " | 15 | " yellow " |
| | Purgen Forte | " | " | " | 6 | square yellow tablets |

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GOLD MEDAL S. LOUIS 1904



January 23

LONDON AND

Capital.....
Capital paid up.....
Reserve fund.....

HEAD OFFICE

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10, Broad Street

Draws on Head Office

LISBON, Oporto

FERNAMBURG, Rio de Janeiro

PORTO AL, Buenos Aires

Also on:

Messrs. Glyn, Messrs. Mallet

Messrs. John Berr

Credito Italiano, Granet, Brown

ah-hb-ca

BRASILIA

D

Established in 1887 by the «Disconto

Bank» in Berlin

in Hamburg, H

Capital.....

BRANCH OFFICE

Rua da

Branch-office

Porto Alegre.

com

Para, Maranhão

Pernambuco, Paraíba

Curitiba, Paraná

Draws on:

Directors: Geo. F. C.

GERMANY... Nord

Ham

N. M.

Directors: Lo

ENGLAND... Man

Union

Wm.

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FRANCE... Pa

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ITALY... Banc

and

PORTUGAL... Banc

and

and any other coun

Opens accounts c

Pays interest on

Executes orders

shares etc., and tra

ing business,

at-hb-ca

9-2-06 A

LONDON AND BRAZILIAN BANK LIMITED

Capital..... £ 1,500,000
 Capital paid up..... " 750,000
 Reserve fund..... " 650,000

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, MANAOS, PARA',
 FERNAMBUCO, BAHIA, SANTOS, S. PAULO,
 RIO GRANDE DO SUL

PORTO ALEGRE, MONTEVIDEO,
 BUENOS AYRES, ROSARIO DE SANTA FE'
 AND NEW YORK

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Messrs. Mallet Frères & Co.,
 PARIS.

Messrs. John Berenberg, Gossler & Co.,
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Credito Italiano. } ITALY.

Granel, Brown & Co. }
 ab-bl-ea x x

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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.

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Draws on:

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 { Frankfurt a M. Bremen }
 { Norddeutsche Bank in Hamburg } Hamburg.

ENGLAND... { N. M. Rothschild & Sons London }
 { Direction der Disconto Gesellschaft London }
 { Manchester and Liverpool District Banking Company Limited, London }
 { Union of London and Smiths Bank Limited London }
 { Wm. Brandt's Sons & Co., London }.

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 { Heine & Co., Paris }
 { Comptoir National d'Escompte de Paris, Paris }
 { Lazard Frères & Co., Paris }
 { De Neufville & Co., Paris }.

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PORTUGAL... { Banco Lishon & Agores and correspondents }.

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Gutschow-John
 Directors

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HEAD OFFICE: 2 A, MOORGATE ST
 London, E. C.

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

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 ROSARIO.

Agent at Santos:

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 Catharina, Paranaquá, Curitiba, Rio Grande
 do Sul, Pelotas and Porto Alegre.

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and correspondents in Germany,

Messrs. Roesti & Co.,

and correspondents in ITALY

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NEW YORK.

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

ab-bl-ea x x

Banco da Republica

DO

BRAZIL

Realized Capital... Rs. 100,000,000\$000

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, DESTERRO,
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LONDON

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 and shares etc. and transacts every description of
 banking business.

ae-be-ea x x

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 Realised do..... " 900,000
 Reserve fund..... " 1,000,000

HEAD OFFICE:

Princes Street London, E. C.

PARIS BRANCH:

16, Rue Halévy.

RIO DE JANEIRO—19-21 Rua da Alfandega.

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 ROSARIO, MENDOZA, BAHIA BLANCA,
 PAYSANDU' CONCORDIA, SALTO.

Agencies:

MANAOS, MARANHÃO, CEARÁ'
 BAHIA, VICTORIA, PARANAGUÁ', RIO
 GRANDE DO SUL,
 PELOTAS, CURITYBA, PORTO ALEGRE
 MACEIO'

Draws on Head Office and Paris Branch
 and on:

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 Banque de Paris et des Pays Bas.—PARIS.
 Banco de Portugal and Agencies.—PORTUGAL.
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and on:
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 First National Bank of Chicago.—CHICAGO.

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h-be-ea x x

Par. Le Moniteur des Interêts Matériels after giving an outline of the Report of the Minister of Finance, Dr. Bulhões, concludes with the following remark: "After having perused the great care this official document how could one arrive at the conclusion that the re-establishment of a fixed relation between gold and the milreis is possible until the milreis reaches the par of 27d? We consider the contrary conclusion the natural one."

The New American Ambassador. The appointment of Mr. Lloyd C. Griscom to succeed Mr. Thompson has now been approved by the Brazilian Government. Mr. Griscom has had considerable experience in various parts of the world. He was born in the State of New Jersey and appointed to the Diplomatic Service from the State of Pennsylvania. In 1893 he was private secretary to the United States Ambassador to the Court of St James', from which post he retired in 1894. In 1899 he was appointed Secretary of Legation at Constantinople and in 1901 was Minister to Persia. He was appointed Minister to Japan in 1902, which post he now resigns in order to become Ambassador to Brazil. Some time ago it was mooted that the American Legation at Tokio would be raised to an Embassy and it is expected that Mr. Griscom will be made Ambassador to Japan for a few days, before his successor is appointed, as a mark of appreciation of his service in that country. Mr. Griscom is a highly cultivated man with great charm of manner, we ourselves had the pleasure of crossing the Atlantic with him some six years ago and so can speak from experience. We are sure that he will meet with a warm welcome here and that he will be deservedly popular.

The visit of a British Naval Division. On Tuesday last three British cruisers entered the Bay. They were, H. M. S. *Latona*, H. M. S. *Scylla* and H. M. S. *Sappho* under the command of Commodore Sir Alfred W. Paget, K. C. M. G. They had not touched at any port since leaving the coast of Canada and had engaged in evolutions and manoeuvres on the way South. It is more than a year since any British man-of-war has been at Rio. The last time was the visit of H. M. S. *St. George* and H. M. S. *Brilliant* and they were hastily summoned home at the time of the Dogger Bank incident. The ships which entered on Tuesday are fine examples of second class cruisers, the same class which did such excellent work for the Japanese Navy at the Battle of the Sea of Japan.

The Floods. The deluge of the last three weeks brought about its natural result and miles of country have been under water for days. On the Leopoldina system for several days traffic was almost entirely suspended. The company, however, with characteristic energy, set to work to get their main lines into working order, which they succeeded in doing much sooner than could have been expected considering the difficulties to be overcome. In many places the Municipalities cut through the embankments to give an outlet to the water and in one case, near Campos, hoisted themselves with their own petard by letting the water on to ground that is lower than the river Parahyba and which it will be almost impossible to drain. Juiz de Fora has suffered terribly, all the houses on the lower ground having been flooded, many of them collapsing in consequence. Relief funds are being started for sufferers all over the country but the two places that have been hardest hit are Campos and Juiz de Fora. Latest reports say that the rivers are gradually subsiding.

THE MONROE DOCTRINE

While so much is being said and done about this question we think that the original text may be of interest. The actual doctrine is to be found in the third message which President Monroe addressed to Congress during his second term of office, dated Dec. 2, 1823. It is short and to the point and runs as follows:—

"The citizens of the United States cherish sentiments the most friendly in favour of the liberty and happiness of their fellow-men on that side of the Atlantic.

In the wars of the European powers in matters relating to themselves we have never taken any part, nor does it comport with our policy so to do.

It is only when our rights are invaded or seriously menaced that we resent injuries or make preparations for our defense. With the movements in this hemisphere we are of necessity more immediately connected, and by causes which must be obvious to all enlightened and impartial observers.

The political system of the allied powers is essentially different in this respect from that of America. This difference proceeds from that which exists in their respective Governments; and to the defense of our own, which has been achieved by the loss of so much blood and treasure, and matured by the wisdom of their most enlightened citizens, and under which we have enjoyed unexampled felicity, this whole nation is devoted. We owe it, therefore, to candour and to the amicable relations existing between the United States and those powers to declare that we should consider any attempt on their part to extend their system to any portion of this hemisphere as dangerous to our peace and safety.

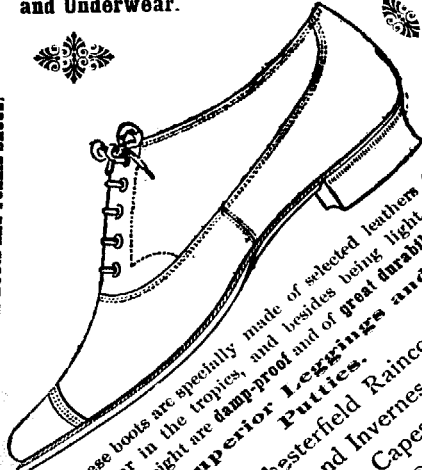
With the existing colonies or dependencies of any European power we have not interfered and shall not interfere.

But with the Governments who have declared their independence and maintained it, and whose independence we have, on great consideration and on just principles, acknowledged, we could not view any interposition for the purpose of oppressing them, or controlling in any other manner their destiny, by any European power in any other light than as the manifestation of an unfriendly disposition toward the United States. In the war between those new Governments and Spain we declared our neutrality at the time of their recognition, and to this we have adhered, and shall continue to adhere, provided no change shall occur which, in the judgement of the competent authorities of this Government, shall make a corresponding change on the part of the United States indispensable to their security."

The doctrine is, therefore, so to speak an acknowledged principle rather than a treaty clause but it has come to be recognised by all the Foreign Offices of Europe as an accepted dogma.

It is curious to reflect that the original doctrine was suggested to the American Government by Canning and after its promulgation was accepted by the British Foreign Secretary. Our contemporary, *The Statist*, under the heading of "A triumph for President Roosevelt" assumes that Brazil appealed to the United States in the *Panther* case and that this meant recognition by Brazil of the Monroe doctrine. No doubt if Brazil had made this appeal the conclusion would have been justified but as she never made, or contemplated making, such an appeal her attitude towards this policy is still to be sought. Perhaps the Pan American Congress will settle the vexed question once and for all and all South American Republics come into the fold. In any case we would ask our readers to study the letter from our editor on the subject in our last issue, which contains many valuable suggestions.

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31-12-05 V



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The year 1905 twelve months is now available producers of yarns, with a now stands in the round numbers together £5,250,000, which, a profit of £675,000, 19 per cent. on the total capital out of 75 which varying from a two concerns have mortgages profit of 90 cent was a loss of £2 was reported. the total again the results of manufacturing it is understood than in spinning into account. much smaller manufacturers have nearly do

A comparison this city during not be without. It certainly shows mortality of the Health Department.

In 1904, the number 7,994 with a tag of 42.8 of the

In 1905, the this number 5 percentage from 8.31 per cent. of

In this regard year 1905 the excess of what it meant even more also true of the

The figures two years are in year 1905 as compared

Infection.

Typhoid Fever
Malarial Fever
Variola
Measles
Scarlet Fever
Whooping Cough
Diphtheria-Croup
Grippe
Cholera
Dysentery
Bubonic Plague
Yellow Fever
Leprosy
Beriberi
Tuberculosis

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13-1-06 A

COTTON PROFITS IN 1905

The year 1905 has by a long way been the most profitable twelve months in the history of our staple industry. Figures are now available in respect of the spinning section—that is, of producers of yarn for sale. A table has been prepared of 88 concerns, with a spindleage of 7,300,000, owning a plant which now stands in the books at £4,300,000. The share capital is, in round numbers, £3,500,000, and loans £1,750,000, making all together £5,250,000. After allowing interest on loans and mortgages, which, roughly speaking, will be about 4 per cent., a net profit of £675,000 has been declared, this being equal to about 19 per cent. on the share capital, and close upon 13 per cent. on the total capital employed. Twelve months ago 28 companies out of 75 which issued balance sheets reported adverse balances varying from a few hundred pounds to £15,000. To-day only two concerns have adverse balances, and these will very probably be cleared off very shortly. Only 10 companies out of 77 have mortgages varying from £8,000 to £20,000. In 1904 the profit of 90 companies was only £31,700; whilst in 1902 there was a loss of £45,300, and in 1902 no profit worth speaking of was reported. The best year, excepting 1905, was 1890, when the total again was £384,000. Statistics are not issued as to the results of weaving concerns as distinct from spinning. Few manufacturing sheds are owned by joint-stock companies; but it is understood that the accruing profits of the year are larger than in spinning when the amount of capital employed is taken into account. The money required to run a weaving shed is much smaller than for a spinning factory. Some Burnley manufacturers have made enormous profits, a few having practically nearly doubled their capital within the year. *The Statist.*

THE HEALTH OF RIO.

A comparison of the mortality from Infectious diseases in this city during the years 1904 and the year just completed may not be without interest to many of the foreign residents of Rio. It certainly shows what can be done in regard to lessening mortality of this character, by an efficient and painstaking Health Department, under competent direction.

In 1904, there were 18,666 deaths from all causes, of this number 7,994 were from infectious disease, this being a percentage of 42.8 of the total deaths.

In 1905, there were 14,600 deaths from all causes, and of this number 5,057 were caused by infectious diseases, the percentage from this cause being only 34.6, an improvement of 8.31 per cent. over the year 1904.

In this regard it also must be remembered that during the year 1905 the population was at all events somewhat in excess of what it was during the year 1904, making the improvement even more than the figures indicate. Of course this is also true of the total number of deaths.

The figures for deaths from infectious diseases during the two years are here given, and the excess or diminution for the year 1905 as compared with the previous year indicated.

| Infection. | 1904. | 1905. | 1905. | |
|-----------------------|-------|-------|---------|--------------|
| | | | Excess. | Improvement. |
| Typhoid Fever..... | 69 | 51 | — | 18 |
| Malarial Fever..... | 433 | 296 | — | 137 |
| Varicella..... | 3,566 | 256 | — | 3,310 |
| Measles..... | 50 | 217 | 167 | — |
| Scarlet Fever..... | 7 | 4 | — | 3 |
| Whooping Cough..... | 55 | 28 | — | 27 |
| Diphtheria-Croup..... | 51 | 48 | — | 3 |
| Grippe..... | 484 | 559 | 75 | — |
| Cholera..... | — | — | — | — |
| Dysentery..... | 61 | 38 | — | 23 |
| Bubonic Plague..... | 275 | 139 | — | 136 |
| Yellow Fever..... | 48 | 287 | 239 | — |
| Leptosy..... | 23 | 25 | 2 | — |
| Beriberi..... | 120 | 67 | — | 53 |
| Tuberculosis..... | 2,752 | 2,822 | 70 | — |
| | 7,994 | 4,837 | 553 | 3,710 |

Above, as also in the table published in this Journal last week, the figures for deaths from infectious diseases are given as 5,057. This is correct, and the reason for the figures for deaths from this cause in the table of comparison just above, 4,837, is that the difference is due to deaths often not included as "Infectious Diseases." These diseases are Erysipelas; deaths returned as due to "other epidemic diseases" in the weekly Health Reports, Septicæmia and Syphilis. These during the year 1905 caused 220 deaths, the difference above referred to.

