

The Brazilian



Review

A WEEKLY RECORD OF TRADE AND FINANCE

VOL. X

RIO DE JANEIRO, TUESDAY, MARCH 19TH, 1907

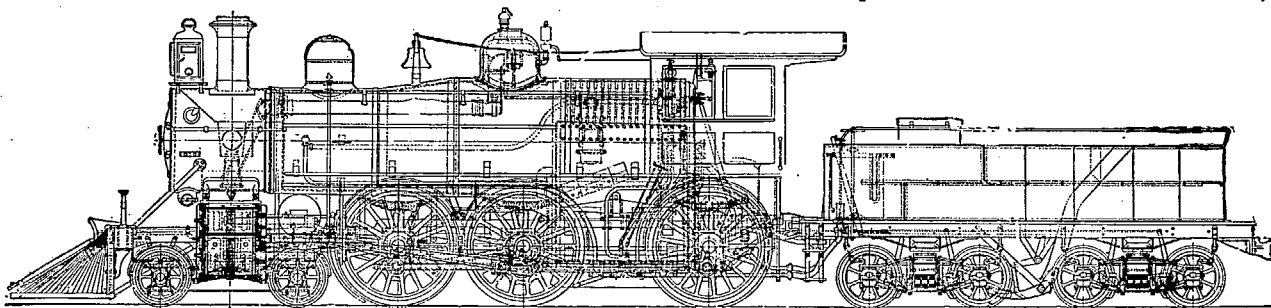
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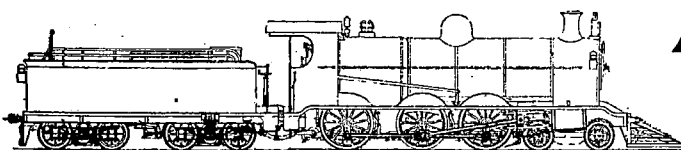
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Caixa de Correio, 157. — Telegrams: "NATHAN." — BAHIA

C. de Correio, 118 — Telegrams: "NATHAN." — PERNAMBUCO.

The Brazilian Review

VOL. X

RIO DE JANEIRO, TUESDAY, MARCH 19TH, 1907

No. 12

Offices: Rua Visconde de Inhauma No. 42

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

EDITOR—MR. J. P. WILEMAN

MANAGER—MR. W. G. CHANCELLOR

Subscription 60\$ per annum. Payable abroad by sight draft or cheque, crossed British Bank of South America, at the rate of exchange of 16d. to the milreis as follows:—

Esterling.....	£ 4.0.0	Pesetas.....	100.00	Lire.....	100.00
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The Brazilian Review

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1 £ = 16\$000

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SPACE	52 Insertus Per Insertu	26 Insertus Per Insertu	12 Insertus Per Insertu	6 Insertus Per Insertu	Single Insertu
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
One Page.....	3 10 0	4 0 0	4 10 0	5 0 0	5 10 0
Half Page.....	1 15 0	2 0 0	2 5 0	2 10 0	2 15 0
Third Page.....	1 4 0	1 7 0	1 10 0	1 14 0	1 17 0
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12 or 6 insertions are quoted for upon the understanding that the advertisement appears at least once a month.

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Front Page of Cover.....	9 inches by 8 1/4 inches
Back of Cover.....	12 1/2 " " 7 1/2 "
Inside of Cover.....	12 1/2 " " 7 1/2 "
Ordinary Inside Page.....	13 " " 7 1/2 "

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
FOR EUROPE			
Mar. 20	Amazona	Messageries Maritimes	Bordeaux
21	Orixa	P. S. N. C.	Liverpool
26	Callao	P. S. N. C.	Liverpool
27	Arangua	Royal Mail	Southampton
Apr. 3	Danube	Royal Mail	Southampton
5	Cordillere	Messageries Maritimes	Bordeaux
10	Ortega	P. S. N. C.	Liverpool
14	Amazon	Royal Mail	Southampton
16	Oropesa	P. S. N. C.	Liverpool
18	Thames	Royal Mail	Southampton
17	Atlantique	Messageries Maritimes	Bordeaux
24	Clyde	Royal Mail	Southampton
FOR THE RIVER PLATE AND PACIFIC			
Mar. 20	Orixa	P. S. N. C.	Valparaiso
25	Amazon	Royal Mail	B. A.
Apr. 1	Atlantique	Messageries Maritimes	B. A.
1	Thames	Royal Mail	B. A.
3	Oravia	P. S. N. C.	Valparaiso
8	Clyde	Royal Mail	B. A.
15	Nile	Royal Mail	B. A.
22	Arangua	Royal Mail	B. A.
FOR UNITED STATES			
Mar. 20	Calderon	Lampert & Holt	New York

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27-12-05 A

A Hamburg Firm of Exporters & Importers, wishes to obtain the buying Agency of first class Importers in Brazil, to enter into connection with a respectable & well introduced Agent.

Apply to:—Caixa 125—Rio de Janeiro.

NOTICE

The Offices of "The Brazilian Review" have been moved to rua VISCONDE DE INHAUMA No. 42.

Notes

Paper Money in Circulation, exclusive of the Convertible notes issued by the *Caixa de Conversão*, amounted on February 28th last to 664,717:699\$500 as against 664,732:479\$ on January 31st, a decrease of 14:869\$500. On August 31st 1898 the value of notes in circulation was 788,364:614\$500 so that the total amount withdrawn from that date to February 28th of this year is 123,647:005\$000.

Treasury Remittances. The Federal Treasury have remitted to their agents in London, Messrs N. M. Rothschild £912,164 15s 7d and 39,378 francs 84 the equivalent of 8,123:045\$440 gold.

Passengers and Vaccination. The following paragraph appeared in *O Jornal do Commercio* on Tuesday last:—

«The shipping companies in Buenos Aires and Montevideo refuse to issue tickets to passengers going to Brazilian ports unless they can produce an official certificate of vaccination.

«The Royal Mail and Messageries Maritimes issue tickets without the presentation of such certificate but advise the passengers that if they are going to Brazilian ports they must produce the same on board ship.

«On the eve of the arrival at Santos of the s.s. *Danube* from the Plate in November of last year passengers who were bound for Brazilian ports found in their cabins a notice from the ship's doctor inviting them to be vaccinated or produce certificates of vaccination of recent date. The Brazilians on board submitted to vaccination in the fear that they might be subjected to some violence (*sic*) from the sanitary police when arriving at a Brazilian port whilst the foreign passengers on the vessel took no notice of the advice and on the arrival of the vessel at Santos and Rio de Janeiro no one asked the people who disembarked whether they were immune from smallpox or not.

«We have before us a copy of the certificates issued to passengers by the doctors of ships coming from the Plate, certificates for which the passengers had to pay (2s. 6d.) and which are printed in Spanish.

(Here follows the blank form of a certificate: age, sex, residence etc. to be filled up, the whole being signed by W. H. Luggar, Surgeon of the s.s. *Danube*.)

«The facts then are that the Plate authorities and the ships' doctors force passengers who are destined for Brazilian ports to be vaccinated or re-vaccinated and demand payment for the same stating at the same time that this is required by Brazilian law.

«We do not believe this and we doubt very much if the Plate authorities are acting on «secret instructions» given by the Brazilian health authorities.»

The facts of the case are as follows: owing to a severe epidemic of smallpox which was raging in Buenos Aires during the middle of last year the Agents of the Royal Mail Company and of the Messageries Maritimes received a letter from the Director General of Public Health dated June 16th 1906 to the effect that from the 30th of the same month, owing to the outbreak of smallpox in Buenos Aires, all passengers, first class, second class and third class alike, coming from the Plate must either be vaccinated or produce certificates of recent vaccination before they would be allowed to land at any Brazilian port. As there was very little time for the carrying out of the regulation the Royal Mail agent in this town cabled the injunctions of the health department to the Company's office in Buenos Aires.

Clark



All our boots are made of leathers specially prepared for use in the tropics.

They are light in weight, damp proof and of great durability.

Large assortments of finest British hosiery.

Superior Leggings and Putties, Raincoats and Inverness Capes.

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PRAÇA DR. ANTONIO PRADO, 7 — São Paulo

RUA FORMOSA, 31—Bahia

FACTORY—RUA DA MOÓCA, 131—SÃO PAULO

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MESSRS TH. & C. MÖLLER — HAMBURG.
Brook I (Free Port)

ATTENTION:—
 Only genuine when bearing the Government Stamp, PERFORATED with their initials, viz:

D&C.

A reply was received asking if vaccination on board would be accepted by the Brazilian authorities, and this was agreed to by Dr. Cruz, provided that each passenger presented a separate certificate.

From that day to this the regulations have never been altered and at the present moment according to the health regulations here every passenger coming from the Plate to Brazilian ports is liable to rejection if the rules have not been complied with. These are the "secret instructions" of which the *Journal* complains. It will further be noticed that this rule does not and never has applied to Montevideo. As regards the charge of 2s. 6d. being levied on board we believe that this arises from the fact that no less than 700 passengers had to be vaccinated by one ship's doctor between Buenos Aires and Santos and as he found the task Herculean, he, by the advice of one of the company's agents, levied a charge of 1s. per head. Most of these fees were not paid. As a last remark we would add that in spite of the fact that the regulations are still in force the certificates are rarely, if ever, asked for now at Santos or Rio.

The Plate authorities insist on the vaccination of all passengers coming from Brazil or the production of certificates and send not only forms to be filled up but also a supply of lymph to Rio de Janeiro.