In the table of comparison, it is seen that the most marked improvement is in Variola, this is of course due to the arrest of the epidemic which prevailed in Rio during 1904. Next to this improvement is the diminution in both Malarial affections and Bubonic plague. Considering the few cases of Typhoid Fever occurring here every year the improvement in this respect is also well marked and worthy of notice. Beriberi, which is endemic here, as at almost all Brazilian seaports, also shows the effect of good health administration.

On the other hand Measles, always present here, shows a well marked increase, as is the case in a lesser degree with respect to Grippe. This disease was really epidemic here last winter and even yet lingers on at this date in the summer. Yellow fever, which promised to be almost extinct here early last spring, and which was in fact virtually absent for some weeks, suffered a recrudescence in the Saude district during the year and although well managed, and suppressed to a great extent as soon as could be reasonably expected, nevertheless managed to produce 239 more deaths than during the year 1904. Had it not been for this fact, the improvement would be still more plain, and taking all things into consideration would be a wonderful exemplification of the effects of rational sanitary reform. Let us hope that the present year will show as much improvement as regards yellow fever, as did the year 1905 in all other regards. Tuberculosis is always present—in all quarters of the world,—and 70 deaths more in one year—or less for that matter—than in another, when considering totals amounting to 3,000 in populations of 900,000, cannot be said to indicate much improvement or the reverse. However, considering the difficulty of enforcing sanitary reforms, especially among persons to whom such reforms are obnoxious and who display unworthy efforts to avoid them in any possible way, as has been the case here in many instances, also the uneducated character of a large portion of the city's population, and the opposition to measures, such as vaccination—to cite the most marked example I know of—taking all these facts into consideration, (and there are many others of which I will not speak), the citizens of this city have every reason to be proud of the work of the Department of Health of Rio de Janeiro and should be willing to assist in every possible way its most efficient director. Every one in the city can aid the Health Department, and at the same time humanity and relieve it from the curse of illness under which the world staggers. And, why not do so, instead of grumbling about the enforcement of regulations for sanitation made by those whose business it is to understand sanitary reform and enforce it? I ask, again, why not aid instead of injuring? It certainly would be more rational and more unselfish and the results could not fail to be beneficial to all concerned.

W. J. S. STEWART, M. D.



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15-12-05 V

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4-1-06 A

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31-1-06 A

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OUVIDOR 51

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Steamers, the property of the Leopoldina Railway Co., leave Prainha Wharf at 6.19 a.m. and 4 p.m. daily for an hour's journey across the Bay to Mauá, when passengers are transferred to a train which arrives at Petropolis at 8.46 a.m. and 6.10 p.m. Return trains from Petropolis by the Bay route leave daily at 7.30 a.m. and 5.45 p.m. The steamers are fitted with every convenience, restaurant, buffet, etc. The return fare, available for 8 days, is 10\$800.

Petropolis is also served by a railway route (a branch of the Leopoldina Railway) which runs round the Bay in combination with the Central Railway. Trains leave Central Station at 5 p.m. daily (S. Francisco at 5.25 p.m.), and return from Petropolis at 5.55 a.m.

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11-1-06 A

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15-9-06 A

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27-7-06 A

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27-7-06 A

General News

Local Items. The returns of the Director General of Public Health for the week ended 14th Jan. are as follows: Yellow fever 2; bulonic plague, 6; small-pox, 1; measles 1; scarlet fever, 0; diphtheria, 0; whooping cough, 0; influenza, 8; typhoid fever, 2; dysentery, 2; beriberi, 1; leprosy, 1; erysipelas, 1; marsh fevers, 4; pulmonary diseases, 54; other contagious diseases, 3. Total 85. Violence, (including suicides) 8. Non-contagious diseases, 168. Total deaths from all causes, 261; equal to an annual death rate of 15.03 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 32.56%. Under treatment in hospitals: yellow fever, 3; small-pox, 7; and bulonic plague, 8.

— The Municipal Council has authorised the Prefect to contract a new loan of 30,000,000\$. It is to be floated in Rio and will bear 6% interest and its purpose is to meet supplementary expenses and to pay for the sanitary works in the suburbs of Rio de Janeiro.

— It is reported that the Republic of Chile will not be represented at the Pan American Congress to be held in Rio later in the year.

— A *Noticia* says that the cartridges of National manufacture made at Realengo are of excessively poor character. A few days ago an officer was wounded while instructing his men. The first two shots missed fire and the third burst the barrel of his Mauser rifle and wounded him severely. Our contemporary remarks that such accidents are of frequent occurrence.

— The Sociedade Nacional de Agricultura held its anniversary rejoicings last week, the two honorary Presidents, Drs. Lauro Muller and Ignacio Tosta, being the principal guests.

— Dr. Oswaldo Cruz, the Director General of Public Health, left last week on the s. s. *Santos* for a tour of inspection in the Southern ports of the Republic. He will be away about a month. It is to be hoped that he will be able to give a better report for these ports than he could give of those in the North.

— It is said that when the President of the Republic returns to Rio from Petropolis he will not reside in the Cattete but will go to his own house in the *rua* Senador Vergueiro, going each day to the Cattete to transact business.

— During the work on the removal of the Morro do Castello there was an enormous landslide a few days ago. Luckily no one was hurt and a great deal of earth was moved without any trouble.

— During the week ended 14th inst. there were 284 births and 48 marriages in the Federal District.

— In this section last week we announced that the s. s. *Magdalenia* would take the place of the *Danube* on March 28th but we are now informed by the Royal Mail Steam Packet Company that the s. s. *Thames* will sail on that date. In another column will be found the amended list of sailings by this line up to the end of June.

— We hear that the s. s. *Cymbeline*, which went ashore near Rio Grande, has been got off and has arrived at Montevideo.

— We are very glad to hear that Mr. Simmons, the popular Manager of the London and River Plate Bank in Rio, has returned from São Paulo completely restored to health.

— The President of the Republic has granted authorisation to the Cabagal Gold Dredging and Exploration Company to operate in the Republic. The object of this Company is the dredging of the River Cabagal in the State of Matto Grosso (Brazil) but the capital is all subscribed in Buenos Aires, where are the head quarters of the company.

— A lecture on "Brazil and the Brazilians" was given at a meeting of the Liverpool Shipping Staffs' Association by Mr. William Howarth of the Brazilian Consulate General at Liverpool. It is a very good thing to see that more interest is being taken in things Brazilian in England and it will be remembered that our editor wrote us a few weeks ago that the London Stock Exchange was quite ready and willing to boom this country.

— A new service of steamers is about to be started by the Compagnie Chargeurs Réunis between Havre and Japan. The company is prepared to allow these steamers to touch at South American ports provided they are given sufficient guarantee. This is an opportunity that should not be lost of putting Brazil in direct communication with Japan, for the promised Japanese immigrants will find it much easier to come direct and such a service would be sure to swell the tide of immigration if proper agents are at work in Japan. As a matter of fact the first move towards such an end was taken by the Japanese themselves who see in this country a fresh field for their boundless energy and thrift. The infusion of Japanese blood into Brazil should be no bad thing for they will bring with them the sturdy traditions of honour and the wonderful gift of self abnegation which have made them the admiration of the whole world.

— We spoke last week of the disgraceful condition of the new paving of the Avenue. As far as we can gather the Government has got a very bad bargain, for, by the contract with the German firm who laid the asphalt, they are bound to keep up the surface of the road and make all necessary repairs. The money deposited by the contracting firm (50,000\$) has, we hear, been returned to them, so all the onus is now on Govern-

ment who will have to make the best of an extremely bad job. Of course the asphalt ought to be hard enough to withstand any ordinary traffic but what seems to have ruined it is the constant procession of heavy carts and waggons transporting huge blocks of granite or removing big loads of rubble, from the houses in course of demolition, during the rains. This no doubt was a heavy strain but the price paid should have secured a better article.

— The condition of the *rua* 1^a de Marco is most unsatisfactory and during the rain it was impossible to get across it opposite the Post Office as there were at least 4 inches of mud. Why all the pavement on either side is being removed we do not know, but there is only room for one person to walk at a time and then it is more or less like an acrobatic feat on the tight rope. We suppose that it will emerge from this ugly chrysalis stage to something very fine but the process is most uncomfortable.

— The number of parcels which arrived by parcels post in the City of Rio in 1905 was 27,300 as against 18,500 for 1904, an increase of 8,800 for the last twelve months.

— The *Weekly Times* of December 29th gives the outline of an interview that M. Henri de Noussance, the eminent Paris journalist, has just had with Count Reventlow, a leading Pan-German. Pan-Germanism is ruthlessly exposed to public view and certainly it is enough to open the eyes of the most supine in amazement. Luckily this policy is not that of the sane and hard working middle class German, who after all is the back bone of the Nation, for amongst other annexations such as the Moorish littoral, the greater part of Austria, Belgium, Holland and Asiatic Turkey, Brazil is mentioned. It is most unfortunate that such harebrained schemes should ever be thought of much less seriously discussed and we are sure that all thinking Germans feel the same.

— We hear that one result of the new duties is that the tax on wood has sent down the value of ground for building purposes as contractors cannot afford to pay the same amount for sites if they have to put in the same wood fittings in the houses they erect. We hear of one instance where ground that, before the new duties came into force, was fetching 300\$000 per metre now only fetches 200\$ for this very reason. It seems a great pity as it will discourage the healthy desire to build better and airier houses; the cost will stand in the way and people think more than twice before they launch out into house building. Wood plays a very large part in domestic architecture in this country and it is unfortunate, to say the least of it, to put so heavy a tax on the would-be householder.

— The Japanese steamship line Togo Kaizen Kaisha will commence its new sailings from Japan to Chile and Argentina and probably to Brazil at the end of the current month. The ships of the line are of the same type as those of the Royal Mail.

— There are rumours that the actual Minister of Justice, Dr. J. J. Seabra, will represent Brazil at the Peace Conference at the Hague in 1907.

— On Wednesday night at 10 p. m. as Captain Hegarty of the American whaling brig *Sullivan* was returning to his vessel in one of his own boats, after putting his wife and children on board the s. s. *Italian Prince* he was fired on by the Harbour Police boat. Some half dozen shots were fired and the bow oarsman of the whaling boat was wounded in the right shoulder. The whalers then returned to the Guard boat and demanded an explanation. The wounded man was temporarily put on board the *Josephine* and his hurts attended to, and was subsequently taken to the American Consulate and from there to the Misericordia Hospital, where he now lies. The crew of the whaling boat deny hearing any hail from the Guard boat and declare that the firing was the first intimation of danger. The *Sullivan* left this port on the 18th inst leaving the matter in the hands of the American Consul.

Espirito-Santo. The new Port Works at Victoria are to be begun shortly and are to be executed by the Compagnie de Chemins et Travaux Publiques de Bruxelles. The works are estimated to cost 10,000,000\$000.

S. Paulo. The Prefect of S. Paulo is about to be authorised to enter into an agreement with the Pasteur Institute to examine all the food stuffs for consumption in the city, having special regard to milk, and for this purpose to instal a special Laboratory in the Institute. In the event of this proposal being carried out the Institute will make the inspection in a thoroughly efficient manner and will carry its researches into the field of tuberculosis in animals destined for human food and all branches of diseases attacking such animals.

— According to *O São Paulo* the Santos Municipality is about to contract a loan of 7,000,000\$, about £500,000, with a capitalist of S. Paulo. The loan is destined for the redemption of the bonds (*apólices*) of the last loan of 2,500,000\$ and for the consolidation of the floating debt.

— Dr. Botelho, Secretary of Agriculture in this State has been visiting Campinas. The amount of Sugar turned out yearly by the *Esther* factory, which he visited, is about 40,000 bags per annum.

— *O Commercio de S. Paulo* has published a table showing the amount per head of the Municipal taxes throughout the State. Santos comes first with 30\$595, S. Paulo second with 17\$844, Guaratinguetá third with 17\$468 and so on, ending up with São Simão which has the very reasonable rate of 4\$806 per head.

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— The State Government has decided to organise a force of 1,000 men to combat the locusts which are still laying waste the interior of the State.

— A decree has been signed authorising the opening of a credit of 500:000\$000 for the introduction of immigrants to the State.

— The Paulista Railway Company will shortly institute a rapid service between the Capital of the State and Bebedouro to facilitate the carriage of fresh meat.

— During the year 1905 not one single case of yellow fever occurred in S. Paulo which had been contracted there. There were three cases reported, but they were sporadic.

Santa Catharina. The Municipality of the town of Joinville is going in for a moral crusade and has started by passing a bye-law that any person under 15 years of age found smoking in the streets shall be arrested and pay a fine varying from 5\$00 to 10\$000.

Rio Grande do Sul. It is proposed to found a new bank in Pelotas.

— The slaughterings at Bagé have now begun, the cattle being reported as in excellent condition.

— Subscriptions have been opened for the relief of the farmers who have suffered from the plague of locusts.

— It is reported that an English syndicate is about to purchase the coal mines of Arroio dos Ratos.

— The following are the comparative exports of hides from this State from January 1st to Dec. 31st 1900-1905 inclusive.

| YEAR | SALTED HIDES | | DRY HIDES | | TOTAL |
|-----------|--------------|-----------|-----------|-----------|---------|
| | EUROPE | U. STATES | EUROPE | U. STATES | |
| 1905..... | 350,409 | — | 358,313 | 14,513 | 728,235 |
| 1904..... | 485,454 | — | 366,398 | 68,886 | 920,738 |
| 1903..... | 421,948 | — | 322,155 | 19,965 | 764,098 |
| 1902..... | 409,460 | — | 251,804 | 79,240 | 740,684 |
| 1901..... | 261,355 | — | 284,203 | 79,657 | 625,215 |
| 1900..... | 297,259 | — | 190,180 | 75,009 | 555,448 |

Pernambuco. Our Pernambuco correspondent writes as follows under date of January 15th: "Yesterday a discovery was accidentally made of contraband at the Custom-house at Recife. While 200 barrels of cement were being removed from the warehouse one of them fell and broke open, revealing the fact that there was concealed inside an hermetically sealed tin. The inspector on duty immediately had the doors shut and the goods retained. So far it is not certain what this contains. The cement came from Hamburg and is for re-export to Maceio or some other small port and it is said that much of the same mark has latterly been re-exported. Here there is no room at present for swindling in the Custom-house, but those interested are said to have moved to Maceio and Parahyba where, probably, a repetition of what has gone on here in past years will be tried."

— The Customs-house returns for December last, in spite of the smuggling, show an increase over 1904 of no less than 1,600 *contos*. The present inspector, Col. Pinto da Fonseca, has done most excellent work and, no doubt, the flight of the habitual smugglers to Maceio and other small ports is due to the terror inspired in wrong-doers by his name. He cleaned out the Augean stables of the Pará Custom-house before his appointment to Pernambuco and in the former place showed an increase of 8,000 *contos* in two years. All praise is due to so conscientious a public servant.

— The merchants of Pernambuco are vigorously protesting against the inter-State impost levied by Parahyba, Alagoas and other States. They propose as a last resource to appeal to the Government of the Union "in order to avoid a tariff war and maintain the integrity of the Republic."

Ceará. The Custom-house returns show that for the month of December 1905 receipts were 4,284:305\$034 as against 3,533:564\$988 for the same month in 1904, an increase of 750:740\$056.

Pará. *A Folha do Norte* calls the attention of the authorities to the fact that the Municipality of Belém has invented stamps of its own, varying in price from 300 *réis* to 50\$000, which must be affixed to all petitions presented to that body in addition to those required by the Federal authorities.

— The Booth Line are about to add three new ships to their fleet, called the *Antony*, the *Leufreane* and the *Cuthbert*. The two first are expected to be launched in September next and are of the same type as the *Anselmi*, though larger, being 6,000 tons and having twin screws. The new ships are specially constructed for tropical climates and will accommodate 200 first-class passengers and provide them with every luxury and modern convenience. There will be accommodation for 300 third-class passengers. The *Cuthbert* is built solely as a cargo vessel and is of 3,600 tons.

Amazonas. The President of the Republic has signed the decree approving the plans and estimates for the construction of two sections of floating quays and of a floating pier at

Manács. The cost of the quays is to be 899:112\$238 and of the pier 656:827\$651.

— A young Fluminense who went to Amazonas to seek his fortune has returned, says the *Gazeta de Noticias*, a poorer and a wiser man. His impressions of Manács are the reverse of flattering to that city. He says that all the public works are at a standstill for want of funds, that living is very dear, work very hard to get and salaries wholly inadequate.

Personal News

Arrivals and Departures during the week:

ARRIVALS

Per s.s. *Camorus*, from Liverpool.—F. D. Stock, Captain Kennedy.
Per s.s. *Clyde*, from Southampton.—Gustave Wall, M. J. Hackney, John Knight, Harry Weigall, Arthur Rowe.
Per s.s. *Berkum*, from Santos, Arthur Matty.

DEPARTURES

Per s.s. *Victoria*, for Liverpool.—Michael W. Smith.
Per s.s. *Tintoretto*, for New York.—Solomon Levy, M. Layton, Frank Walter.
Per s.s. *Gaelic*, for Valparaiso.—Stuart McNair.
Per s.s. *Clyde*, for Buenos Aires.—W. Lees, M. Batty.

"Superaris" Where flavor is the test IT wins.

Money Market

QUOTATIONS DURING WEEK CLOSING JANUARY 19th, 1906, WERE AS FOLLOW:—

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

| OFFICIAL RATES | | | SIGHT | | 90 d/s | | 3 d/s | | 90 d/s | | Jan. |
|--|----------|----------|-------|----------|--------|----------|-------|-------|----------|-------|-------------------|
| | | | réis | d. | réis | d. | réis | o/a | réis | d. | |
| Maximum and Minimum Bank Counter Drawing Rates | New York | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | Sat. 12 |
| | Italy | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | Mon. 15 |
| | Hamburg | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | Tues. 16 |
| | Paris | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | Wed. 17 |
| Maximum and Minimum Bank Counter Drawing Rates | London | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | Thur. 18 |
| | Hamburg | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | Fri. 19 |
| | Paris | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | Av'gen: 1906..... |
| | London | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 16 27/32 | 2,908 | 2,908 | 16 27/32 | 2,908 | 1905..... |

Extremes at which business was done during the week ended Jan. 19th were 16 27/32, —17 1/2, for 90 d/s Bank paper and 16 15/16, —17 1/2, for private. The average Bank 90 d/s counter drawing rate for the week comes out at 16 15/16, the corresponding sight rate being 16 1/2 d. against 16 15/16 d. the average sight rate of the *Camara Sindical*.

The average depreciation for the week, calculated on the basis of the Banks' sight rate, is 37.50 o/a and the premium on gold 60.00 o/a against 38.07 o/a and 61.50 o/a last week. At these rates:

| | was worth | 148222 | against | 148355 | last week |
|---------------------|-----------|--------|---------|--------|-----------|
| 1 £..... | | | | | |
| 1 shilling..... | | | | | |
| 1 penny..... | | | | | |
| 1 franc..... | | | | | |
| 1 Mark..... | | | | | |
| 1 U. S. Dollar..... | | | | | |
| 1 20\$000 coin..... | | | | | |

THE BRAZILIAN REVIEW

Saturday, January 20th, 1906, (holiday).

On Monday the market opened with the Republica drawing at 16 15/16d. and the other banks at 16 7/8d., but the Republica almost immediately thereafter advanced to 17d. and 17 1/32d. and the other banks to 16 31/32d. Takers appeared at these rates and the market weakened to 16 15/16d. and 16 31/32d., under conditions, private being done at 17d. During the day rates continued to advance and the Republica drew at 17 1/16d. and the other banks at 17d. and 17 1/32d., with offers of private at 17 1/16d. and 17 3/32d. The market closed with the Republica giving 17 1/32d., the other banks 17d., and takers of private at 17 1/16d. There was a considerable business.

On Tuesday the market opened with the Republica drawing at 17 1/32d. and the other banks at 16 31/32d., with business in private paper at 17 1/16d. Soon thereafter the Republica drew at 17 1/16d. and the foreign banks at 17d. and 17 1/32d. As on previous day, these rates produced takers, and banks declined to 16 15/16d. and 16 31/32d., when private was done at 17d. and 17 1/32d. The demand being satisfied, the Republica resumed drawing at 17 1/16d. and the other banks 17 1/32d., repaid paper being done at 17 1/8d. Finally the market weakened again to 17d. and 17 1/32d. in the banks and money for private at 17 3/32d. There was again a fair movement.

On Wednesday the market opened with the Republica drawing at 17 1/16d. and the other banks at 17 1/32d., private bills offering at 17 17/32d. and business done at 17 1/8d. Thereafter rates rose to 17 3/32d. in the foreign banks and 17 1/16d. in the Republica, with private paper quoted 17 5/32d. and 17 3/16d. About midday the foreign banks were not drawing above 17 1/16d., but the Republica still drew at 17 1/8d., though not so freely, and private was done at 17 5/32d. Thereafter the market firmed anew, the foreign banks giving 17 3/32d., private being quoted at 17 5/32d. and 17 3/16d. Finally the market weakened and closed with the Republica at 17 1/16d., the foreign banks at 17 1/32d. and 17d., and takers for private at 17 1/8d. with no bills offering. There was a fair amount of business.

On Thursday the market opened with the Republica drawing at 17 3/32d. and shortly thereafter at 17 1/8d., the foreign banks giving 17 1/16d., and business in private paper at 17 5/32d. and 17 3/16d. Later the Republica reduced its rate to 17 3/32d., but soon resumed 17 1/8d., with the other banks at 17 1/16d. and 17 3/32d., all of them taking at 17 3/16d. The movement was small, owing to demand being for future dates for which the banks did not care to draw. At the close the Republica would only give 17 3/32d. and the foreign banks 17 1/16d., with money for private at 17 5/32d.

On Friday the market opened with the Republica drawing at 17 3/32d. and 17 1/8d., according to the conditions, and the other banks at 17 1/16d., with private paper doing at 17 5/32d. In the afternoon, bills were offering more freely and the foreign banks advanced to 17 1/8d. and the Republica to 17 3/16d. Still later, there was slight weakness, and the market closed with the Republica giving 17 5/32d., and the other banks 17 3/32d., private bills offering at 17 5/32d. and money at 17 3/16d. There was a fair movement.

Saturday—a holiday.

The market has been slowly advancing throughout the week and the close yesterday at 17 5/32d. is 7/32d. over that of Saturday 13th.

There appears to be more speculative selling and, if the rate should continue to advance without a break, the "bull" account will increase and lead inevitably to a slump later on, either from the market getting top-heavy, or from any circumstance tending to perturb the present tranquility.

With Congressional and Presidential elections before us it is not likely that things will continue so calm as they look at the moment.

It is stated that a loan of £600,000 has been arranged on the Continent for the State of Matto Grosso at 7 1/2%, and that the attempt to find £3,000,000 for Amazonas is by no means abandoned. The political and financial condition of these States offers no guarantee for the beneficial employment of loans, and if they are realised under present circumstances it will only be because lenders rely on the Union Government having to come to the rescue in case of default on the part of the States.

The meeting of the Banco da Republica was again put off to 22nd instant.

We expect to hear more discussion shortly as to the £10,000,000 loan for coffee valorization which may influence Exchange if the discussion should show, or seem to show, a probability of the realization of such a loan.

Coffee shipments (*embarques*) here and in Santos yielded £397,520 against £397,490 for the previous week and £378,960 last year.

For the crop, clearances up to 19th January show 589,526 bags more than last year and the sterling value to have been £856,597 more.

BUSINESS DONE ON THE RIO STOCK EXCHANGE

During the week ended January 20th, 1906

| DESCRIPTION | Sales | Highest | Lowest | CLOSING | | |
|---------------------------------------|-------|---------|--------|-----------|-------|--------------|
| | | | | This week | Last | Date of last |
| GOVERNMENT SECURITIES | | | | | | |
| Apollon Gierres 5 % | 794 | 1:005 | 1:000 | 1:005 | 1:002 | Jan. 19 |
| Do Fraction | 2,497 | 1:002 | 992 | 1:002 | 990 | " 19 |
| Internal Loan 1895 5% | | | | | | |
| Currency, bearer | 155 | 1:003 | 985 | 1:003 | 999 | " 19 |
| Do 1897 | 87 | 1:015 | 1:015 | 1:015 | 1:015 | " 19 |
| Do 1903 | 185 | 985 | 985 | 985 | 980 | " 19 |
| Rio de Janeiro Municipal Loan, bearer | 516 | 200 | 1985 | 1985 | 200 | " 19 |
| Do Gold (L. 29) | 75 | 272 | 200 | 200 | 270 | " 19 |
| State of Rio de Janeiro 4 % | 1,605 | 605 | 65 | 65 | 605 | " 19 |
| Do 6 % | 20 | 45 | 45 | 45 | 40 | " 19 |
| State of Minas, bearer | 221 | 810 | 787 | 710 | 785 | " 19 |
| Do order | 245 | 825 | 800 | 825 | 800 | " 19 |
| BANK | | | | | | |
| Republica | 4,150 | 4085 | 395 | 4085 | 395 | " 19 |
| Comercio | 339 | 175 | 175 | 175 | 195 | " 19 |
| Commercial | 245 | 1345 | 1335 | 1335 | 1425 | " 19 |
| Lavoura e Comercio | 339 | 135 | 135 | 135 | 1395 | " 19 |
| National | 17 | 405 | 405 | 405 | | " 19 |
| RAILWAYS & TRAMWAYS | | | | | | |
| Jardim Botânico | 217 | 218 | 217 | 218 | 217 | " 19 |
| Viação Sapucahy | 542 | 245 | 245 | 245 | 245 | " 19 |
| Minas S. Jeronymo | 118 | 165 | 165 | 165 | 165 | " 19 |
| Victoria & Minas | 687 | 755 | 745 | 755 | 755 | " 19 |
| INSURANCE | | | | | | |
| Genl. | 50 | 155 | 155 | 155 | 155 | " 19 |
| COTTON MILLS | | | | | | |
| Alliança | 200 | 235 | 235 | 235 | 235 | " 19 |
| Brazil Industrial | 100 | 200 | 200 | 200 | 200 | " 19 |
| Confiança Industrial | 175 | 212 | 212 | 212 | 212 | " 19 |
| DEBENTURES | | | | | | |
| Jardim Botânico | 460 | 211 | 210 | 211 | 210 | " 19 |
| Carre Urbanas | 40 | 205 | 205 | 205 | 205 | " 19 |
| Jornal do Commercio | 50 | 195 | 195 | 195 | 212 | " 19 |
| Santa Maria | 40 | 200 | 200 | 200 | 205 | " 19 |
| América Fabril | 50 | 210 | 210 | 210 | — | " 19 |
| MISCELLANEOUS | | | | | | |
| Internacional das Docas | 2,200 | 725 | 75 | 75 | 185 | " 19 |
| Terras e Colonização | 2,500 | 385 | 385 | 385 | 385 | " 19 |
| Docas de Santos | 15 | 318 | 318 | 318 | 320 | " 19 |
| Loterias Nacionais | 100 | 635 | 635 | 635 | 650 | " 19 |
| Constr. Hydraulica | 100 | 68 | 68 | 68 | | " 19 |

The total business done on the Rio de Janeiro Stock Exchange amounted to 2,519,773,000 distributed as follows:—

| | |
|--------------------------|---------------|
| Government securities | 1,836,234,000 |
| Bank shares | 310,469,000 |
| Railway & Tramway shares | 41,527,000 |
| Insurance | 750,000 |
| Cotton Mills | 104,225,000 |
| Debentures | 190,095,000 |
| Miscellaneous | 36,470,000 |

| | |
|---------------------------------------|---------------|
| Total, week ending January 20th, 1906 | 2,519,773,000 |
| " " " " 13th, 1906 | 2,852,740,000 |
| " " " " 20th, 1905 | 1,190,369,000 |

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

During the week ended January 20th, 1906

| DESCRIPTION | SALES | HIGHEST | LOWEST |
|----------------------------|-------|---------|---------|
| S. Paulo Municipality 7th | 44 | 868500 | 868000 |
| Campinas Municipality | 64 | 720000 | 720000 |
| SHARES | | | |
| Companhia Paulista | 800 | 2405000 | 2395000 |
| " Mogiana | 270 | 2480000 | 2478000 |
| Banco Comercio e Industria | 102 | 3040000 | 3040000 |
| Banco de S. Paulo | 100 | 1210000 | 1210000 |
| MORTGAGE BONDS | | | |
| Banco de Credito Real 8 % | 150 | 175000 | 175000 |

The business done on the São Paulo Stock Exchange amounted to Re. 312,488,000 distributed as follows:—

| | |
|-----------------------|-------------|
| Government Securities | 8,403,000 |
| Railway Shares | 258,327,000 |
| Bank Shares | 43,108,000 |
| Mortgage Bonds | 2,559,000 |
| | 312,488,000 |

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January 1906

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In transit

Total Rio de Ja

& trans

Santos

Total Rio & Sa

THE GOUROCK ROPEWORK EXPORT COMPANY, LIMITED

ESTABELECIDO EM 1736

Unicos Fabricantes da LONA IMPERMEAVEL

Marca BIRKMYRE'S

ESPECIAL PARA ENCERADOS TOLDOS E BARRACAS

Usada pelas principais Empresas de Navegação em toldos e encerados, pelas Estradas de Ferro em encerados para wagons, barracas para trabalhadores e pelos Srs. **Fazendeiros** em encerados para a lavoura, com os mais valiosos attestados.