The Iena Disaster. On the 12th inst. the world was startled and horrified by one of the most terrible naval disasters of late years. The French battleship *Iena*, whilst lying alongside the quay at Toulon, was shattered by a series of explosions which carried to a sudden and violent death many brave officers and men, wounding and maiming many more. The disaster ranks with those of the *Kaiser Kurfürst*, the *Vesuvia*, the *Maine*, the *Mikasa* and the *Aquidaban* and Brazilians from sad experience of the last named disaster can feel for their French friends in this their moment of National mourning. The President of the Republic, as soon as he heard of the disaster, telegraphed in the name of the Nation expressing the grief of Brazil and her heartfelt sympathy with France in her hour of trial. President Fallières replied in the following terms: "The condolences which you have addressed to me in the name of the Brazilian people and Government have deeply touched France, a country which is as you say, a sincere friend of Brazil. From my heart then I thank you in the name of France".

Immigration to the United States. The number of immigrants in 1906 reached 1,100,735, besides 65,618 non-immigrant aliens, of whom 270,000 came from Italy, 265,000 from Austria-Hungary, 215,000 from Russia and Finland. At this rate even the United States will be filling up before long, and then the turn of South America will come.

But How about the Balance of Trade? Which has the advantage there? The excess of our exports over imports was nearly \$480,000,000. The excess of British imports over exports was about \$1,140,000,000. According to the theory of some economic philosophers we are getting rich at the expense of other countries, while Great Britain is being exhausted and impoverished at a tremendous rate. But really we are sending about half a billion dollars' worth of products abroad in a year to pay debts, profits on foreign investments here, and for services rendered to our commerce by foreign capital. Great Britain is bringing home more than a billion in profits on foreign investments, receipts for services in shipping, banking and insurance and other income upon capital employed abroad. Which has the better of it so far as the balance of trade goes? The difference is one of circumstances and conditions and requires a little reflection to be understood and not an empty shibboleth like "balance of trade," favourable or unfavourable. — *New York Journal of Commerce.*

Gold Shipments to Brazil. *The Financier* thinks that during the month of March gold to the amount of £1,500,000 will be shipped to Brazil. The conclusion seems to be founded on the possibility of the Brazilian Government

drawing on its London balances to help "Valorisation" or on the negotiation of a loan for that purpose. In any case *The Financier* concludes that loan or no loan the coffee has to be sold and gold go out to Brazil.

For our part we think that for the present the gold drain has almost ceased. Government may draw to the amount of £4,000,000 on their balances in London to keep up exchange if necessary, but have no authorisation whatsoever to utilize the funds in London to ship gold out here for "Valorisation" or any other purpose, even if they wished. At present exchange is decidedly weak and should the "Valorisation" loan fall through it is not impossible that Government may have to draw on London to steady it.

Nor is it by any means certain that, failing the loan, coffee would be shipped on a scale to send exchange up to the point at which gold shipments are profitable enough to induce Banks to import.

The chances on the contrary are that any such misadventure would be the signal for a bear onslaught on coffee that would encounter the most determined opposition here and in Santos and postpone once again an understanding between the producing and consuming markets. Under such circumstances it is quite possible that exchange might weaken if it did not actually fall to gold point, before imports of specie were renewed on a large scale. Of course, ultimately the 3,000,000 bags of coffee now in stock as well as what has got to come in must be shipped. But when and at what price? Ay! there's the rub!

COMMERCIAL STATISTICS DEPARTMENT

Some idea of the labour entailed in the organisation of our Statistics of Imports may be gathered from the following figures for Consular Invoices received:

1901.....	112,402
1902.....	136,506
1903.....	144,713
1904.....	151,049
1905.....	169,494
1906.....	176,626

The invoices are in all languages, but chiefly English, German and French. Each one has to go through five different hands before it is finally disposed of. Since 1901, when the service was started, the number of invoices received has increased nearly 60%. In 1906 the largest number of invoices received was from Great Britain 38,281; Germany coming next with 38,209; then France with 30,184; Portugal with 25,338 and United States fifth with 12,095. The average value of invoices was highest from Great Britain £242.16s. as against only £127.11s. for Germany.

RUBBER

De Mello Brazilian Rubber Co. In order to meet the requirements of the De Mello Brazilian Rubber Company with regard to its working capital, the directors have decided to issue to the United Investment Corporation, Limited, in accordance with their contract, a further 20,000 Participating Cumulative Preference Shares at par, making the total issue of these shares 195,000.

EXPORTS OF RUBBER FROM AMAZONAS AND PARA.

	Kilos.	Value.	
		Paper.	£
1907 January.....	3,294,03	22,606,736s	1,437,943
1906 ".....	4,173,763	25,648,948s	1,762,885

The falling off of 881 tons compared with January 1906 is, as we have explained before, due to the rivers being so low that a great deal of Rubber cannot get to market.

PURGEN — The ideal aperient.

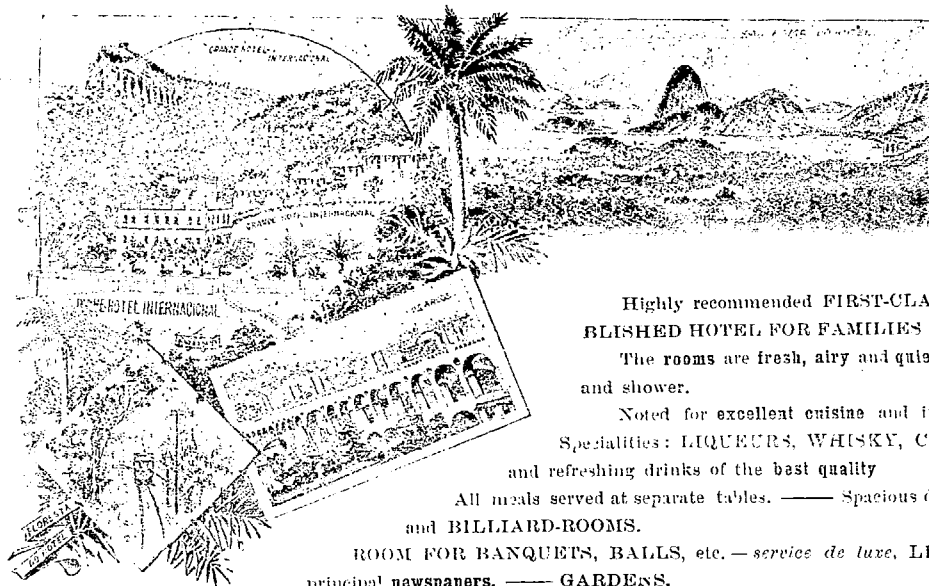
GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO—Telephone No. 134.

1,000 FEET ABOVE THE SEA.

Telegraphic Address—MENTGES—RIO.



Splendidly situated on one of the highest points and in the healthiest part of Rio, thus assuring good air and commanding the MOST MAGNIFICENT VIEWS.

Highly recommended FIRST-CLASS AND OLD ESTABLISHED HOTEL FOR FAMILIES AND TRAVELLERS. The rooms are fresh, airy and quiet. — Baths: plunge and shower.

Noted for excellent cuisine and its well-selected wines. Specialities: LIQUEURS, WHISKY, COCK-TAILS, BEERS and refreshing drinks of the best quality

All meals served at separate tables. — Spacious dining, music, smoking and BILLIARD-ROOMS.

ROOM FOR BANQUETS, BALLS, etc. — *service de luxe*, LIBRARY with all the principal newspapers. — GARDENS.

Electric-Trams pass the door every 20 minutes.

Proprietor, FERDINAND MENTGES.

N. B. — A REPRESENTATIVE meets all the passenger steamers arriving at Rio, to see to the guests' luggage and comfort, and personally conducts them to the Hotel, the services of interpreters or guides being therefore unnecessary.

Jardim Botânico Tramway Company

LEME, IGREJINHA, IPANEMA, COPACABANA AND GAVEA

Cheap, rapid and convenient electric service to all these CHARMING SUBURBS. Delightful retreats after the heat of RIO Unsurpassed as RESIDENTIAL DISTRICTS

Easy of access to the City, healthy, cool in summer, tempered by the breezes of the Atlantic, FINE SEA VIEW and Landscape, picturesque VILLAS, at low rents GRAND BEACH AND SEA-BATHING.

Trams run from the Largo da Carioca at intervals of 10 and 20 minutes, from 6 a. m. to 9 p. m. and every half-hour afterwards, until midnight. See Company's time-tables. STRANGERS COMING TO RIO ARE STRONGLY RECOMMENDED TO

LIVE NOWHERE ELSE

The new lines to Leme through the tunnel and the through electric Service to Gavea are now open.

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(Editor of the "BRAZILIAN REVIEW")

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Telegrams "Arenson"—São Paulo

WORKS

RUA MARTIN BURCHARD

— BRAZ —

LONDON AND BRAZILIAN BANK LIMITED

Capital..... £ 1,500,000
 Capital paid up..... " 750,000
 Reserve fund..... " 700,000

HEAD OFFICE: LONDON**BRANCH OFFICE IN RIO DE JANEIRO**

10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

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BRASILIANISCHE BANK FÜR DEUTSCHLAND

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

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

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Rua da Quitanda, No. 199

(Caiçua 108)

Branch-offices in S. Paulo, Santos and Porto Alegre.

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 CURITYBA, PARANAGUÁ, SANTA CATARINA, &c.

Draws on:

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 ROSARIO.