Largura 91 centímetros. Em peças de 75 metros mais ou menos

ESTE PANNO JÁ É IMPERMEAVEL, sendo por isso desnecessario applicar-lhe outro qualquer preparado.

É muito leve flexivel, facil de manipular, não é pegajoso e não rachia ao ser dobrado.

Tem a vantagem de conservar suas propriedades de **impermeabilidade** por muito tempo, não precisando por isso, de concertos frequentes, o que acontece com as lonas aleatroadas.

É fabricado e preparado em nossa Fabrica e garantimos que não contém «Juta» ou outro qualquer fio inferior.

89, RUA 1.º DE MARÇO, 89 - RIO DE JANEIRO

CAIXA POSTAL N. 1081

END. TELEGR.: SASSOLINO

Confeccionamos encerados de qualquer tamanho em nosso deposito e aceitamos encomendas para nossa Fabrica.—

Peçam amostras.

LONAS DE LINHO E DE ALGODÃO SEMPRE EM DEPOSITO

“Superaris” Tick it—you'll not be taken advantage of.

Coffee Market

COFFEE ENTRIES

| | FOR THE WEEK ENDED | | | FOR THE CROP TO | |
|--|--------------------|-----------------|-----------------|------------------|------------------|
| | Jan. 19 1906 | Jan. 12 1906 | Jan. 20 1906 | Jan. 19 1906 | Jan. 20 1906 |
| Rio | | | | | |
| By Central R'y..... | 15,018 | 11,152 | 28,075 | 1,213,981 | 501,734 |
| • Leopoldina R'y: | | | | | |
| Inland..... | 3,335 | 20,815 | 11,028 | 921,423 | 786,168 |
| Coastwise, discharged.. | 671 | 1,791 | 2,186 | 110,631 | 165,517 |
| Total..... | 19,024 | 33,758 | 41,289 | 2,245,195 | 1,853,419 |
| Transferred from Rio to Niteroy..... | 494 | 30 | 2,439 | 52,589 | 51,813 |
| Net Entries at Rio..... | 18,530 | 33,728 | 38,850 | 2,192,615 | 1,801,606 |
| Coastwise, in transit.... | 5,000 | 3,700 | — | 89,500 | 65,246 |
| Niteroy from Rio & Leopoldina R'y..... | 3,634 | 3,586 | 3,517 | 161,061 | 90,133 |
| Total Rio including Nite- roey & transit..... | 26,561 | 39,814 | 41,867 | 2,443,176 | 1,956,985 |
| SANTOS: | | | | | |
| | 62,147 | 67,879 | 105,014 | 5,725,361 | 6,177,989 |
| Total Rio & Santos..... | 79,011 | 107,693 | 148,911 | 8,168,537 | 8,135,574 |

The coast arrivals for the week ended January 19th, were from:—

| | |
|------------------------|-------|
| São João da Barra..... | 5,052 |
| Macabé..... | 500 |
| Victoria..... | 19 |
| Santos..... | 10 |

Total..... 5,671 bags.

The total entries by the different S. Paulo Railways for the Crop to January 19th 1906 were as follows:—

| | Past January | Per Santos and others | Total at S. Paulo | Total at Santos | Remaining at S. Paulo |
|------------|-----------------|-----------------------------|----------------------|--------------------|-----------------------------|
| 1905/1906: | 4,958,312 | 743,905 | 5,722,217 | 5,725,561 | nil |
| 1904/1905: | 5,008,445 | 1,155,754 | 6,164,199 | 6,177,989 | nil |

COFFEE LOADED (EMBARQUES)

| | DURING WEEK ENDED | | | FOR THE CROP TO | |
|---|-------------------|-----------------|-----------------|------------------|------------------|
| | 1906 Jan. 19 | 1906 Jan. 12 | 1905 Jan. 20 | 1906 Jan. 19 | 1905 Jan. 20 |
| Rio | | | | | |
| | 61,735 | 37,437 | 38,324 | 2,073,575 | 1,827,820 |
| Niteroy..... | 8,145 | — | — | 155,845 | 17,601 |
| In transit..... | 5,000 | 3,700 | — | 89,500 | 65,246 |
| Total Rio including Niteroy & transit..... | 74,880 | 41,137 | 38,324 | 2,318,920 | 1,910,667 |
| Santos | | | | | |
| | 118,583 | 174,806 | 105,589 | 5,367,000 | 5,139,067 |
| Total Rio & Santos..... | 195,823 | 215,943 | 143,913 | 7,685,920 | 7,049,734 |

Rio de Janeiro, 20th January, 1906(holiday).

Entries at Rio and Santos for the week ended 19th January were 28,682 bags less than for the previous week and 69,930 bags less than in the corresponding week last year.

For the crop, entries reached 8,169,399 bags against 8,135,574 bags at the corresponding date last year.

Shipments (embargues) were 19,440 bags less than for the previous week and 17,910 bags over those of corresponding week last year.

Average price for Rio No. 7 was 4\$482 against 4\$434 in previous week and 6\$101 last year; and at New York 8.27 cents against 8.17 cents in previous week and 8.85 cents last year.

Stocks decreased by 132,731 bags and are 620,762 bags less than last year and 140,428 less than in 1904.

Santos entries are 15,432 bags under those of previous week and fall short of shipments by 66,136 bags. The daily average for week (6 days) was 8,741 bags.

Though not so firm as at the beginning of the week, the local market is well sustained, considering the advance in Exchange. The continuous rains appear to be over and the roads that were impeded should admit of transport within a week or so. Entries may thereafter be expected to increase considerably, for a short time at least. Well-informed parties have given us their opinion that the coffee still to come down to Rio of present crop is not so large as generally estimated, unless it is to come from the zones far distant from the railways, about which statistics are extra difficult to get. Prices have not been tempting for sendings from the far away zones. If a further rise took place, some supplies might appear that have been held back.

The valorization project continues to be actively pressed by the S. Paulo Government party, and we understand the Executive is taking the initiative in presenting to the Governments of the other coffee States the definitive terms of agreement for guarantee of the loan for £10,000,000. We imagine that within another fortnight it should be possible to say positively whether the plan will be rejected or whether the Governments will contract among themselves to carry it out. We have frequently expressed our opinion against the plan, and also against the probability of its being realised.

We feel confident that the eminent administrations of the States concerned, after due examination of the scheme, will hesitate to assume the grave responsibility of adopting it, however tempting it may appear and however worthy of study, in view of the gravity of the problem it proposes to settle.

Commissaries Prices Shippers Prices

| | | | |
|---------|---------|------------------|------------------|
| January | 15..... | 6\$700 to 6\$800 | 6\$600 to 6\$700 |
| " | 16..... | 6\$800 | 6\$600 to 6\$700 |
| " | 17..... | 6\$700 to 6\$800 | 6\$500 to 6\$600 |
| " | 18..... | 6\$700 | 6\$500 to 6\$600 |
| " | 19..... | 6\$600 to 6\$700 | 6\$500 |
| " | 20..... | Holiday | |

São Paulo January 19th, 1906.

The improvement in the general aspect of the market we could notify in our last report appeared to get more and more consolidated during this week, although fluctuations of prices were not prevented thereby.

It seems as if there is a group of merchants in New York who do not consider the position of coffee in such a hopeless condition as many wanted to make the public believe, and used the argument of an excessive crop coming forward six months hence as a lever to depress values. This group evidently takes the actual statistical position of coffee as the basis of their operations and it appears to us as if this basis is fairly secure at present prices and also should prices advance still further, provided speculative excesses are not indulged in.

Insufficient supplies from Brazil, probable smaller supplies than expected from the other coffee producing countries (barring an enhancement in prices), the necessity of consumption to be always in the market as a buyer, thereby improving the statistical position every month, are the arguments which favour the position of coffee, and to these joins itself now the slowly but steadily rising rate of exchange.

Receipts in Santos are increasing already, yet it is most doubtful whether a total of 300,000 bags for the month will be reached. Shipments on the other hand are liberal and likely to come up to, if not surpass, 350,000 bags, therefore it is almost certain that Santos dealers will resist from now onwards any attempt to lower prices, should even February receipts be as large as they will be this month.

The United States, the interior markets more especially, were liberal buyers and secured a fair amount of coffee which will be shipped next week, and Europe could not help buying either, as insufficient limits were entirely disregarded and discouraged.

At present higher values, higher owing to the rise of the rate of exchange, there is disinclination to buy, but we presume it will be overcome through force of circumstances.

No further news about the next crop, giving more details, have come forward, which after all is not surprising as the weather has only been better during the last few days.

Santos, January 20th, 1906.

Foreign markets were very steady during the week and New York bulls try to feel more confident in the position of coffee. It was reported that some New York people took to the idea that the next crop might give only 11 millions of bags for Rio and Santos. As already said in last week's report, it is far too early to form an idea about the size of the future crop. Our base for the prospects of next crop must be the fact that we had no special and abundant flowerings in 1904 and should get from that a 1905-06 crop of at least 6 3/4 millions, whilst last year we had abundant and fine flowerings in July, September and October and small flowerings in August and November. The frost in August last has apparently done no damage at all, as the Jabú district, which complained at the time (being the fondest erier) about very serious damage done by the frost, expects a big yield. The drought might have done slight damage, but nothing to speak of and the late rains did the harm, which rains at this time of the year always do. The proportion of young fruit lost may be slightly larger than in former years, but after all the trees could not ripen all the fruits produced by the large flowerings. About this time, 27 years ago, coffee planters cried just the same as this year and the results proved afterwards that nothing exceptional had happened.

Our market is firm. *Commissarios* are offering small quantities only and the few exporters who are in the market pay full prices at the first rumour of better news from the other side. We quote exporter Superiors at 4\$100, Goods and Primes at their usual differences. Low coffees find ready buyers, Specialities are neglected, Penberries show a little improvement, Superiors fetch 5\$900 to 5\$100. Principally fine peas are in good demand.

Delivery business in Santos was slack. March has been done at 4\$900 to 4\$700. Some S. Paulo speculators bought September at 5\$000 in hopes that the valorization scheme would be put through. Rightly considered it is a fine chance for intelligent planters to arbitrate part of their crops at such prices.

Receipts are moderate though yesterday a small increase was advised from Rio Claro and C. Branca. The rains have stopped in the interior and unless starting again, we would not be surprised to see entries increase somewhat towards the end of the month. Shipments are fair and we are down with our stock to 1,186,309 bags, of which we calculate 700,000 are in *Commissarios'* hands.

Exchange closed at 17 5/32d. firm, hampering coffee business. The *Ponta* stands unchanged at 450 réis.

The Cia. Does de Santos intends building big warehouses to store up to three million bags of coffee. The first start for the *valorização*.

MANIFESTS OF COFFEE

During the Week ended January 19th, 1906

RIO DE JANEIRO

| DATE | NAME OF VESSEL | DESTINATION | SHIPPER | HAUS | TOTAL |
|---------|-----------------|----------------|-----------------------|-------|--------|
| Jan. 12 | Macão | Pernambuco | Pinto & Co. | 275 | |
| " | do | do | Zenha, Ramos & Co. | 50 | |
| " | do | Maranhão | Siqueira & Co. | 51 | |
| " | do | Pará | Zenha Ramos & Co. | 130 | |
| " | do | do | Eugen Urban | 50 | |
| " | do | Sundry | do | 50 | |
| " | do | Mamões | do | 50 | |
| " | do | do | Zenha, Ramos & Co. | 205 | 1,731 |
| " 13 | Caravelas | Havre | Ornstein & Co. | 5,000 | |
| " | do | do | Prado, Chaves & Co. | 1,250 | |
| " | do | do | Siqueira & Co. | 1,000 | |
| " | do | do | Pinto & Co. | 1,000 | |
| " | do | do | Theodor Wille & Co. | 1,000 | 9,250 |
| " 13 | Gaelic | Punta Arenas | E. Ashworth & Co. | 108 | |
| " | do | do | C. W. Gross & Co. | 50 | |
| " | do | Corral | C. Dabelow | 100 | 258 |
| " 13 | Itaipava | Porto Alegre | Zenha, Ramos & Co. | 50 | |
| " | do | do | Castro Silva & Co. | 600 | |
| " | do | do | Eugen Urban | 20 | |
| " | do | Pelotas | Zenha, Ramos & Co. | 50 | |
| " | do | do | Siqueira & Co. | 81 | |
| " | do | do | Pinto & Co. | 130 | |
| " | do | Rio Grande | do | 60 | |
| " | do | do | Siqueira & Co. | 8 | |
| " | do | do | Manoel P. Teixeira | 100 | |
| " | do | do | Zenha, Ramos & Co. | 300 | |
| " | do | Pelotas | Manoel P. Teixeira | 80 | 1,559 |
| " 13 | Alagoas | Mamões | Zenha, Ramos & Co. | 15 | |
| " | do | do | J. Dias & Irmão | 165 | |
| " | do | do | Siqueira & Co. | 100 | 280 |
| " 13 | Tintoretto | New York | Theodor Wille & Co. | 5,000 | |
| " | do | do | Ornstein & Co. | 3,500 | |
| " | do | do | C. Dabelow | 1,503 | |
| " | do | do | Manoel P. Teixeira | 500 | |
| " | do | Port Elizabeth | Roberto Couto & Co. | 250 | |
| " | do | do | Hard, Rand & Co. | 150 | 10,963 |
| " 16 | Città di Torino | Constantinople | Rich. Biemer & Co. | 500 | |
| " | do | do | Ornstein & Co. | 500 | |
| " | do | do | Gustav Trinks & Co. | 250 | |
| " | do | Genoa | Theodor Wille & Co. | 500 | |
| " | do | Smyrna | Gustav Trinks & Co. | 250 | |
| " | do | Palermo | do | 125 | 2,125 |
| " 16 | Natal | Natal | Carlo Pareto & Co. | 100 | |
| " | do | Mossoró | Zenha, Ramos & Co. | 500 | |
| " | do | do | do | 600 | |
| " | do | do | Castro Silva & Co. | 300 | 1,500 |
| " 16 | Nagy Lajos | Trieste | Theodor Wille & Co. | 2,750 | |
| " | do | do | C. Dabelow | 222 | |
| " | do | do | Ornstein & Co. | 250 | |
| " | do | do | Eugen Urban | 250 | |
| " | do | Delagoa Bay | Gustav Trinks & Co. | 200 | 3,672 |
| " 16 | Castro Alves | Macajó | Pinto & Co. | 20 | |
| " | do | do | Zenha, Ramos & Co. | 125 | |
| " | do | Pernambuco | Pinto & Co. | 50 | |
| " | do | do | Siqueira & Co. | 135 | |
| " | do | do | Ornstein & Co. | 650 | |
| " | do | Ceará | Siqueira & Co. | 250 | |
| " | do | Maranhão | Sundry | 2 | |
| " | do | do | Pinto & Co. | 550 | |
| " | do | do | Siqueira & Co. | 67 | |
| " | do | do | Theodor Wille & Co. | 305 | |
| " | do | Pará | Eugen Urban | 370 | |
| " | do | do | Pinto & Co. | 700 | |
| " | do | do | Zenha, Ramos & Co. | 465 | |
| " | do | do | Siqueira & Co. | 330 | |
| " | do | do | Ornstein & Co. | 90 | |
| " | do | do | Gustav Trinks & Co. | 120 | |
| " | do | Itacoutira | Pinto & Co. | 15 | |
| " | do | Mamões | do | 50 | |
| " | do | do | J. Dias & Irmão | 70 | 4,387 |
| " 17 | Rossetti | New Orleans | Hard, Rand & Co. | 6,250 | |
| " | do | do | Eugen Urban | 6,000 | |
| " | do | do | Theodor Wille & Co. | 5,000 | |
| " | do | do | Ornstein & Co. | 3,500 | |
| " | do | do | Pinto & Co. | 3,250 | |
| " | do | do | Norton Megaw & Co. | 2,750 | |
| " | do | do | C. Dabelow | 2,000 | |
| " | do | do | Roberto Couto & Co. | 1,550 | |
| " | do | do | Gustav Trinks & Co. | 1,500 | |
| " | do | do | Carlo Pareto & Co. | 750 | 32,550 |
| " 17 | Clyde | Cape Town | Norton Megaw & Co. | 300 | |
| " | do | do | Pinto & Co. | 950 | |
| " | do | Buenos Aires | do | 300 | |
| " | do | do | Ornstein & Co. | 250 | |
| " | do | Montevideo | Sundry | 1 | 1,801 |
| " 17 | Italian Prince | New York | Hard, Rand & Co. | 6,000 | |
| " | do | do | Theodor Wille & Co. | 5,000 | |
| " | do | do | Ornstein & Co. | 3,500 | |
| " | do | do | Pinto & Co. | 3,000 | |
| " | do | do | Gustav Trinks & Co. | 2,000 | |
| " | do | do | C. Dabelow | 1,251 | |
| " | do | do | P. S. Nicholson & Co. | 1,000 | |
| " | do | do | Eugen Urban | 312 | 22,073 |
| " 17 | Santos | Paranaguá | Siqueira & Co. | 50 | 50 |
| " 18 | Marajó | Pará | Ornstein & Co. | 250 | |
| " | do | do | Siqueira & Co. | 30 | |
| " | do | do | J. Dias & Irmão | 110 | |
| " | do | do | Zenha, Ramos & Co. | 200 | |
| " | do | Pernambuco | Ornstein & Co. | 300 | |
| " | do | Ceará | Siqueira & Co. | 30 | 1,020 |
| Total | | | | | 93,159 |

Does water satisfy as
"Superaris" a drink? "Superaris"
will, mixed or other-
wise.

SANTOS

| DATE | NAME OF VESSEL | DESTINATION | SHIPPERS | BAGS | TOTAL |
|---------|----------------|--------------|-------------------------|--------|---------|
| Jan. 13 | Nagy Lagos | Trieste | Theodor Wille & Co | 8,000 | |
| " | do | do | N. Gepp & Co, Ltd. | 1,500 | |
| " | do | do | Zerrenner Bulow & Co | 1,000 | |
| " | do | do | Baldwin & Co. | 1,000 | |
| " | do | do | Barbosa & Co. | 1,000 | |
| " | do | do | Holworthy Ellis & Co | 500 | |
| " | do | do | E. Johnston & Co. | 375 | |
| " | do | do | Nossack & Co. | 375 | |
| " | do | do | Prado, Lima & Co. | 250 | |
| " | do | do | Sundry | 8 | |
| " | do | Fiume | do | 7 | |
| " | do | Alexandria | N. Gepp & Co, Ltd. | 500 | |
| " | do | Venice | Nossack & Co. | 500 | 15,015 |
| 13 | Italian Prince | New York | Baldwin & Co. | 12,000 | |
| " | do | do | Theodor Wille & Co | 8,000 | |
| " | do | do | N. Gepp & Co, Ltd. | 1,750 | |
| " | do | do | Prado, Chaves & Co. | 2,000 | |
| " | do | do | E. Johnston & Co. | 1,500 | |
| " | do | do | Barbosa & Co. | 1,000 | |
| " | do | do | Nossack & Co. | 750 | 30,000 |
| 15 | Hind | New York | Arbuckle & Co. | 25,000 | 23,000 |
| 15 | C. di Torino | Genoa | Krische & Co. | 250 | |
| " | do | do | W. Batel & Co. | 250 | |
| " | do | Genoa opt. | do | 250 | |
| " | do | do do | Hard, Rand & Co. | 250 | |
| " | do | do do | Sundry | 5 | 1,005 |
| 16 | Jupiter | Montevideo | Krische & Co. | 50 | |
| " | do | do | Sundry | 50 | |
| " | do | Buenos Aires | Krische & Co. | 500 | |
| " | do | do | Sundry | 1 | 677 |
| 17 | Bologna | Genoa | Diogenes Ferreira & Co | 1,250 | |
| " | do | do | Sundry | 812 | |
| " | do | Naples | do | 26 | 2,125 |
| 17 | Borkum | Rotterdam | Theodor Wille & Co. | 3,500 | |
| " | do | do | N. Gepp & Co, Ltd. | 3,250 | |
| " | do | do | Nossack & Co. | 1,000 | |
| " | do | do | Krische & Co. | 1,000 | |
| " | do | do | Hard, Rand & Co. | 1,000 | |
| " | do | do | Prado, Chaves & Co. | 750 | |
| " | do | do | Holworthy Ellis & Co. | 500 | |
| " | do | do | Prado Lima & Co. | 500 | |
| " | do | do | Barbosa & Co. | 500 | |
| " | do | do | Diogenes Ferreira & Co. | 500 | |
| " | do | Antwerp | N. Gepp & Co. | 4,000 | |
| " | do | do | Theodor Wille & Co. | 4,000 | |
| " | do | do | Holworthy Ellis & Co. | 2,000 | |
| " | do | do | Nossack & Co. | 2,150 | |
| " | do | do | Prado Lima & Co. | 1,500 | |
| " | do | do | Hard, Rand & Co. | 1,250 | |
| " | do | do | Alves Lima & Co. | 1,000 | |
| " | do | do | Baldwin & Co. | 1,000 | |
| " | do | do | Krische & Co. | 500 | |
| " | do | do | W. Batel & Co. | 500 | |
| " | do | do | Barbosa & Co. | 250 | |
| " | do | Bremen | Theodor Wille & Co. | 1,250 | |
| " | do | do | Prado, Chaves & Co. | 750 | |
| " | do | do | Nossack & Co. | 250 | 31,306 |
| 18 | Clyde | Buenos Aires | Krische & Co. | 250 | |
| " | do | do | R. Gomes & Co. | 226 | |
| " | do | do | Sundry | 312 | 818 |
| 18 | Rio Amazonas | Genoa | Diogenes Ferreira & Co | 814 | |
| " | do | do | Barbosa & Co. | 500 | |
| " | do | do | Baldwin & Co. | 125 | |
| " | do | do | Sundry | 91 | 1,530 |
| 19 | Grecian Prince | New York | Prado Chaves & Co. | 10,322 | |
| " | do | do | Holworthy Ellis & Co. | 8,000 | |
| " | do | do | W. F. McLaughlin & Co. | 1,175 | |
| " | do | do | Theodor Wille & Co. | 4,000 | |
| " | do | do | Baldwin & Co. | 2,500 | |
| " | do | do | Barbosa & Co. | 1,000 | |
| " | do | do | N. Gepp & Co, Ltd. | 1,000 | |
| " | do | do | Alves Lima & Co. | 250 | |
| " | do | do | Lison & Co. | 250 | 33,194 |
| Total | | | | | 141,230 |

The coffee sailed during the week ended January 19th, was consigned to the following destinations

| | UNITED STATES | EUROPE & MEDITERRANEAN | COAST | RIVER PLATE | CAPE | OTHER PORTS | TOTAL FOR WEEK | CROP TO DATE |
|-----------------|---------------|------------------------|--------|-------------|------|-------------|----------------|--------------|
| Rio..... | 65,526 | 15,047 | 10,527 | 2,059 | — | — | 93,159 | 2,298,563 |
| Santos..... | 86,101 | 53,634 | — | 1,495 | — | — | 141,230 | 5,315,463 |
| Total 1905/1906 | 151,627 | 68,681 | 1,052 | 3,554 | — | — | 234,389 | 7,614,027 |
| 1904/1905 | 12,656 | 37,997 | 1,117 | 3,062 | 750 | 1,900 | 57,482 | 6,996,951 |

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

| | Jan. 19 | Jan. 12 | Jan. 19 | Jan. 12 | Crop to Jan. 19 | |
|----------------------|---------|---------|---------|---------|-----------------|------------|
| | Bags | Bags | £ | £ | Bags | £ |
| Rio..... | 82,632 | 26,085 | 169,343 | 52,522 | 2,183,510 | 4,432,202 |
| Santos..... | 141,230 | 150,567 | 287,208 | 367,128 | 5,311,793 | 10,284,099 |
| Total 1905/1906..... | 223,862 | 177,652 | 456,551 | 319,650 | 7,445,303 | 14,716,305 |
| do 1904/1905..... | 56,365 | 197,483 | 120,422 | 431,651 | 6,856,807 | 13,859,708 |

Weekly Report of the Companhia Registradora de Santos. Sales registered on the basis of New York Exchange Standard No. 4.

By Cable:—

| | |
|---|-------------|
| Sales for the week ending January 20th... | 31,000 bags |
| Closing quotations for January | 3\$500 |
| " " " April..... | 4\$700 |

BOUND VOLUMES

OF THE

Brazilian Review

FOR 1904, 1903 AND 1902

Can be obtained at CRASHLEY'S

36 RUA D'OUVIDOR 36

Price 80\$000

"Superaris" Not only takes away the cob-webs from the brain but prevents their coming. In other words a good "pick me up."

"Lancaster" 1906 Placer Gold Washers

2 Man-power, weight 780 lbs. \$375
1 Man-power, weight 960 lbs. 425
Gasolene, Petrol or Alcohol Motor-driven. 2 H.P. using only 1 1/2 gallons daily 600

2 Horse-gear..... \$500
Turbine-operated..... 550
600

PROMPT SHIPMENTS ON CABLED ORDERS WITH REMITTANCES.

THESE portable self-contained Machines automatically separate, wash and save all coarse, fine and Float Gold, Platinum, Tin, Diamonds, Monazite, and all other values. Pumps and re-uses its water. Capacities: Hand-power, 15 to 25 tons daily, or doubled by being motor-driven. Sectionalized for easy transportation. Our 1906 hand machines are readily convertible to horse gear, motor or turbine power and possess invaluable improvements over all previous washers.

HUNDREDS ARE IN DAILY USE.

Dredges and Placer Machines of daily capacities from 75 to 5,000 cubic yards using steam, electricity or other power, promptly furnished. Air-cooled Gasolene, Alcohol, Kerosene, Benzine, Petrol, and Suction-gas Motors of high powers and on radically advanced principles.

Code-order Words: 2 Man-operated Washer, "Tramoqua"; 4 Men, "Tamoquer"; Horse-gear worked, "Trangear"; Motor-driven, "Moquanor"; Turbine-worked, "Turbounor."

In all power-driven Machines the four-man hand-driving attachments are included.

Hoisters, Dredges, Steam Shovels, Cantilevers, Cableways, Rotary Sand-pumps, Sluice Box Riffle-Grates, Miners' Blanketing, Giants, Hose, Placer Sampling Drills, Combination Quartz Mills, Magnetic Ore Separators, Turbines, Kerosene, Alcohol and Gasolene Motors, Magneto-Ignitors, Gasolene-Operated Hoisters, Grapples and Pumps. Combined Dredge, Sludge-Pump and Sluicing Machines, Endless-Bucket Dredges, &c. Re-inforced Suction-Dredges for Placer Gold, Sand, Gravel and all Harbour Work. Send for Prices, New Catalogues and Testimonials. Lowest freight rates secured and Insurance effected.