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REGULATIONS WITH REGARD TO TRADE MARKS

The rights secured by trade marks are regulated by law No. 1336 of 24 September 1901 which modified decree No. 8343 of 14 October 1887 and by decree No. 5424 of 10 January 1905, which approved regulations for the execution of the said law.

CONCERNING TRADE MARKS

There shall be admitted as a registered trade mark anything that the law does not prohibit and which distinguishes the article from others which are identical or similar, but of different origin, including any name, essential or common denomination, firm or company, letter or number, provided it is of a distinctive nature.

The trade mark may consist of any sign or illustration which will distinguish the article from others which are identical or similar, but of different origin, provided that the limitations of art. 21 of the Regulations are observed.

Size and colours alone cannot constitute a trade mark.

Trade marks may be employed both on the articles themselves and on the wrappers or receptacles which are to contain them.

The wrappers or receptacles which are to be stamped with the trade mark should be of a typical or characteristic type to distinguish them from those in common use for the wrapping or packing of products and merchandise and cannot be registered for exclusive use as they are already public property. (Law art. 2 Reg. art. 19).

If the trade mark asked for contains any fac simile, design, representation etc. of medals, prizes or diplomas obtained at exhibitions, the interested parties must show proof that they really have obtained such awards and shall present the original titles or authentic certificates which will be restored to them after the registration of the mark. (Art. 20 of Reg.)

No marks will be registered which contain or consist of:—

- 1). Public, Official, National or Foreign arms, blazons or orders, whose use has not been distinctly authorised;
- 2). Names of Firms or Companies which the petitioner has no right to employ;
- 3). The name of a locality or establishment which is not the origin of the article, whether this name is fictitious, remote or not;
- 4). Words, pictures or designs which offend private or public decency;
- 5). Reproduction of another mark which is already registered for similar articles;
- 6). Exact or partial imitation of a mark already registered for a similar article which might mislead or confuse the purchaser, such imitation to be declared to exist if the two marks cannot be distinguished without careful examination (Law, Arts 2 and 8).

§ 1. In the authorisation referred to in No. 1 above, the National arms are not included since they may not be used for any trade mark, their use being confined to Departments and Establishments of the Republic (Notice of the Minister of Justice and the Interior, March 19 1894).

§ 2. No marks may bear fancy medals which might be confused with those granted by exhibitions.

§ 3. Trade marks shall not be granted:—

- 1). for chemical preparations without the name of the manufacturer of the article and the place of origin (decree No. 452 of 30 November 1897 Art. 1, letter b.);
- 2). for National manufactures in a foreign language without the name of the manufacturer, of the factory and the locality of the same, or the declaration—"Industria Nacional"—written in clear characters, which declaration, however, is insufficient when the marks are intended to distinguish affimentary articles or substances.

The registration will hold good for 15 years, after which period it may be renewed. The registration will, however, lose its effect if the owner does not make use of the mark within a period of 3 years after registration. (Law, Art. 14)

INFORMATION REGARDING THE REGISTRATION OF A TRADE MARK

To obtain the registration of a trade mark the party interested or his legal representative must send in a petition, accompanied by three copies of the mark, containing:—

- 1). A description of what the mark is, with full explanations as to its characteristics;
- 2). A reproduction in the form of a drawing, design, impression or similar process of the mark with all accessories, including the ink which it is proposed to use;
- 3). A declaration as to the character of the trade or industry for which it is to be employed together with the profession of the petitioner and his domicile;
- 4). The petitioner or his legal representative when describing the mark may declare that the same mark may vary as to size or colours and arrangement of the colours.

§ 1. Both the petition and the copies of the mark should be on strong paper 33 centimetres in height and 22 in breadth, with a margin, for binding purposes, without folds or joins, all to be stamped, dated and signed (Law Art 5).

§ 2. These dispositions are applicable to foreign marks. (Art. 22 of the Regulations)

The Secretary of the *Junta Commercial* (Board of Trade) or the official appointed by the Chief Inspector shall, so soon as any petition is presented to him for registration, certify the day and hour of presentation on each of the models, and shall also give a receipt for same if it is requested to do so and after the annotation of the petition shall submit it for despatch. (Law Art. 6).

So soon as the registration is granted, the Secretary of the Junta or the official of the Commercial Inspection Department shall certify the same on each copy of the mark and shall cause the petition to be filed, together with one of the said copies marking it with a number which shall be noted on the remaining copies and handed back to the petitioner. (Law Art. 6).

Within the space of 30 days from the date of registration of the mark the interested party shall publish in the Federal or State official organ the certificates of said registration together with the explanation of the characteristics of the mark, both to be transcribed textually from the description treated of in No. 1 above (Art. 5 No. 1), and shall, within the period of 60 days from said date deposit in the Junta Commercial of Rio de Janeiro one of the models and one copy of the official organ in which the publication referred to in the first part of this article has been made.

§ 1. If desired the publication may include the design or reproduction of the mark. (Law Arts. 2, 4, 5, and 7).

§ 2. So soon as the registration of the mark has been made in any State in accordance with the clauses of this article and the subsequent deposit made a certificate of the same shall be published in the *Diario Official* of the Union.

§ 3. If the periods in this article are exceeded the deposit of the mark cannot be made but the owner of the mark has a right to register it afresh.

§ 4. Further the deposit of the mark which is to be registered cannot be made unless the above rules are complied with.

APPEALS

An appeal may be made against the despatch, whether the same grants the registration of the trade mark or not, in the Federal District to the Court of Appeal and in the States to the Judicial Tribunal of 2nd Instance:—

- 1). by any person considering himself prejudiced by the registration of the mark;
- 2). by the party interested in the cases dealt with in Art. 21 Nos. 2, 3 and 5;
- 3). by the person prejudiced in the cases dealt with in Art. 24 No. 4 part 1;
- 4). by the public prosecutor in the cases dealt with in the same Article Nos. 1 and 4, part 2;
- 5). by the petitioner himself (Law art. 9).

Paragraph. The appeal in the cases mentioned in No. 2 of this Article may be made even when the name of the firm or company has not been registered and the reproduction is not exact and contains additions, omissions or alterations from which error and confusion may arise (Law art. 9 together with Arts. 10 and 13 No. 9 par. 2). (Art. 31. of the Reg.)

The date for the lodging of the appeal shall be within 5 days counting from the date of the publication of the despatch; if, however, the appellant does not reside in the place where the despatch was published or has no legal representative there it shall take effect 30 days later. (Law Art. 9).

ACTION FOR ANNULLING OF REGISTRATION

Besides the right of appeal persons mentioned in Art. 31 and the cases therein laid down have the right to bring an action for the annulling of the registration (Law Art. 10).

To the head of the commercial firm or company belongs the right of bringing an action against the competitor in the same branch of business with the same or similar name to oblige him to modify same in such a way that no mistakes or confusion may arise, when he has proved his prior right to that name for commercial purposes.

Paragraph. This action may be brought even when the petitioner has not registered the name of the firm or company and the reproduction is inexact and contains additions or alterations from which error or confusion may arise (Law Art. 10 together with Art. 13 and Law No. 916 of 24 October 1890 Art. 10 par. 3.)

Actions referring to cases foreseen in Art. 21 Nos. 5 and 6 of these Regulations cannot be brought unless the certificate of register and its publication are produced, except when the latter refers to facts which have occurred within the time granted for the insertion of the document in the Official organ.

The person who is prejudiced by the appropriation of a mark which he himself has previously used without registration has the right to claim damages by bringing an ordinary action for the loss which he has suffered and can also, within the period allowed by law, demand the annulling of the register by means of a summary action. (Arts. 36 and 39 of the Reg.)

The Juntas and Commercial Inspectors shall grant the right to whomsoever demands them of examining, in the Department itself and under proper supervision, the documents filed or deposited dealing with Trade Marks. (Art. 29 of the Reg.)

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BEST REFERENCES

NEW ISSUES

Bahia Tramway, Light and Power Company

(Incorporated under the Laws of the State of Maine, U. S. A.)

AUTHORISED DEBENTURE CAPITAL, \$ 7,500,000
consisting of**FIVE PER CENT. FIFTY-YEAR FIRST MORTGAGE**
GOLD DEBENTURES

\$2,844,400 of the said debentures are now offered for Sale on behalf of the owners thereof, a further \$695,600 having been placed on the Continent.

The entire Issue is secured by two Deeds of Trust, dated respectively 20th November, 1905, and 6th February, 1907, in favour of the Trust Company of America, by the terms of which the Debentures will constitute a first charge upon the entire property and assets of the Company.

The Debentures are dated 20th Nov. 1905, and are redeemable at par on 1st November 1955. Provision is also made for a Sinking Fund of One-half of one per cent. per annum, commencing on 1st November 1910, which may be applied in redeeming the Debentures by drawing at 103 or by purchase of the Debentures if they are at or below that price.

The interest is payable half-yearly on the 1st May and 1st November, by Coupon, at the TRUST COMPANY OF AMERICA, in New York; at the BANK OF MONTREAL, London, at the exchange of \$4.86 2/3, Income Tax being deducted; and the BANQUE INTERNATIONALE DE BRUXELLES Brussels, Belgium, at the exchange of Frs. 25.20. The principal is repayable in London, New York, U. S. A., or Brussels.

The Debentures are to bearer, but can be registered at the holder's option in London at the Office of the Company.