Cable Address: LANJAMES, NEW YORK. Western Union, A.B.C. and Lieber's Codes used.

James H. Lancaster Company, Sole Manufacturers,

Havemeyer Building, 26 Cortlandt Street, New York.

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"Superaris" A NEW product with marked advantages over all other waters.

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Rio de Janeiro

Sociedade Anonyma. — Capital 1,500:000\$000.

O estabelecimento mais importante em seu genero na America do Sul.

Importação de Machinas, materiaes e utensilios para a
 — tipo-lithographia e todos os ramos das artes —
 graphicas em geral, para a encadernação, etc., etc.

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 tipos para imprensa.

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 comissão e consignação
 de todos os productos das
 industrias supra.

Officinas á vapor de tipo-
 litho-zincographia, stereo-
 typia, galvanoplastia, ca-
 rimbo de borracha.



Officinas á vapor de enca-
 dernação, cartonagem,
 pautaço, mecanica e car-
 pintaria.

Editora do
 Almanak-Laemmert, das
 Folhinhas Laemmert, dos
 Blocks-Calendario para
 desfolhar, dos Memoriaes
 Fluminense, Paulista e
 Pernambucano, da Car-
 teira de Lembranças, dos
 Apontamentos diarios,
 etc., etc.

21.—06 A

Shipping

ARRIVALS AT THE PORT OF SANTOS During the week ended January 19th, 1906

| DATE | NAME OF VESSEL | FLAG | RIO | TON- NAGE | FROM |
|---------|-----------------|-----------|----------|--------------|----------------|
| Jan. 13 | Itacolomy | Brazilian | S. S. | 467 | Porto Alegre |
| 13 | Carapellas | French | do | 1,791 | Havre |
| 13 | Poluce | Austrian | do | 1,280 | Trieste |
| 13 | Piranguy | Brazilian | do | 759 | Pernambuco |
| 14 | Gloria | do | do | 253 | Paranaguá |
| 14 | Victoria | do | do | 291 | Porto Alegre |
| 14 | Prinz Sigismund | German | do | 2,942 | Hamburg |
| 14 | Delicia | Brazilian | Schooner | 242 | Bahia |
| 14 | Kudli | do | S. S. | 164 | Rio de Janeiro |
| 14 | Havre | British | do | 2,277 | Cardiff |
| 15 | Saturna | Brazilian | do | 515 | Buenos Aires |
| 15 | Huasteca | Brazilian | do | 1,100 | New York |
| 15 | Città di Torino | Italian | do | 2,581 | Buenos Aires |
| 15 | Jupiter | Brazilian | do | 567 | Rio de Janeiro |
| 15 | Annunha | do | Schooner | 25 | Rajahy |
| 17 | Bologna | Italian | S. S. | 2,062 | Buenos Aires |
| 17 | Lonbridge | British | do | 1,841 | New Port |
| 18 | Rio Amazonas | Italian | do | 2,062 | Buenos Aires |
| 18 | Amazonas | Brazilian | do | 927 | Pará |
| 18 | Clvds | do | do | 3,661 | Southampton |
| 18 | Santos | Brazilian | do | 57 | Rio de Janeiro |
| 18 | San Nicolas | German | do | 8,041 | Hamburg |
| 18 | Rosetti | British | do | 4,129 | Rio de Janeiro |
| 18 | Nicosia | Brazilian | do | 1,165 | Pernambuco |
| 19 | Leisham | British | do | 1,751 | Bahia Blanca |
| 19 | Heidelberg | German | do | 2,145 | Bremen |

SAILINGS FROM THE PORT OF SANTOS During the week ended January 19th, 1906

| DATE | NAME OF VESSEL | FLAG | RIO | TON- NAGE | FOR |
|---------|-----------------|-----------|----------|--------------|----------------|
| Jan. 13 | Nagy Lajos | Hungarian | S. S. | 1,401 | Fiume |
| 13 | Italian Prince | British | do | 1,368 | New York |
| 13 | Anna Moore | do | do | 4,791 | Rio de Janeiro |
| 13 | Itacolomy | Brazilian | do | 467 | do |
| 14 | D. Rodolpho | do | Schooner | 242 | Tijucas |
| 14 | Victoria | do | S. S. | 291 | Rio de Janeiro |
| 15 | Hvd | Norwegian | do | 1,723 | New York |
| 15 | Gloria | Brazilian | do | 253 | Paranaguá |
| 15 | Rudli | do | do | 164 | Rajahy |
| 15 | Saturna | do | do | 515 | Rio de Janeiro |
| 15 | Città di Torino | Italian | do | 2,581 | Genoa |
| 15 | Florian Heyne | German | do | 1,860 | Rio G. do Sul |
| 15 | Jupiter | Brazilian | do | 567 | Buenos Aires |
| 15 | Piranguy | do | do | 759 | Rio de Janeiro |
| 17 | Hokum | German | do | 4,230 | Bremen |
| 17 | Bologna | do | do | 3,063 | Genoa |
| 17 | Città di Torino | British | do | 3,051 | Buenos Aires |
| 18 | Rio Amazonas | Italian | do | 2,062 | Genoa |
| 18 | Huasteca | British | do | 1,756 | Florianopolis |
| 18 | Santos | Brazilian | do | 57 | Montevideo |
| 18 | M. Albuquerque | do | Schooner | 25 | Paranaguá |
| 18 | Lonbridge | British | S. S. | 1,841 | Rosario |
| 19 | Aragnary | Brazilian | do | 1,165 | Maran |
| 19 | Grecian Prince | British | do | 1,401 | New York |

"SUPERARIS" CREATES happiness.

"Superaris" NOT sold in bottles —
 not YET!

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LAMPORT & HOLT LINE

Passenger service for New York

Average passage Rio to New-York 17 days

The steamer

BYRON

sails on the 1st February for

Bahia, Pernambuco and New York

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

BARBADOS

Through 3rd. class tickets issued to the principal cities of the United States & Canada

"Tennyson" & "Byron" have also superior 1st class accommodation

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WILSON SONS & CO. (LIMITED)

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The New Zealand Shipping Co., Ltd.

The Harland Line of Steamers

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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:

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Tug boats always ready for service.

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Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The splendid German Steamer

SAN NICOLAS

Captain Kroeger

Expected from Santos on the 23rd Jan. 1906 will leave on January 24th for

Bahia, Lisbon, Oporto (Leixões) and Hamburg

at 12 noon.

The steamers receive cargo for Lisbon direct and also for Leixões.

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.

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RUA DA ALFANDEGA, 31

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BRAZIL-ADRIATIC LINE

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The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Limited

Three-weekly sailings from Santos and Rio de Janeiro for Trieste and Fiume and, with transshipment, to all Mediterranean, East Asiatic and East African Ports.

DEPARTURES FOR TRIESTE

POLLUCE..... 5th Feb.
RUDA..... 28th "
BALATON..... 22nd March

DEPARTURES FOR RIVER PLATE

RUDA..... 4th Feb.
BALATON..... 23rd "

For freight apply to the Broker.

Wm. R. McNiven,

54, RUA 1ª DE MARÇO,

For passages and further information to the

AGENTS

Rombauer & Co.

RUA GENERAL CAMARA, 24.

Rio de Janeiro,

RUA 11 DE JUNHO, 1A.

Santos,

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Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS FOR EUROPE

LES ANDES..... 12th Feb.

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class..... f. gold 723
do do 2nd f. 530
do do 3rd f. 199
Through fares to Paris return 1st class f. 1,149
do do 2nd f. 882
do do 3rd..... f. 364
Marseilles Genoa, Naples, 3rd class..... f. 130
Barcelona 3rd class..... f. 155

Agents — Antunes dos Santos & C.

Rio de Janeiro—Rua 1ª de Março, 71-B, 1ª andar
S. Paulo.—29 Rua S. Bento
Santos.—1 Praça da Republica

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x x

NORDDEUTSCHER LLOYD BREMEN.

Capital.. 120,000,000 Marks

NEXT DEPARTURES

| Date | Steamer | Destination |
|---------|-------------|---|
| 1906 | | |
| Jan. 26 | Heidelberg. | Bahia, Madeira, Leixões, Rotterdam, Antwerp and Bremen. |
| Feb. 9 | Wittenberg. | Bahia, Pernambuco, Madeira, Lisbon, Antwerp & Bremen. |

Passengers & Cargo accepted

Passenger rates 1st cl. 3rd cl.
Rio — Rotterdam, Antwerp, Bremen..... Mark 450 £. 10/-
— Madeira, Lisbon & Leixões £ 19/- Rs. 160/-
For further information apply to

HERM. STOLTZ & Co., Agents

Rua General Camara, N. 68 Rio de Janeiro
lu-bb-ca x x

H.A.L. (Hamburg-American Line)

(South American Service)

The new fine Imperial Mail Steamer

PRINZ SIGISMUND

6,000 tons

expected from Santos on the 25th January 1906, sails on 26th at noon for:

Bahia, Madeira, Lisbon, Dover, Boulogne and Hamburg

These magnificent and fast steamers, built especially for the Brazilian trade and fitted with the latest improvements offer to first class passengers the highest comfort.

All steamers carry a surgeon and a stewardess

Free conveyance on board supplied for passengers and luggage.

The Company issue 1st class tickets to Paris and London.

For freight apply to the broker.

Wm. R. McNiven,

54, Rua 1ª de Março, 54, 1st floor
And for passages and other information to

Theodor Wille & Co.

31 Rua da Alfandega,

ac-bb-ca

R.M.S.P. The Royal Mail Steam Packet Company

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

TABLE OF DEPARTURES

| Date | Steamer | Destination |
|---------|------------|---|
| Jan. 30 | Nile..... | Santos, Montevideo and Buenos Aires. |
| " 31 | Clyde..... | Bahia, Pernambuco, Tenerife, Lisbon, Vigo, Cherbourg and Southampton. |

Special attention is drawn to the following:

Holders of first-class tickets, single or return, may break their voyage at any intermediate ports and proceed by any of the PACIFIC STEAM NAVIGATION or MESSAGERIES MARITIMES Comp's Steamers.

For freight, passages, and other information apply,

No. 73, 1ª de Março, 1st floor.

KNIGHT, HARRISON & Co., Agents.

h-bb-ca

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ARRIV

| DATE | NAME |
|---------|-----------|
| Jan. 13 | Camoen |
| 13 | Wilhelm |
| 13 | Estrelita |
| 13 | Jorge |
| 13 | Planeta |
| 13 | Fortuna |
| 13 | Julia |
| 13 | Italian |
| 13 | Flacolon |
| 13 | Alexand |
| 13 | Navy |
| 13 | Saint O |
| 13 | Dawlish |
| 13 | Vencedor |
| 13 | Victorio |
| 13 | Anna |
| 13 | Walf |
| 13 | Alma |
| 13 | Kamona |
| 13 | Brant |
| 13 | Clyde |
| 13 | Teixeira |
| 13 | Saturno |
| 13 | Citá di |
| 13 | Comodo |
| 13 | Tregana |
| 13 | Itana |
| 13 | Garcia |
| 13 | Ré Ham |
| 13 | Olinda |
| 13 | Forest |
| 13 | Tenera |
| 13 | Haituba |
| 13 | Rorkum |
| 13 | Prangy |

SAILING

| DATE | NAME |
|---------|----------|
| Jan. 13 | Victorio |
| 13 | Tintorel |
| 13 | Alagoas |
| 13 | Murphy |
| 13 | Gaelic |
| 13 | Norman |
| 13 | Itapava |
| 13 | Rude |
| 13 | Prinz S |
| 13 | Carango |
| 13 | Gleingon |
| 13 | T. L. L. |
| 13 | London |
| 13 | Navy L |
| 13 | Citá di |
| 13 | Castro |
| 13 | Natal |
| 13 | Carpro |
| 13 | Antisan |
| 13 | Gaspé |
| 13 | Baltan |
| 13 | Rosetta |
| 13 | Itapava |
| 13 | Clyde |
| 13 | Santos |
| 13 | San Nic |
| 13 | Vencedor |
| 13 | Marajo |
| 13 | Tendone |
| 13 | Heidebe |
| 13 | Joseph |
| 13 | Regateir |

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The North-ean Line and the has been strengt told off for that and the other tw

Owing to the circumstances, th to make certain

| |
|-------------|
| Jan. 31st. |
| Feb. 14th. |
| " 28th. |
| March 14th. |
| " 21st. |
| " 28th. |
| April 11th. |
| " 18th. |
| " 25th. |
| May 9th. |
| " 16th. |
| " 23rd. |
| June 6th. |
| " 13th. |
| " 20th. |

ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ended January 19th, 1906

| DATE | NAME OF VESSEL | FLAG | RIG | TON- NAGE | FROM |
|---------|-------------------|-----------|----------|--------------|--------------|
| Jan. 13 | Camocens | Belgian | S. S. | 2,626 | Liverpool |
| 13 | Wilhelmina | Swedish | Barque | 369 | Helsingborg |
| 13 | Estrella do Norte | Brazilian | Schooner | 24 | Cabo Frio |
| 13 | Jorge | do | do | 32 | do |
| 13 | Planeta | do | do | 37 | do |
| 13 | Portinho | do | do | 64 | do |
| 14 | Julia Park | British | S. S. | 1,868 | Antwerp |
| 14 | Itaituba | do | do | 1,998 | Rosario |
| 14 | Racolumy | Brazilian | do | 599 | Porto Alegre |
| 14 | Alexandria | do | do | 317 | Aracaju |
| 14 | Nagy Lajos | Austrian | do | 1,400 | Sant |
| 14 | Saint Oswald | British | do | 2,400 | Leith |
| 14 | Dawlish | do | do | 2,216 | Cardiff |
| 14 | Vencedor | Brazilian | Schooner | 27 | Macahé |
| 14 | Victoria | do | S. S. | 431 | Porto Alegre |
| 15 | Anna Morse | British | do | 1,791 | Santos |
| 15 | Wulff | Brazilian | Schooner | 65 | Itajay |
| 15 | Almeida | do | do | 195 | do |
| 15 | Kamona | do | do | 400 | do |
| 16 | Brantingham | British | S. S. | 1,635 | Cardiff |
| 16 | Clyde | do | do | 3,051 | Southampton |
| 16 | Texeirainha | Brazilian | do | 257 | Rio Doce |
| 16 | Sacuno | do | do | 933 | Buenos Aires |
| 16 | Cité de Torino | Italian | do | 2,569 | do |
| 17 | Combedge | French | do | 2,528 | Cardiff |
| 17 | Tregantle | British | do | 1,991 | do |
| 17 | Itauna | Brazilian | do | 401 | Porto Alegre |
| 17 | Garcia | do | do | 141 | Santos |
| 18 | Ré Humberto | Italian | do | 2,065 | Genoa |
| 18 | Olinda | Brazilian | do | 1,240 | Mannas |
| 18 | Forest Holme | British | do | 1,544 | Rosario |
| 18 | Tronco | Argentine | do | 933 | Buenos Aires |
| 18 | Itaituba | Brazilian | do | 717 | Porto Alegre |
| 18 | Rorkum | German | do | 4,295 | Santos |
| 18 | Piranga | Brazilian | do | 590 | do |

SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ended January 19th, 1906

| DATE | NAME OF VESSEL | FLAG | RIG | TON- NAGE | FOR |
|---------|------------------|-----------|----------|--------------|------------------|
| Jan. 13 | Victoria | British | S. S. | 3,742 | Liverpool |
| 13 | Tintoretto | do | do | 2,643 | New York |
| 13 | Alagoas | Brazilian | do | 1,999 | Mannas |
| 13 | Murphy | do | do | 394 | Aracaju |
| 13 | Gaelic | British | do | 2,644 | Valparaiso |
| 13 | Noamania | Argentine | do | 288 | Buenos Aires |
| 13 | Itaipava | Brazilian | do | 707 | Porto Alegre |
| 13 | Kufli | do | do | 164 | Santos |
| 13 | Prince Sigismund | German | do | 1,544 | do |
| 14 | Carangola | Brazilian | do | 288 | S. João da Barra |
| 14 | Giengott | British | do | 191 | Fleetwood |
| 14 | T. uonia | Norwegian | Parque | 295 | Falmouth |
| 15 | Jupiter | Brazilian | S. S. | 1,800 | Buenos Aires |
| 15 | Tonbridge | British | do | 1,814 | Santos |
| 16 | Nagy Lajos | Austrian | do | 1,401 | Fiume |
| 16 | Cité de Torino | Italian | do | 2,569 | Genoa |
| 16 | Castro Alves | Brazilian | do | 981 | Mannas |
| 16 | Natal | do | do | 213 | Mossoró |
| 16 | Carperby | British | do | 1,444 | Maceió |
| 16 | Antisana | do | do | 2,317 | Valparaiso |
| 16 | Gaúpe | do | Schooner | 219 | Barbados |
| 17 | Italian Prince | do | S. S. | 1,998 | New York |
| 17 | Kosvelt | do | do | 4,120 | New Orleans |
| 17 | Itapary | Brazilian | do | 717 | Aracaju |
| 17 | Clyde | British | do | 3,051 | Buenos Aires |
| 17 | Santos | Brazilian | do | 916 | Montevideo |
| 17 | San Nicolas | German | do | 3,041 | Santos |
| 17 | Vencedor | Brazilian | Schooner | 27 | Macahé |
| 18 | Marajó | do | S. S. | 753 | Pará |
| 18 | Teutonic | British | do | 2,322 | Buenos Aires |
| 18 | Hendberg | German | do | 2,111 | Santos |
| 18 | Josephine | American | Schooner | 570 | Baltimore |
| 18 | Regaleira | Brazilian | do | 153 | Itabapoana |

The Chilean Government has voted several millions of dollars for the subsidisation of international steamship lines in the expectation of extended mercantile relations with foreign countries, and an extension of the Chilean coasting trade is also contemplated.

The North-Brazilian service worked jointly by the Hamburg-American Line and the Hamburg-South American Steam Navigation Company has been strengthened by five large steamers (of 4,000 to 4,500 tons) being told off for that line—three of the boats being those of the first-named and the other two belonging to the last-named Company.

Owing to the accident to the s.s. *Danube* and various other unforeseen circumstances, the Royal Mail Steam Packet Co. have found it necessary to make certain alterations and the list of sailings is now as follows:

| | |
|------------|---|
| Jan. 31st | Clyde. |
| Feb. 14th | Nile. |
| 28th | Aragon. |
| March 14th | Magdalena. |
| 21st | Danube. |
| 28th | Thames. |
| April 11th | Clyde. |
| 18th | Nile (omitting Montevideo and Santos). |
| 25th | Aragon (omitting Bahia and Pernambuco). |
| May 9th | Magdalena. |
| 16th | Danube (calls at Rio only). |
| 23rd | Thames. |
| June 6th | Clyde. |
| 13th | Nile (calls at Rio only). |
| 20th | Aragon. |

CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDED JANUARY 13th, 1906

| | Rio | Santos |
|--------------------------------|---------------------|----------------------|
| Amsterdam | 50/- in full | — |
| Aden via Trieste | 50/- & 5 % | 50/- & 5 % |
| Antwerp 1,000 kilos | 40/- & 5 % | 35/- & 5 % |
| Alexandria** | 55 fres. & 10 % | 55 fres. & 10 % |
| Alicante | 50 fres. in full | 50 fres. in full |
| Algiers via Marseilles | 51 1/2 fres. & 10 % | 51 1/2 fres. & 10 % |
| Almerie | 58.50 fres. in full | — |
| Aguiles | 73.50 fres. in full | — |
| Algon Bay | via Southampton | — |
| | » New York | 42/6 & 2 1/2 % |
| | » Hamburg | 42/6 & 5 % |
| | » Antwerp or Bremen | 42/6 & 2 1/2 % |
| Bassorah | 43/6 & 2 1/2 % | — |
| Barcelona | 99 fres. & 10 % | 99 fres. & 10 % |
| | » via Hamburg | 35 fres. & 10 % |
| | » Trieste | 78/6 in full |
| Beira | » Southamptn | 55/- & 5 % |
| | » Antwerp or Bremen | 78/6 & 2 1/2 % |
| Bilbao | 53/6 & 2 1/2 % | — |
| Bremen | 56.50 fres. in full | 60.50 fres. in full |
| Bordeaux, 900 kilos | 40/- & 5 % | 35/- & 5 % |
| Bombay via Trieste | 35 fres. & 10 % | 35 fres. & 10 % |
| Braila** | 50/- & 5 % | 50/- & 5 % |
| Brindisi** | 57.50 fres. & 10 % | 57.50 fres. & 10 % |
| Buenos Aires per bag. 60 kilos | 49 fres. & 10 % | 49 fres. & 10 % |
| Beyruth** | 1\$200 | 1\$500 |
| Cadix | 70 fres. & 10 % | 70 fres. & 10 % |
| Calcutta | 35 fres. & 10 % | 35 fres. & 10 % |
| Calcutta via Trieste | 63 fres. & 10 % | — |
| Cartagena | 55/- & 5 % | 55/- & 5 % |
| Cebu | 50 fres. in full | 50 fres. in full |
| Corfu** | 50/- & 5 % | 50/- & 5 % |
| Cornwall | 55 fres. & 10 % | 55 fres. & 10 % |
| Cunhaeche | 50/- & 5 % | 50/- & 5 % |
| Coruna | 53.50 fres. in full | 53.50 fres. in full |
| Cyalla** | 58 fres. & 10 % | 58 fres. & 10 % |
| Christiania | 51/- in full | — |
| Copenhagen direct | 42/6 & 5 % | 37/6 & 5 % |
| | » via New York | — |
| | » Hamburg | 42/6 & 5 % |
| Cape Town | » Buenos Aires | 37/6 & 2 1/2 % |
| | » Southampton | 37/6 in full |
| | » Antwerp or Bremen | 40/- & 2 1/2 % |
| Constantinople** | 43/6 & 2 1/2 % | — |
| | » New York | 52 1/2 fres. & 10 % |
| | » via Trieste | 50/- & 5 % |
| | » Buenos Aires | 55/- & 5 % |
| Durban | 42/6 | — |
| | » Southampton | 45/- & 2 1/2 % |
| | » Hamburg | 42/6 & 2 1/2 % |
| | » Antwerp or Bremen | 48/6 & 2 1/2 % |
| Delagoa Bay | » New York | 70/- & 5 % |
| | » Hamburg | 70/- & 2 1/2 % |
| | » Trieste | 55/- & 2 1/2 % |
| | » Southampton | 55/- & 2 1/2 % |
| | » Antwerp or Bremen | 70/- & 2 1/2 % |
| East London | » via New York | 60/- & 2 1/2 % |
| | » Hamburg | 50 & 5 % |
| | » Southampton | 50/- & 2 1/2 % |
| | » Antwerp or Bremen | 55/- & 2 1/2 % |
| Fiume | 48/6 & 2 1/2 % | — |
| Hamburg | 40/- & 5 % | 35s. & 5 % |
| Galatz** | 62 fres. & 10 % | 62 fres. & 10 % |
| Genoa 1,000 kilos | 35 fres. & 10 % | 35 fres. & 10 % |
| Gibraltar via Genoa | 63 | 46 fres. in full |
| Gijon | 56.50 fres. in full | 56.50 fres. in full |
| Hankow | 40/- & 5 % | 35/- & 5 % |
| Havre, 900 kilos | 35 fres. & 10 % | 35 fres. & 10 % |
| Hongkong via Trieste | 60/- & 5 % | 60/- & 5 % |
| Kobe via Trieste | 65/- & 5 % | 65/- & 5 % |
| Liverpool | 35/- & 5 % | — |
| London 1,000 kilos | 40/- & 5 % | 35/- & 5 % |
| | Do (options) | 40/- & 5 % |
| Malaga | 58 fres. & 10 % | 35 fres. & 10 % |
| » via Genoa & Marseilles | 58 fres. & 10 % | — |
| Malta | 53 fres. & 10 % | 53 fres. & 10 % |
| Marseilles 1,000 kilos | 35 fres. & 10 % | 35 fres. & 10 % |
| Messing** | 45 fres. & 10 % | 45 fres. & 10 % |
| Metling** | 63 fres. & 10 % | 63 fres. & 10 % |
| Montevideo per bag. 60 kilos | 1\$200 | — |
| Mombassa via Trieste | 55/- & 5 % | 55/- & 5 % |
| | » via New York | 70/- & 5 % |
| | » Hamburg | 50/- & 2 1/2 % |
| Mossel Bay | » Southampton | 50/- & 2 1/2 % |
| | » Antwerp or Bremen | 50/- & 2 1/2 % |
| Mostaganem via Marseilles | 53 fres. & 10 % | 53 fres. & 10 % |
| Naples | 43 1/2 fres. & 10 % | 43 1/2 fres. & 10 % |
| New York, Liners per bag | 40c. & 5 % | 40c. & 5 % |
| N. Orleans Liners | 40c. & 5 % | 40c. & 5 % |
| Odessa | 55 fres. & 10 % | 57 fres. & 10 % |
| Oran | 51 1/2 fres. & 10 % | 51 fres. & 10 % |
| Pasajes | 60.50 fres. in full | — |
| Palma de Mallorca | 53.50 fres. in full | — |
| Penang via Trieste | 60/- & 5 % | 60/- & 5 % |
| Palermo | 45 fres. & 10 % | — |
| Patras** | 55 fres. & 10 % | 55 fres. & 10 % |
| Pireus** | 52 1/2 fres. & 10 % | 52 1/2 fres. & 10 % |
| Port Said** | 55 fres. & 10 % | 55 fres. & 10 % |
| Rangoon | 40/- & 5 % | 35/- & 5 % |
| Rangoon via Trieste | 55/- & 5 % | 55/- & 5 % |
| San Sebastian | 56.50 fres. in full | 60 1/2 fres. in full |
| Santander | 56.50 fres. in full | 60.50 fres. in full |
| Samsoun | 58 fres. & 10 % | 58 fres. & 10 % |
| Saville | 50 fres. in full | 50.50 fres. in full |
| Shanghai via Trieste | 65/- & 5 % | 65/- & 5 % |
| Smyna** | 52 1/2 fres. & 10 % | 52 1/2 fres. & 10 % |
| Southampton 1,000 kilos | 35/- & 5 % | 32/6 & 5 % |

| | | |
|--------------------------------------|--------------------|--------------------|
| Suez via Trieste..... | 50/ & 5/0 | 50/ & 5/0 |
| Salonica | 52 1/2 fms. & 10/0 | 52 1/2 fms. & 10/0 |
| Sulina | 57 fms. & 10/0 | 57 fms. & 10/0 |
| Taragone | 50 fms. in full | 50 fms. in full |
| Trebizond | 58 fms. & 10/0 | 58 fms. & 10/0 |
| Trieste | 40/ & 5/0 | 35s. & 5/0 |
| Tunis | 53 fms. & 10/0 | 53 fms. & 10/0 |
| Valencia | 50 fms. in full | 50 fms. in full |
| Valparaiso (options) | 47/6 5/0 | — |
| Varna | 62 1/2 fms. & 10/0 | 62 1/2 fms. & 10/0 |
| Venice via Genoa or Marseilles | 50 fms. & 10/0 | 50 fms. & 10/0 |
| Vigo | 56.50 fms. in full | 60.50 fms. in full |
| Yokohama via Trieste | 65/ & 5/0 | 65/ & 5/0 |
| Zanzibar via Trieste | 55/ & 5/0 | 55/ & 5/0 |

- * Royal Mail Steamers in combination with Houlder Bros..
- ** Conference rates via Marseilles, Genoa or Trieste.