THE BANK OF SCOTLAND, as Bankers of the Owners, are authorised to receive Subscriptions for \$2,844,400 of the above Debentures at 90 1/2 per cent. at the exchange of \$4.86 2/3, i.e. £92 19s 7d. for a \$500 Debenture, payable as follows:—

For a \$500 Debenture	For a \$100 Debenture
£ 5 0 0 on Application.	£ 1 0 0 on Application.
27 19 7 on Allotment.	5 11 11 on Allotment.
30 0 0 on 21st March, 1907.	6 0 0 on 21st March, 1907.
30 0 0 on 22nd April, 1907.	6 0 0 on 22nd April, 1907.
£ 92 19 7	£ 18 11 11

or

A full half-year's Coupon will be paid on 1st May, 1907.

The following statement is made on the authority of the Board of Directors of the Bahia Tramway, Light and Power Company (herein referred to as the Bahia Company).

The Bahia Company was organised according to the laws of the State of Maine, U. S. A., with the object of acquiring, constructing and developing tramways, and of supplying gas, electric light and power in the City of Bahia and the surrounding districts.

Bahia, the capital of the State of Bahia, is a City of about 235,000 inhabitants, situated on one of the finest harbours of Brazil, 800 miles north of Rio de Janeiro.

The State of Bahia, with an area of 175,000 square miles, is one of the richest of Brazil. Its principal products are tobacco, sugar, cotton and manioc rubber. A Company has been formed for the construction of new port works, which must result in a great impetus being given to the growth of the City of Bahia, where the railways unite.

TRAMWAYS

The Bahia Company has purchased the Carris Electricos Tramway Undertaking. It operates the tramway lines in the business portion of the City of Bahia, along the water front, wharves, warehouses, and through the shopping centre to the suburb of Itagipe. The concession runs until 1973, and is exclusive for a zone of 500 metres on each side of its lines.

The tramway lines in operation consist of over 15 miles of track operated by electric traction.

The franchise confers the right to carry freight as well as passengers, which, owing to the tramways being situated in the business-section of the City, is important, and will become more so upon the completion of the new port works.

LIGHTING AND POWER

The Bahia Company has also acquired a majority of the Bonds and Shares of the Cie. d'Eclairage de Bahia, a Company incorporated under the Law of Belgium, and a sufficient amount of the Bahia Company's Debentures has been set aside to acquire the Balance on the same terms.

The Cie. d'Eclairage de Bahia has the exclusive right to manufacture and sell gas, and to distribute electric light and power in the city and suburbs, and has the contract for the supply of public and private lighting until the termination of the concession in 1950.

Experience in S. Paulo and elsewhere shows that the introduction of electric light has not diminished the consumption of gas; as the higher standard of illumination creates an increased demand for gas lighting. There should also be a large increase in the consumption of gas through the introduction of gas stoves, as charcoal—the fuel used—is expensive, and, in a tropical climate, gas stoves are very popular for cooking.

The City of Bahia is now probably the second manufacturing City of Brazil, equalling in power consumption, if not exceeding that of S. Paulo. With cheap power the manufacturing industries should enormously increase.

It is intended, in the first place, to develop the electric lighting and the smaller power demands; and for this purpose a contract has been made with Messrs. Dick Kerr and Co., Limited, for increasing the existing gas plant and installation of a first-class electric light and power plant operated by gas engines, and it is expected that the installation will be completed and in operation within four months.

WATER POWER

The Bahia Company has acquired valuable water power rights on the River Jequirica, about forty-five miles from the City of Bahia, with 54 metres head, easily developed, and which will give about 10,000 commercial h.p. in the City of Bahia. The Company has also acquired the water-power rights of the Falls of Santarem, about twenty miles further down the sea coast, which will be held as a reserve for the requirements of the future.

As soon as the business of electric lighting and the supply of power to small users has been developed and established, the Company intends to issue additional Bonds in order to develop the water power and transmit it to Bahia for the service of the Company and for sale to large power users. The use of hydro-electric power will result in a great reduction of the

operating expenses. The operating expenses of S. Paulo Tramway, &c., Company, which uses hydro-electric power, are only 30 1/2 per cent of the gross earnings.

A portion of the proceeds of the said Debentures now offered for sale has been applied in—the acquisition of the majority of the Bonds and Shares of the Cie. d'Eclairage de Bahia and advances to that Company, payments on account of the purchase price of the Carris Electricos Tramway System—purchase of the two Water Powers near Bahia and for the general expenditure of the Bahia Company. The Balance will be applied in paying the remainder of the purchase price of the Carris Electricos, in the installation of the electric light and power plant, for increasing the gas plant and for the general purposes of the Company.

The Debentures unissued—viz., \$4,000,000—will be held in reserve for the development of the hydro-electric power, for future extension and developments and other capital expenditure.

EARNINGS

The earnings for the whole of the year 1906 have not yet come to hand, but estimating the same on the returns of the first ten months, calculated at the actual rate of exchange, the net profits for the year are, without the benefit of any of the improvements or new construction, sufficient to cover the interest on the \$3,500,000 Debentures, of which the \$2,804,400 now offered for sale form part.

The immediate earnings of the unified Companies, on completion of the electric light installation and the new gas plant now in course of erection, are estimated by Dr. F. S. Pearson and Mr. Percival Farquhar as follows, based on an exchange of 15d.:—

	Gross.	Operating Expenses.	Net.
Tramways (Carris Electricos).....	£ 40,700	£ 27,200	£ 22,500
Gas Plant, Electric Light and Small Power.....	81,600	47,850	33,750
	£ 131,300	£ 75,050	£ 56,250
Less Interest on \$3,500,000 Debentures.....			£ 35,957
Estimated net surplus.....			£ 20,293

When the hydro-electric power at Jequirica is developed and the Company is supplying the larger power consumers there should be a very considerable increase in the gross and net earnings of the business and the following statement may be taken as a conservative estimate of the result:—

Gross Income.....	£ 178,750
Operating expenses with hydro-electric power estimated at 40 per cent. of the gross income (S. Paulo is 30 1/2).....	£ 71,500
Net earnings.....	£ 107,250

Less Interest on \$3,500,000 Debentures at present issued.....	£ 35,957
Interest on \$1,500,000 Debentures to be subsequently issued to provide for the hydro-electric power installation.....	15,410
	£ 51,367

Surplus available for the amortisation of 1/2 per cent. depreciation, dividends on Share Capital, &c..... £ 55,893

An official quotation on the London Stock Exchange will be applied for.

Full prospectuses (upon the terms of which applications will alone be received) and Forms of Application can be obtained at the London Office of the Company, 46, Threadneedle street, E. C., and of the Bank of Scotland, 19, Bishopsgate-street Within, London, E. C., Edinburgh, or any of its Branches.
16th February, 1907.

DIRECTORS OF THE COMPANY

PERCIVAL FARQUHAR, New York (Vice-President Guatemala Railway Company, Director Rio de Janeiro Tramway, Light and Power Company, Limited).

WILLIAM LANMAN BULL, New York (Chairman of Wisconsin Central Railroad Company, Vice-President Havana Electric Railway Company, Director Metropolitan Trust Company).

Dr. F. S. PEARSON, New York (Director and Consulting Engineer of the S. Paulo Tramway, Light and Power Company, President Mexico Tramways Company, Director of the Mexican Light and Power Company).

KENNETH K. McLAREN, New York (Vice-President Corporation Trust Company).

RODNEY D. CHIPP, New York (Director Port of Pará).
Trustees for the Bondholders—Trust Company of America, New York and London.

Professional Accountants—Deloitte, Plender, Griffiths and Co., London and New York.

Offices of the Company—New York U. S. A., 80, Broadway. London, England, 45, Threadneedle-street, E. C.

Solicitors for the Company—Storey, Thorndike, Palmer and Thayer, Boston: H. Malcolm Hubbard, 45, Threadneedle-street, London, E. C.

London Debenture Holders' Committee—William Plender, F. C. A.

5, London-wall-buildings, E. C. George Kitchen, Warford-court, E. C.

Solicitors for the Committee—Ashurst, Morris, Crisp and Co., 17, Throgmorton-avenue, E. C.

Offices of the Committee—4, London-wall-buildings, E. C.

PARA IMPROVEMENTS

A new company was registered under the name of the Para Improvements Co. on February 16. £300,000 (£5) (30,000 seven per cent. cumulative preference). To acquire concession granted by the Municipality of Pará to Dr. Joaquim G. de Lacer for the construction, maintenance, and working of a drainage system for the City of Pará (Balem de Pará), Brazil. The signatories are:—

	Ord Shares
S. H. Penwarden, 7, Comely Bank-road, Waltham-stow.....	1
A. J. Swan, 18, Ashbourne-grove, Chislewick, Chislewick.....	1
F. H. Goodwin, 7, Norfolk-road, Upper Clapton, N. E.....	1
G. A. J. Smallman, 33, Elvedon-road, Palmers-green N.....	1
E. T. Church, 2, Kepter-road, Clapham, S. W.....	1
W. J. Yeoman, 23, Muschamp-road, East Dulwich, S. E.....	1
G. E. Sanders, 51, Larkfield-road, Richmond, Surrey.....	1

Minimum cash subscription, 10 per cent. of the shares offered to the public. First directors (not less than three nor more than seven) to be appointed by signatories. £500. Remuneration (except managing director), £300 each per annum and £200 extra for chairman. (92, 102.)