WEST COAST PORTS

| | | |
|-------------------|------------|-----------|
| Punta Arenas..... | 45/ & 5/0 | 45/ & 5/0 |
| Corral..... | 60/ & 5/0 | 60/ & 5/0 |
| Coronel..... | 60/ & 5/0 | 60/ & 5/0 |
| Culdera..... | 50/ & 5/0 | 50/ & 5/0 |
| Taital..... | 50/ & 5/0 | 50/ & 5/0 |
| Antofagasta..... | 50/ & 5/0 | 50/ & 5/0 |
| Iquique..... | 50/ & 5/0 | 50/ & 5/0 |
| Cochimbo..... | 50/ & 5/0 | — |
| Talcahuano..... | 45/ & 5/0 | — |
| Callao..... | 50/ & 5/0 | — |
| Valparaiso..... | 47/6 & 5/0 | — |

FOREIGN VESSELS AFLOAT
IN RIO DE JANEIRO HARBOUR
on January 19th 1906.

| Steamers | | | Sailing Vessels | | |
|------------------------------|-------|--------|----------------------------|------|-------|
| <i>Camoens</i> | Tons. | 2,626 | <i>P. Wilhelmina</i> | Tons | 369 |
| <i>Julia Park</i> | " | 1,868 | <i>Las Palmas</i> | " | 241 |
| <i>Saint Oswald</i> | " | 2,400 | <i>Darwar</i> | " | 1,271 |
| <i>Dartfish</i> | " | 2,216 | <i>June II</i> | " | 658 |
| <i>Anna Moore</i> | " | 1,794 | <i>Annie Smith</i> | " | 249 |
| <i>Brantingham</i> | " | 1,635 | <i>Cesar</i> | " | 436 |
| <i>Cambridge</i> | " | 2,528 | <i>Rialto</i> | " | 1,141 |
| <i>Kremantle</i> | " | 1,991 | <i>Sullivan</i> | " | 344 |
| <i>Re Humberto</i> | " | 2,066 | | | |
| <i>Forest Holme</i> | " | 1,544 | | | |
| <i>Ternero</i> | " | 933 | | | |
| <i>Borkum</i> | " | 4,236 | | | |
| <i>Carperby</i> | " | 1,344 | | | |
| <i>Città de Napoli</i> | " | 2,666 | | | |
| <i>Nanette</i> | " | 1,308 | | | |
| <i>Cynthia</i> | " | 1,935 | | | |
| <i>Frewyn</i> | " | 1,989 | | | |
| <i>Huron</i> | " | 1,990 | | | |
| <i>Ravenshoe</i> | " | 2,351 | | | |
| <i>Gothic</i> | " | 1,089 | | | |
| <i>Eric</i> | " | 1,788 | | | |
| <i>Tentonia</i> | " | 2,322 | | | |
| <i>Tolgate</i> | " | 2,306 | | | |
| <i>Coralie</i> | " | 1,881 | | | |
| <i>Dartmouth</i> | " | 2,125 | | | |
| <i>Harvest Queen</i> | " | 1,894 | | | |
| <i>Burbo Bank</i> | " | 1,818 | | | |
| <i>Aurora</i> | " | 1,836 | | | |
| <i>Ben Cruachan</i> | " | 1,978 | | | |
| <i>Hartlepool</i> | " | 2,872 | | | |
| <i>Llandgeby</i> | " | 2,451 | | | |
| <i>Livonia</i> | " | 1,175 | | | |
| <i>Levanly</i> | " | 1,937 | | | |
| <i>Railhead</i> | " | 1,964 | | | |
| <i>Crathorne</i> | " | 1,695 | | | |
| <i>Minas</i> | " | 1,974 | | | |
| Total..... | Tons | 73,188 | Total..... | Tons | 4,709 |

IN SANTOS HARBOUR
on January 19th, 1906.

| Steamers | | | Sailing Vessels | | |
|------------------------------|------|--------|--------------------------|------|-----|
| <i>Caravellos</i> | Tons | 1,791 | <i>St. Clemens</i> | " | 227 |
| <i>Pollux</i> | " | 1,280 | <i>Cassandra</i> | " | 663 |
| <i>Prinz Sigismund</i> | " | 2,942 | | | |
| <i>Harley</i> | " | 2,277 | | | |
| <i>San Nicolas</i> | " | 3,041 | | | |
| <i>Rossetti</i> | " | 4,120 | | | |
| <i>Lewisham</i> | " | 1,784 | | | |
| <i>Heidelberg</i> | " | 2,145 | | | |
| <i>Holmfield</i> | " | 1,468 | | | |
| <i>Bentmills</i> | " | 1,582 | | | |
| Total..... | Tons | 22,430 | Total..... | Tons | 890 |

THE FREIGHT MARKETS

British. Fairplay of December 28th says that in writing the last report for the year 1905 there is not much occasion to deal with the present condition of the market as since the last report business has been more or less at a standstill owing to the Christmas holidays.

Coal rates are not quoted, but under Time Charters there is mentioned the *Fortuna* from New York to the Brazils and back to the United States, £925.

Argentine. There is no change to report in parcel rates to Brazilian ports which keep steady, from B.A. as follows: to Bahia and Pernambuco 20/-, Pelotas and Porto Alegre 19/-, Antonina 13/-, San Francisco 12/- to 13/-, Rio Grande 12/-, Santos 12/-, Rio 12/- with the usual 1/- to 2/- extra from up-river ports.—*Times of Argentina*, Jan. 8th.

Local Market.—The forward engagements for the week were as follows:—

| | | |
|------------------------------------|------------------|----------------------|
| Per S. S. <i>San Nicolas</i> | for Hamburg..... | 1,800 bags of coffee |
| " " <i>Camoens</i> | " New York..... | 1,100 " " " |
| " " <i>Washington</i> | " Genoa..... | 4,625 " " " |
| " " <i>Anna Moore</i> | " Havre..... | 2,000 " " " |

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

| Railway | Mileage | | Latest Earnings Reported | | Aggregate to date | |
|------------------------|---------|-------|--------------------------|---------------|-------------------|---------------------|
| | 1905 | 1904 | Week or Month | 1905 | 1904 | 1904 |
| Braz. Gt. South... b | 110 | 110 | Sep. Oct. | 26,590 21,742 | 26,362 21,018 | 251,591 223,328 |
| Leopoldina | 1,400 | 1,400 | Jan. 13th | 11,769 | 16,302 | 26,479 |
| S. Braz. Rio Grande. b | 176 | 176 | Ap. | 204,122 | 205,842 | 1,055,683 1,181,893 |

Market Reports

Pernambuco, 10th January, 1906.

Sugar. The market is dull and new business for South very difficult, entries continue large and dealers are full up with Usinas and White quantities of all kinds, and to-day the Praça was very flat and very little of the sugar offered found buyers. Entries are good and last month were 310,355 bags, compared with 265,297 bags in December last year, for the first days of present month 60,848 bags have come to market, against 37,748 bags same date last year. There is a good enquiry for export qualities, but these are just those that are scarce. It would seem, however, with present low prices for all kinds of Whites that the planter, if he desires to get money, will turn his attention to Brutos, as these are to-day the only quality that can be readily and easily turned into cash.

Quotations to-day are as under:—

| | |
|---------------------|--|
| Usinas..... | 3\$600 to 3\$700 per 15 kilos on shore |
| Crystal white..... | 2\$400 to 2\$500 " " |
| " yellow..... | 1\$900 " " |
| Whites 3a. box..... | 2\$600 to 2\$800 " " |
| " 3a. regular..... | 2\$400 to 2\$400 " " |
| Somenos..... | 1\$900 to 2\$000 " " |
| Clayed..... | 1\$300 " " |
| Bruto secco..... | 1\$200 " " |
| " melado..... | 1\$000 to 1\$100 " " |

The States took some cargoes and then once more held off, but the last day or two they are apparently once more inclined to buy, as no doubt shippers are not dependent on them as the English markets are still open for business at late values.

Clearances have been during past fortnight on a rather larger scale, 32,887 bags to Rio and 59,461 bags to Santos and export.

24th Dec. schooner *Corona* 4,681 bags to New York.

29th " steamer *Start* 18,432 bags to Philadelphia, filling up at Maceio.

31st " " *Dart* 13,652 bags to London.

5th Jan. " *Moorish Prince* 9,976 bags to New York (takes 2,200 tons in Maceio).

7th " " *Syracusa* 12,530 bags to New York (takes 1,500 tons in Maceio).

A Norwegian steamer is reported as fixed to load 1,000 tons sugar in Rio Grande for Northern States.

Cotton. After my last prices were maintained at 9\$600 and 9\$800 for Mattas and Sertões until 5th inst. when exporters again came in and paid 10\$000 for about 1,500 bags, but Liverpool market falling away once more, they retired and only offered 9\$400 and 9\$600, which is to-day's value also. Rio shippers would pay 200 réis more, sellers however hold out and refuse to sell under 10\$000. For fresh business to-day's Liverpool quotation would not allow of more than about 9\$800 to 9\$200 being paid, but it is supposed some large sales were made some time back and that these will only be completed in March.

Clearances for fortnight have been 2,200 bags to Rio, 600 pressed bales to Santos and 42 to Rio Grande, 600 bags and 4,900 bales to Liverpool.

The s.s. *Celtic Princess* is loading here for New York about 1,000 tons.

Coffee. There has been very little movement, sellers not caring to accept prices offered by exporters, but the position is virtually the same to-day at 6\$800 to 6\$900. Shipments have been 184 bags to London and 1,488 bags to Liverpool.

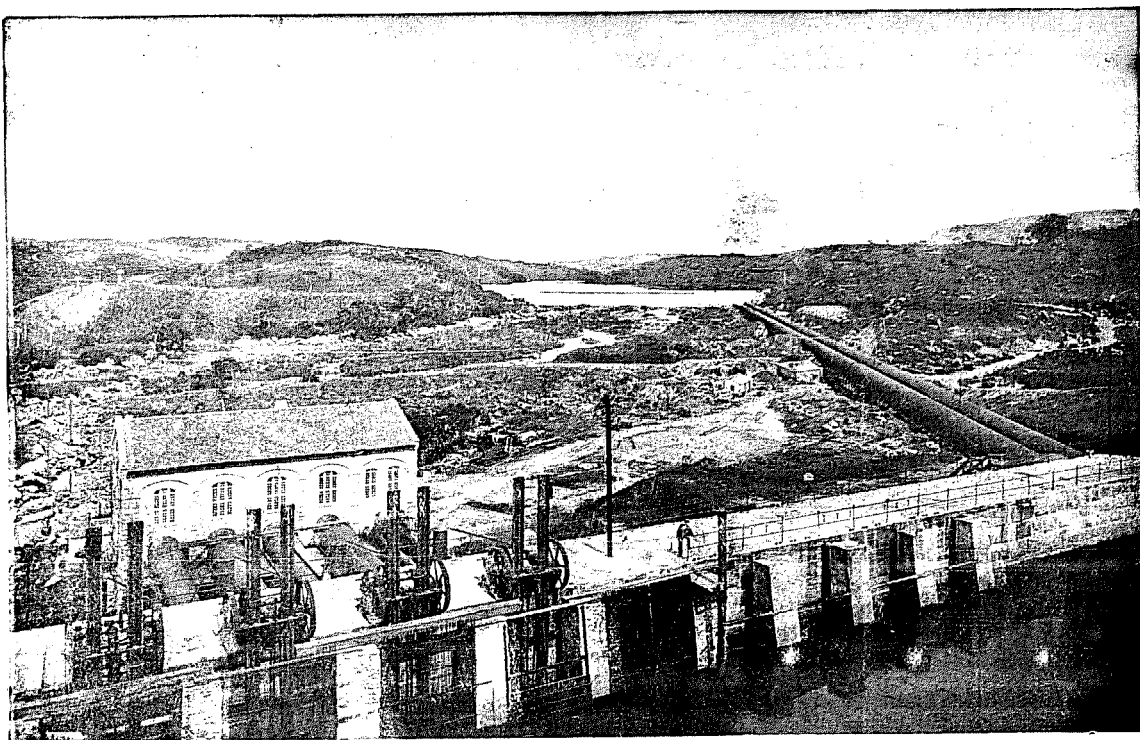
Beans. Market unchanged at 11\$000 per bag.

Fa-inha. Dropped to 3\$000, but is again slightly firmer, and 3\$200 obtainable for good quality.

Milho. A flat market and shippers only offer 65 to 70 réis per kilo.

Freights. For Liverpool I quote 10/- sugar, 17/6 to 20/- cotton-seed, 15/- coffee, 15/- to 17/6 castorseed, 3/8 and 5/10 cotton here, whilst 1/2 has been paid in Paraíba.

Exchange. Firm; 16 7/8d. bank, private was done early this morning at 16 15/16d.



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Whether in search of the picturesque or on business intent, the traveller who pays a visit to S. Paulo, *en route* for Europe or the Plate will be richly repaid. Leaving his steamer at Santos, he can take the train up the *Serra* over the S. Paulo Railway, enjoy its splendid scenery, spend a pleasant day in the city, and then take the night train and rejoin his steamer at Rio next morning, or leaving the steamer at Rio he can take the night train to São Paulo—spend the day there and rejoin his steamer at Santos next morning.

The city of S. Paulo, which is the capital of the State of that name, has a population of about 300,000, of which about one-third is foreign. It lies in the valley of the Tietê River 2,500 feet above the level of the sea and enjoys a delightful climate, fresh and pleasant throughout the year. The difference of temperature compared with Santos, only 34 miles away as the crow flies, is almost incredible! The electric tram service is unexcelled anywhere and, thanks to it, visitors can in a few hours see all the

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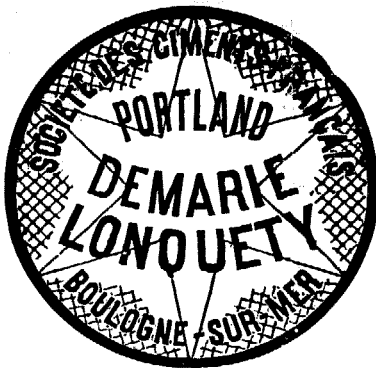
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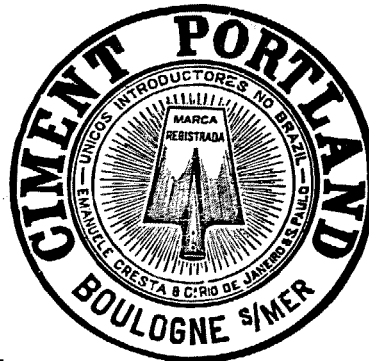
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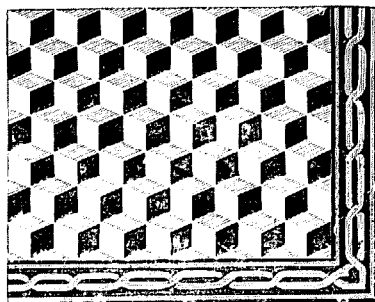
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