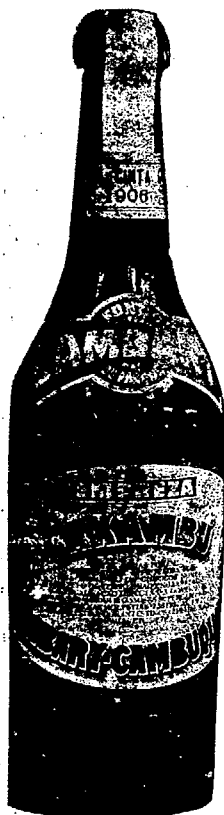
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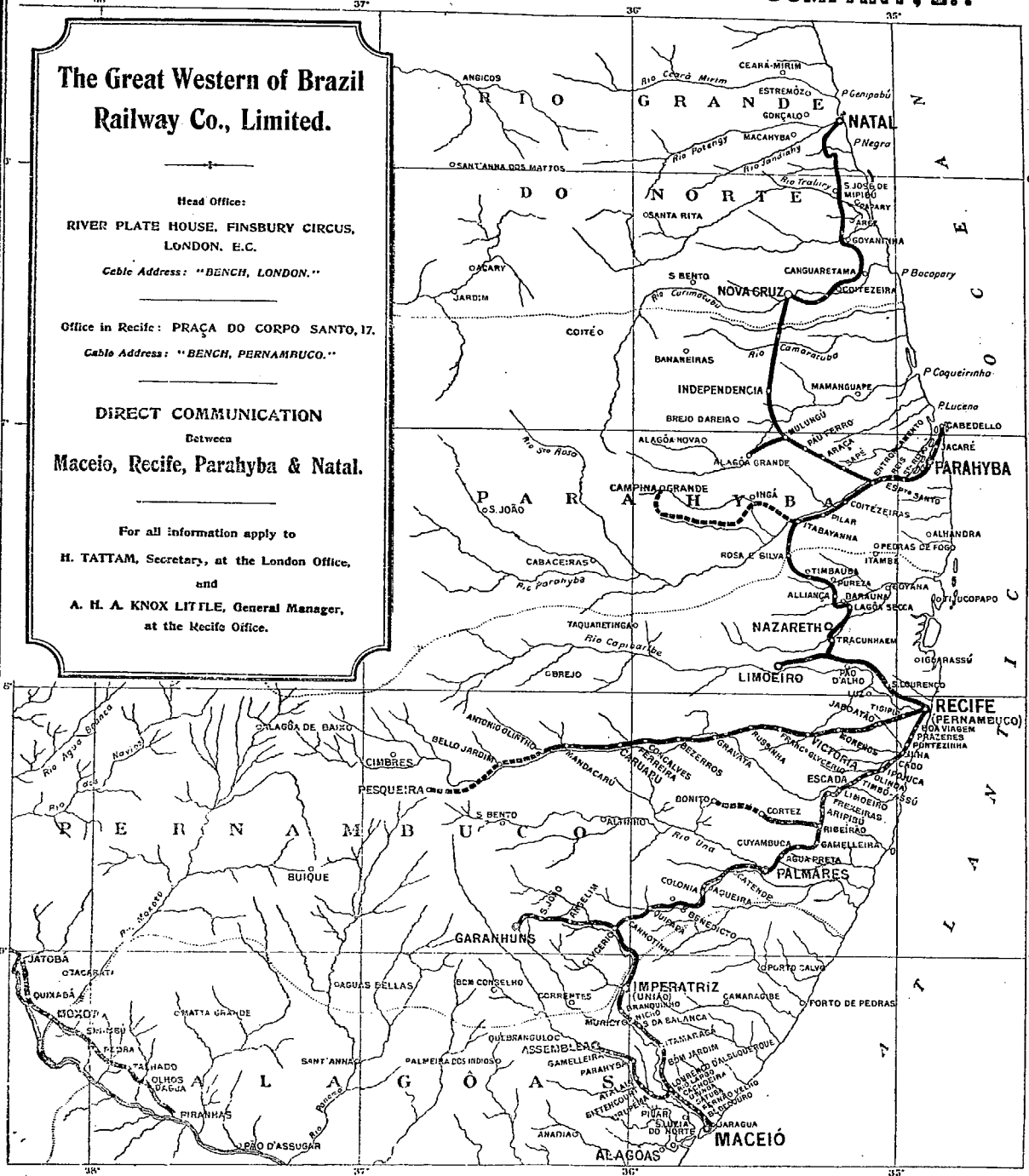
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FOREIGN OPINION

Brazilian Rails. The Leopoldina again did well last week, although, owing to the fall in exchange since this time last year, the currency increase of 153,000 milreis pans out only £8,909. This makes £10,701 to the good since January 1st, and under normal circumstances the prospect of an advance in the dividend would be solidified. I would not, however, bank on the event, in view of the coffee situation in general and the certainty of a small crop next time in particular. The Great Western of Brazil persists in lagging behind its Southern brethren, last week's traffic decrease of £1,161 whittling down the aggregate increase this year to the vanishing point of £1,220. No wonder the shares yesterday shed a crown. *The Financier* Feb 22.

Brazil Brums. The accounts of the San Paulo show that the company literally wallows in wealth, which can only be got rid of by piling up reserves and putting down the rates charged to customers for the conveyance of coffee. The stockholders got their full pound of flesh — 6 per cent. dividend and bonus, to wit, for the half-year — and the desirability of Paulos is only exceeded by the absurdity of their further point fall yesterday on the appearance of the gorgeous report. Those whom it disappointed must be greedy indeed and short-sighted to boot. *The Financier* Feb 22.

San Paulo Dividend. The large gain in gross earnings — £374,000 — recorded by the San Paulo (Brazilian) Railway for the latter half of last year is reflected in the terms of the dividend announcement issued yesterday. The return on the Ordinary stock is as before 6 per cent., making 12 per cent. for the whole year, but there are considerable increases in most of the other appropriations. The transfer to the rolling stock renewal fund is again £100,000, but the amount placed to reserve is also £100,000 as compared with £50,000; the income-tax reserve is £35,000, as against £30,000, and £50,400 is to be devoted to writing down the investment in Consols to 85. Even after these liberal provisions there still remains to go forward £320,400, or nearly double the sum twelve months ago, though the amount brought over from the preceding accounts was practically identical in both half-years. *The Financial Times*.

The Loan. The telegram from Rio reporting that Messrs. Rothschild have declined to associate themselves with a "coffee valorisation" loan was regarded as a bull point for Brazilians, the view being that such a loan is not likely to be placed in other quarters. *The Financier* Feb 18.

Le Moniteur des Interets Matériels says that the 5% debentures of the North West of Brazil Railway are firm at 442. It is understood that the line of about 1,000 kilometres which the company has undertaken to construct and which will link up the São Paulo system with that of Matto Grosso will find a considerable source of traffic if the mineral wealth of these two States is exploited.

The Port of Bahia 5% debentures are at 460. The carrying out of the important works, which will make the port of Bahia one of the finest and best equipped in the world, forms part of a wider programme which was elaborated some years ago by the Federal Government and which has been systematically followed.

Enterprises undertaken for Port Works in Brazil are in no way exposed to arbitrary treatment by the Federal Government. The law of 13 October 1869, which serves as a basis for the granting of concessions, and subsequent decrees which have defined the same admit of no misapprehension. The first principle of this legislation is that the construction of each of the six great Brazilian ports, which the Government has in view,

must not entail any increase of expenditure which might weigh on the export or import trade of any of them. Every contract of concession must necessarily favour the interests of the Brazilian merchants. This remark applies especially to Santos, Pará, and lastly Bahia, that is to say to the three great ports on which the Brazilian Government has brought its more recent efforts to bear.

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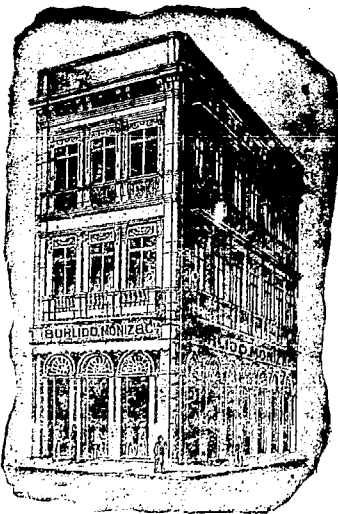
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SÃO PAULO

Agricultural Statistics for crop year 1904/1905

	Annapolis	Porto Ferreira	Yporanga	Itapetininga	Tutubhy	Ribeirão Bonito
Number of proprietors.....	33	34	146	204	355	92
Area under cultivation.....	alg's 2,416.5	1,138	1,571	2,143.5	2,022	3,344
» » virgin forest.....	» 2,250	941	43,603	1,031	1,857	1,752
» » second growth.....	» 1,574.5	302	28,488	20,575.5	11,888	4,119
» » pasture.....	» 4,998	1,659	181	25,777.75	12,743	1,664
» » swamp and useless.....	» 288	—	6,683	994.5	136	20
Total area.....	» 11,527	4,040	80,526	50,522.25	28,646	10,899
Coffee, area under.....	» 2,412.5	998	21.5	317.25	338.5	2,731
Number of trees.....	—	4,657,500	1,948,000	38,600	625,500	736,300
Production 1904/05.....	ar'bs 191,800	130,750	1,860	47,640	50,440	355,600
Cane, area under.....	alg's 11	35.5	58	19	38	95
Sugar produced.....	ar'bs —	60	35,240	—	1,085	2,000
Spirits produced.....	litres 50,500	168,000	82,835	131,600	80,020	278,900
Cotton, area under.....	alg's —	—	—	232.25	367.25	—
» , production.....	ar'bs —	—	—	26,270	54,420	—
Rice, area under.....	alg's 2	5	501	113.5	171.25	28
» production.....	litres 2,000	40,100	894,000	238,500	286,900	55,990
Indian Corn, area under.....	alg's 545.5	97.5	699.5	1,187.75	954	704
» , production.....	litres 1,944,600	3,372,500	4,813,400	7,017,000	5,696,300	2,553,400
Beans, area under.....	alg's 102.5	2	189	262.75	131.5	352
» , production.....	litres 155,200	36,030	301,200	422,190	183,100	550,000
Tobacco, area under.....	alg's —	—	1.5	2.75	4	—
» , production.....	ar'bs —	—	180	225	435	—
Vines, area under.....	alg's —	—	—	2.5	4	—
» , production, of grapes.....	ar'bs —	—	—	1,400	1,410	—
Cassava, area.....	alg's —	—	76	—	—	3
» , production.....	litres —	—	745,500	—	—	500
Valuation of land per alquiere.....	100\$ to 200\$	20\$ to 300\$	0\$800 to 10\$	88 to 300\$	30\$ to 100\$	50\$ to 250\$
Total value land.....	5,394:000\$	3,762:290\$	118:560\$	2,472:560\$	2,020:460\$	7,591:590\$
Workmen—Native.....	No. 284	109	1,226	862	1,124	458
» —Foreign.....	» 1,261	1,083	3	74	85	2,273
Total.....	» 1,545	1,197	1,229	936	1,209	2,831
Horses.....	» 821	225	275	2,140	2,826	258
Cattle.....	» 1,457	2,243	159	7,537	7,704	1,170
Mules.....	» 554	234	93	787	608	594
Sheep & Goats.....	» 1,237	41	29	523	499	352
Swine.....	» 3,061	451	5,837	5,442	4,144	1,115
Fowls and Poultry.....	» 20,640	—	12,434	17,480	15,525	—
Nationality of Proprietors : —						
Brazilian.....	» 27	28	145	278	341	77
Italian.....	» 3	2	1	13	9	14
Portuguese.....	» 1	4	—	2	3	1
Austrian.....	» —	—	—	—	—	—
German.....	» 1	—	—	—	—	—
British.....	» —	—	—	—	—	—
Spanish.....	» —	—	—	—	—	—
French.....	» —	—	—	—	—	—
American.....	» —	—	—	—	—	—
Sundry.....	» 1	—	—	—	—	—



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General News

Local Items. The returns of the Director General of Public Health for the week ended Mar. 10th, 1907 are as follows; Yellow fever 1; bubonic plague, 3; small-pox, 1; measles 0; scarlet fever 0; diphtheria, 1; whooping cough, 1; influenza, 17; typhoid fever, 0; dysentery, 3; beriberi, 2; leprosy, 0; erysipelas, 0; marsh fevers, 7; pulmonary diseases, 50. Total infectious diseases, 88. Violence (including suicides) 10. Non-infectious diseases, 213. Total deaths from all causes, 301; equal to an annual death rate of 17.19 per 1,000 inhabitants. Mortality of infectious diseases to total number of deaths 29.23%. Under treatment in hospitals: yellow fever, 0; small-pox, 5; and bubonic plague, 6, under observation 15.

— During the last week the weather has been very fine and warm and if it continues so we shall soon be wanting water badly. It is now some time since we had a really steady down-pour that would fill the reservoirs to overflowing. There have been one or two cases of yellow fever imported, we understand from Dr. Cruz, from Netheroy. It is to be hoped

that with thorough disinfection in the affected area the chances of the spread of the disease will be reduced to a minimum. At any rate this is not the yellow fever season for in another week we shall be in autumn.

— The event of the week was the arrival and stay of General Roca, ex-President of the Argentine Republic. He arrived in Rio on the R. M. S. S. *Araguaya* on Monday the 11th inst and was received at the Caes Pharoux by Baron Rio Branco in the name of the Government. He afterwards drove to the Abrantes Palace, where Mr. Root stayed, passing on his way the Cattete Palace, when seeing the President of the Republic on the balcony he rose in his carriage and saluted the Chief of the Nation. Later he paid a formal visit to the President and in the evening attended the Venetian fete on Botafogo Bay organised in his honour. The scene was one of great beauty, for the Bay and surrounding scenery lend themselves par excellence to shows of this nature beneath a tropical moon. The Bay was as still as a lake and the many coloured lights of the brilliantly illuminated barges and boats gliding over the silvery sea made a picture of fairy land. On shore there was a procession of automobiles organised by the Automobile Club. Fluminenses took the opportunity of enjoying themselves and the crowds of

people were in the best of tempers and all in their finest toilettes.

— It was a very successful function from every point of view. With General Roca were the President of the Republic, Dr. Campos Sales (ex-President), the Prefect of the Federal District and all the Ministers of State as well as the leading lights of Rio society.

— All through the week General Roca has been sight seeing and fêted in Tijuca, on Corcovado, in Petropolis and finally the festivities in his honour culminated in a State banquet and ball in the Itamaraty Palace on Saturday night. General Roca left for São Paulo on Sunday.

— This visit of an ex-President of Argentina, one of the real statesmen of South America, can be fruitful of nought but good for the two countries. The spontaneity of his welcome here must show General Roca that the Brazilian Nation is anxious to hold out the hand of friendship to the Southern Republic and is moreover anxious that all the petty friction and jealousy that has of late been stirred up by an irresponsible and jingo section of the press shall cease. On his return home we feel sure that he will do all in his power to bring the two nations together in such a way that a better understanding will arise between them and each be more ready to give and take and be less prone to a nervous sensitiveness, common no doubt to all nations in the making, and readiness to take offence. If General Roca can succeed in bringing about a real entente cordiale for the mutual advance of civilisation in this corner of the Globe and for the sacred cause of Liberty he will be adding to his already large crown of laurels.

— The Prefect of the Federal District is a bold man for he proposes, in the interests of the campaign against tuberculosis in Rio, to bring in a measure for the approval of the Municipal Council to prohibit altogether the sale of paraty (native rum) in the Federal District. Anyone who knows this country will realise the courage of the man who will introduce such a measure. Amongst the poorer classes in this City paraty is the one solace in their struggle for life. When it is understood that 5,000 pipes of this fiery liquid are sold in this City in the small retail establishments every month some idea can be formed as to how difficult it will be suddenly to suspend and prohibit its sale. Taking the population of Rio at 800,000 the amount of paraty consumed is just under 3 quarts per head per month, and when the enormous number of children and people who never touch the stuff is taken into consideration the actual consumers must imbibe a great deal. It would be like suddenly cutting off the supply of gin to the east end public houses in London and what County Council would dare to suggest such a thing? The Prefect has been in consultation with the health authorities and the opinion given is that the consumption of paraty in large quantities amongst the lower classes to a great extent accounts for the prevalence of tuberculosis and also of lunacy. The prohibition of such sale will probably be productive of disturbances at first, but it is to be hoped that the people will realise that the law will be passed for their own good, though it will be more salutary than popular. The end of it all will probably be that the sale of any spirits except for medicinal purposes will be prohibited and we shall be within measurable distance of the millennium. If whisky were cut off we can imagine that patriotic Scotsmen and possibly even Englishmen, in Rio, would raise the voice of protest, not, of course, because they want to drink it but because they would hate to hear it called a "noxious beverage".

— We mentioned last week that in future passenger steamers arriving in the bay would proceed direct to their anchorage and be examined by the health authorities there. Now the Inspector of the Custom House has issued a notice to the effect that "the Custom house official on board shall permit passengers to disembark so soon as the ship has been visited by the health authorities and to take with them hand bags and small trunks containing articles for daily use and such other trunks as do not contain dutiable goods whilst other volumes shall be treated as laid down by Art. 305". This means practically that if a passenger can show that he has no dutiable goods with him he can land with all his baggage and go off straight from the quay to his hotel or residence with his impedimenta intact. This is a great improvement and, with the concession made by the health authorities, the conditions for the landing and comfort of passengers have been greatly improved. This is really as much as can be done until the liners can come alongside the new quays.

— We were rather surprised that the Avenue and the rest of the route traversed by General Roca on his arrival here was not more decorated. In the Avenue the only establishment that was at all elaborately decked out was the head office of the Rio de Janeiro Tramway Light and Power Company which was covered over with flags of Brazil and Argentina and with festoons of bunting of the colours of the two nations. Natural flowers were also used with good effect in the scheme of decoration. The Light and Power also supplied all the extra electric force required for the illuminations in the City during the stay of General Roca.

— The Director General of Public Health has proposed to the Minister of the Interior that two commissioners should be attached to the engineering party, intrusted with the utilization of the waters of the Rivers Itantigayra for the water supply, in order to make investigation into the cause of malarial fever. It is probable that the commissioners will be appointed for this purpose and also to look after the health of the engineering party, two birds thus being killed with one stone.

— So soon as the Municipal Council has approved the contracts made with the various tramway companies it is probable

that the different systems will be unified and the gauge made the same on all of them. In this case it is understood that the S. Christovão cars will run down the *ruas* Marechal Floriano, Visconde de Inhauma and Primeiro de Março; those of the Villa Isabel down the *ruas* Carioca, Assembléa and Misericórdia. The Carris Urbanos will be extended in order to establish connection at various points with the two larger lines. We can only hope that the necessary authority will soon be granted and the public of Rio at last endowed with a thoroughly useful, speedy and effective car service.

— The President of the Republic has signed a decree expropriating No. 155 *rua* do Catete. This house is next door to the Palace of the President and it is proposed to use it as a residence for the chief of the President's Military household and for the quarters of the Palace guard.

— Last week the new Papal Nuncio presented his credentials to the President of the Republic. At this time when so much is being said and written about the separation of Church and State in France it would be instructive to many persons interested in the controversy to read the history of the same separation here in Brazil. Put shortly it is as follows:— the Church was separated from the State on January 7th 1890 less than two months after the fall of the Empire. Even after this the Church was represented in Brazil by an internuncio and Brazil continued to be represented at the Vatican. In 1900 on the occasion of the 400th anniversary of the discovery of Brazil the Brazilian Minister at the Vatican begged the Pope to restore the full representation in Brazil which he did in January 1901. There is no rancour at all between this country and the Holy See as is evidenced by the constant good will of the Pope towards this country which received full confirmation by the appointment last year of the first South American Cardinal in the person of the Archbishop of Rio de Janeiro. If the full history of this movement were read more in France the way might be clearer.

— The Fiscal Delegacy has received 150,000\$ worth of silver coins fresh from the Mint. It is expected that another 50,000\$ will be ready very soon. The silver coins are coming slowly into circulation but not so fast as might have been expected. The new convertible notes of the *Caixa de Conversão* are more in evidence so far.

— The Bishop of the Falkland Islands, Dr. Every, came out from England on the s.s. *Araguaya*. He left the vessel, however, at Pernambuco and will come on to Rio after a visit to Bahia. Later he will proceed to the Falkland Islands. We have not heard much of late out here of the new Diocese which it is proposed to form but we believe that Bishop Every was busy whilst in England collecting funds for the scheme. We hope that on his arrival here we may be able to give definite information as to the progress that has been made since his last visit to Rio.

— The new American Ambassador, Mr. Irving Dudley, arrived on the s.s. *Aragon* on Wednesday last. He was accompanied by his family and was received with the usual honours. Mr. Dudley is the third American Ambassador to Brazil who has been appointed during the last three years. The other two were Mr. Thompson and Mr. Griscom. The latter made an excellent host and figure-head for the great Republic during the Pan American Congress. We presume that the policy of *aproximação* will be the keynote of Mr. Dudley's mission as it was of his predecessors.

— Mr. E. L. Harrison, Agent of the Royal Mail Steam Packet Company in this City, arrived from England on the s.s. *Araguaya* last week. Mr. Harrison was out in London for 18 days. One of the results of his visit to head quarters will, we understand, be the acquisition by the Company of spacious new offices in this City.

— Last week we noted the launching of the *Avon* and we understand that she is due here about the middle of June. Besides this new ship two other huge vessels will be ready for the Company by the end of the year so that the fleet will count no less than 6 of these new and luxurious steamers. The Royal Mail have evidently made up their minds to carry all before them and they certainly are going the right way about it.

— Mr. J. E. Thornycroft, Managing Director of the firm of John. J. Thornycroft of Chiswick and Southampton, who has been visiting this capital on business, left for Europe on the s.s. *Aragon* on Wednesday last.

— During the week there were 349 births and 67 marriages in the Federal District.

— Apropos of the high rates charged by Brazilian States for the entry of commercial travellers *Le Petit Parisien* publishes the rates charged by various countries. A commercial traveller entering Sweden or Norway pays 139 francs for the privilege of staying 30 days, Denmark 224 francs for one month, Canada (Quebec) 1,500 francs for one year, Brazil from 425 to 1,500 francs for entry, which allows a stay of one year, (but each State levies its own independent charges of which we have already given a list) Spain 1,500 francs for one year, Russia 439 francs for account of the house represented and 100 francs for each traveller, if the traveller is a Jew he pays an extra 2,000 francs, Switzerland 150 francs for one year or 100 francs for six months. In these countries also various Municipalities have their own charges. A commercial traveller coming to Brazil is sure to want to enter many different States and therefore the charges for his journey will be higher here than in most countries.

— We call the following German view of Reciprocity from *Kuhlow's* under the title of "Hints to Exporters":—

"The United States Consular officers in the vast republic of Brazil, South America, have been calling attention for some time past to the op-

portunities which piano and other musical instrument manufacturers are missing in that great and wealthy country.

As we mentioned at the time, the Commercial Treaty which has existed for some years between U. S. A. and Brazil has been enlarged by a stipulation which provides that Brazil will grant a rebate of 20 per cent. more on instruments made in the United States and imported into Brazil than on any other nation. Yet Transatlantic trade papers complain that advantage is not taken of this splendid opportunity, although the Brazilians have money and a very high degree of musical culture. It is one of the very best fields for activity in all the Latin countries yet U. S. A. exports of musical instruments, to it are so small as to be hardly worthy of the name.

The three great exporting nations of the world in manufactured articles of all kinds are Germany, England, and the United States. Yet Germany, possessing neither the wealth nor the population of either England or the United States surpasses its two rivals in the profitable, complete, and thorough way in which they obtain the control in every country where they seek to make the German goods known.

It is not altogether a question of price; and making the piano as cheap as the German will and land it at Rio Janeiro, or any of the other ports in Brazil, will not capture the trade. The Brazilian has wishes, prejudices, and tastes, which must be catered to. The German does it. Neither the English nor the Americans try. Hence the German gets the trade, and everybody talks about the American invasion of this, that, and the other country, but does little or nothing.

— We hear from Messrs Cocito, Brother and Co. that they have just been awarded the "Diplome de Croix avec Medaille d'or" at the International Industrial Exhibition held lately at Antwerp for their "Agua Mineral Vitalis" or Vitalis Mineral Water.

— Dr. Miguel Calmon intends later on, we believe, to establish an official report of the work of his department to be called *O Boletim do Ministerio da Viacao e Obras Publicas*. In this "Boletim" will be published all the despatches of the Minister and plans and technical reports as to the work being undertaken all over the country by the department. The bulletin will be widely circulated abroad.

— A Congress is to be held shortly in Rio of various men distinguished in the world of letters both here and in Portugal to discuss the advisability of unifying as far as possible the Portuguese language in such a way that discrepancies between dictionaries may be eliminated and spelling and syntax regulated.

— We mentioned a short time ago the purchase of the Santa Maria Magdalena Railway by the Leopoldina. The company has now taken over this branch line but its condition is such that for the present it cannot be worked with any regularity. In several places the lines are broken and there is one spot where a portage is necessary. The Leopoldina is, however, taking every possible measure for the speedy resumption of regular traffic and has already issued a schedule of tariffs.

— The League against Tuberculosis is about to chose a site for the erection of a hospital for poor children who are suffering from this disease somewhere on the *plage* near Leme. We should have thought that as there is every prospect soon of Leme and Ipanema becoming very favourite spots for the erection of villas and hotels, where flunpenses may sleep in the fresh free air of the Atlantic, it would have been better to select a site somewhere else quite outside the City. In Europe and in North America it has been found best to erect hospitals of this nature in healthy but isolated spots in order that the patients may not be a source of danger to their fellow men. The erection of such a hospital at Leme would spoil its chances as a flourishing suburb and would deprive Rio of a delightful seaside resort. We hope that later on it will be found better to transport patients away altogether to the pinewoods of the Southern States where they would have better chances of recovery than here in so warm a climate.

— The Minister of Public Works, Dr. Miguel Calmon, has sent an advice to the director of the Central of Brazil Railway regarding the tariff to be charged for the transport of cattle, pigs etc. According to the new tariff for 1 to 100 kilometres the charge will be 600 réis; from 101 to 300 kilometres, 300 réis; from 301 kilometres onwards 200 réis. This is for first class. In the second class waggons the charge will be from 1 to 100 kilometres, 300 réis; from 101 to 300 kilometres, 200 réis, and from 301 kilometres onwards 100 réis.

— The cruiser *Tamandaré* arrived in port on the 9th inst coming in from Florianopolis. She arrived 12 hours before her time which shows that in good hands she must have considerably improved. Her great fault has always been want of ventilation in the engine rooms and the stoke holds. She brought up with her from Florianopolis some officers who have been in garrison there who are going to the United States shortly with the Naval Division that is to represent Brazil at the Naval Review at Hampton Roads.

— Last week the Doctors who are representing Brazil at the third Latin American Medical Congress called on the Minister of Justice and after being received by the President of the Republic left for Montevideo, where the Congress opened on Sunday last. The Brazilian delegates are four in number.

— That the campaign against tuberculosis is very necessary is proved by a glance at the health returns for the last week. Out of 301 deaths no less than 50 were due to this one disease, whilst from January 1st to March 10th there have been 521 deaths in the Federal District from the same cause.

— The minister of Finance finds that his various departments are playing too extravagantly with the telegraphic service and in consequence he has issued an order that to spare needless expense and also to give greater detail, unless it is absolutely necessary, despatches and not telegrams shall be sent.

The best way to stop telegraphic extravagance is to make the sender pay if the telegram is not urgent.

— Free passage through the Custom House has been granted to two cases containing 100,000 notes of 100\$000 each destined for the Treasury and coming from the Papeteries du Marais of Paris.

— The Associação Commercial of Rio de Janeiro gave a banquet to Dr. Campos Salles on Saturday last.

— On the 13th inst the new s.s. *Acre*, which has been built for the Lloyd Brasileiro at Stockton-on-Tees by Messrs Craig, Taylor and Co. was success fully launched. The god-mother of the ship was Senhorinha Hortencia do Rio Branco, (daughter of the Minister of Foreign Affairs) who was represented by the daughter of the Brazilian Minister in London. The ship is 300 feet long between perpendiculars, 40 feet beam, and draws 18 feet 9 inches and has a displacement of 4,500 tons. She will have an average speed of 13 knots.

— The Director of the Casa de Correção has presented his report to the Minister of Justice and the Interior. He states that during the past year tuberculosis has entirely disappeared in the prison, whilst the actual work done by prisoners during the year produced a net profit of 19:450\$740.

We understand that the shipping companies are endeavouring to get the antiquated formalities imposed on a ship leaving port after sundown removed. The vexatious part of the business appears when, after a ship has been scheduled to leave at, say, 4 p.m. she cannot do so for some reason or another until after sundown, the company's launch has to go flying all over the bay carrying the instructions of the Captain of the Port to the forts etc. All that is really needed is that the ship's papers shall be certified to be in order by an official before she sails and then there need be no further formality.

— The new doors for the Docas de Santos building on the Central Avenue have been put up and very fine they are. The carving is excellent and the doors, which must have cost a small fortune, are well worth inspection.

— Mr. O'Sullivan Beare, who has been acting Consul General here during the absence of Mr. Chapman in Europe, left on the s.s. *Aragon* on Wednesday last to resume his duties as Consul at Bahia. During his stay in Rio he made many friends and we hope that we shall have the pleasure of seeing him down here again soon.

— On Thursday last the apolices belonging to King Carlos of Portugal and Prince Alfonso, Duke of Oporto, were exchanged for new ones in the Federal Treasury. Brazilian securities are so attractive that even crowned heads rush to invest their money here. This is gildedness indeed!

— As the regulation is in force that no passengers may smoke in the first three seats of the trams of the Jardim Botânico Tramway Company the attention of the company has been called by the Fiscal Engineer of the Prefecture to the fact that it is not regarded as it should be. It seems that the conductors have not attempted to enforce the rule but in future it is required that they shall do so. This will be a great boon to ladies.

— The President of the Republic has signed a decree granting authorisation to continue to operate in the Republic to La Société Anonyme de Travaux et d'Entreprises au Brésil with certain alterations in its statutes.

— Vice Admiral J.J. Proença had a conference last week with the Minister of Marine to whom he handed the report of the commission appointed to reorganise the various departments of the Navy. An Admiralty Council is to be appointed which shall include all Admirals on the active list. The present Naval Commission will be done away with and will be replaced by a Depot at the Arsenal. Engineers and paymasters will be under their respective Inspector General who shall be a full Captain.

— The value of silver coinage that has been put into circulation is 2,709,000\$000 all in pieces of 25000, 1\$000 and 500 réis. Another 360,000\$ in pieces of 1\$000 will be ready shortly.

— On the 9th inst the new Commercial Museum, on the Avenida Central at the corner of the *rua Assembleia*, was inaugurated by the President of the Republic. Most of the Ministers were present as well as the Cardinal Archbishop of Rio de Janeiro.

— The receipts of the Central of Brazil Railway during the month of January this year were 2,426:14\$920 as against 1,730:84\$145 during the same month in 1906, and in February this year they were 2,181:55\$6165 as against 1,662:85\$073 for the corresponding month last year.

— Dr. Campos Salles must have spent a very enjoyable week in Rio. He met his old friend General Roça and he has been able as a private individual to see all the great improvements of the Capital and renew all the old friendships which he feels are worth renewing. At anyrate the really hearty welcome which the people of Rio gave him must have done much to wipe out the bitterness of the past and he perhaps will forget the serpent's tooth.

— Dr. Frontin, the Engineer who was responsible for the Avenue Central, left for Europe and the States on the French steamer *Emeraldita* on Friday last.

— It is announced that the Prefect and the Chief of Police decided not to allow the motor race on the Avenida Beira Mar, that had been fixed for Sunday last. It was proposed to run from the end of Botafogo to the Passeio end of the Avenida Central, round the obelisk, and back, until 100 kilometres had been run. The cars were to start at intervals of one minute. It is more than probable that there would have been several bad

smashes up and though many ardent motorists in Rio, and others who had brought their machines from São Paulo to join in the race, will doubtless be disappointed we cannot doubt that the authorities have decided for the best. We know that most people were anticipating trouble had the race taken place.

— On Thursday last the cook of the Lamport and Hoyt liner *Milton* was stabbed in a cowardly manner by one of the Union men working on board. This is only one more instance of the temper generally displayed by the Union men. They seem to do exactly as they like and even when remonstrated with by the captains or officers of the ships on which they are working, if they consider that he is impolite in his manner of rebuking them, they leave the ship in a body. This stabbing affair is being taken up seriously by the Company in the hope that a well deserved punishment may have a salutary effect on the men and show them that they are not quite the masters of the situation that they seem to imagine. We understand that the captain of the Port is willing and anxious to back up the shipping companies when dealing with the Union.

Rio de Janeiro. A short time ago we referred to a banquet that was given to the Visconde de Moraes by certain admirers who wished to express their appreciation of all that he has done for the City of Nictheroy. The Visconde, not unnaturally, desired to return the compliment but instead of giving a banquet he proposes to give the sum that an entertainment would cost to various deserving institutions in the City. This seems to us to be a most laudable determination and one that might often be followed with advantage.

— As both the President of the State and the Prefect of Nictheroy are anxious for the establishment of the sea bathing station at Icarahy it is hoped that it may soon be a *fait accompli*.

São Paulo. The fruit and flower show at São Paulo was a great success and gave great satisfaction to Dr. Carlos Botelho, Secretary of Agriculture in the State. At the close of the show the Secretary announced that a sum of 1:465\$000 would be handed to the Pasteur Institute, as the result of the profits. By the night train on the last evening of the show various bouquets were sent to the members of the Cabinet in Rio. The designs of the bouquets were appropriate, one being a cannon, another a ship, another the scales of justice, etc.

— *O Diario Popular* complains that the officials of the Municipality are slow in attending to persons who want information etc. and do not hurry to finish their coffee or cigarettes or interrupt a conversation with a colleague to attend to a mere person who appears at the guichet. This is no new experience of the *Diario's* as many of our readers can testify in other departments besides the São Paulo Municipality and the energy of the head of the department avail little when the subordinate gets into his familiar rut. We remember in Seville wanting to send a telegram and being unable to do so for some time because the only official was engaged in taking his watch to pieces, a most delicate operation which we observed with feelings of mingled interest and annoyance. Finally we were attended to and then the stamps we put on the telegram were carefully examined through a microscope in case they might be forgeries! The telegram arrived in London at the same time as a letter posted the same day.

— General Uribe y Uribe, the Columbian Minister, has been staying in São Paulo and last week visited Santos.

— Dr. Antonio Prado, Prefect of São Paulo and President of the Paulista Railway, left for Europe on the s. s. *Aragon* for the sake of his health. He will not be away more than about four months as at present arranged. The work that Dr. Antonio Prado has done for the City of São Paulo is quite exceptional and as we have often pointed out he has made it a modern City without undue pressure on the rates. The sooner he comes back restored to health the sooner will São Paulo be pleased.

— The inauguration of the new premises belonging to the company known as *A Empresa de Colonização Sul Paulista* took place on the 11th inst. The company holds a concession for the construction of a railway from São Paulo to Santo Antonio do Juquiá. Both the President of the State and the Secretary of Agriculture were present at the ceremony.

— The President of the State has signed a decree granting a concession to Sr. Antonio Witzel for the establishment of a telephone line to link up the cities of Bebedouro, Barretos, Jaboticabal and Pitangueiras.

— A new company has been registered under the name of *Fabrica de Cimento Italo Brasileira*. The object of the company is the manufacture of cement in the town of Rodovalho. The headquarters are to be at São Paulo whilst the capital is 800:000\$000.

— There is a rumour afloat that Argentine capitalists propose to purchase for 150:000\$ certain lands on the Sorocabana Railway with the intention of planting them with cotton.

Paraná. The Secretary of Public Works has published a declaration that the work on the water supply and drains in the City of Curitiba has been suspended. The Vice-President, who is now in office, owing to the death of the President a few weeks ago, is determined to take action against the company. As a first measure he has declared that for the present no taxes will be collected on account of the water supply or drainage of the City. This course of action has met with the unanimous approval of the citizens and the press.

Bahia. The president of the Republic has signed a decree approving that the old company known as the Bahia Gas and Electric Company shall in future be known as the

Bahia Tramway Light and Power Company. In another column will be found the prospectus of the new company.

Pernambuco. News has been received at Recife of the engineering expedition sent out by the 'Great Western of Brazil Railway' last September. The expedition left Pesqueira on the 24th of that month and since that date they have been traversing the States of Ceará, Piahy, Maranhão and Goyaz as well as Pernambuco. The latest news comes from Colonia, which place they left on the 4th inst. en route for the banks of the Tocantins. They arrived at Colonia from Santa Philomena.

Ceará. The Bank of Ceará is paying a dividend for the second six months of 1906 of 2\$000 per share.

Pará. The inauguration of the electric lighting of the city has been postponed until May next. The Pará Electric Company is contracting in Bahia for labour for the construction of the electric lines in the City of Belém.

— According to *A Folha do Norte*, Paraenses are not having a good time just at present. Our contemporary says that the City of Belém is full of fevers all of varieties and that the price of fresh meat is 1\$300 per kilo, of xarque 1\$200 to 1\$300 whilst farinha is 300 to 400 réis per litre and feijão 60 réis per kilo. The only consolation, says our contemporary, is that there is no smallpox or plague!

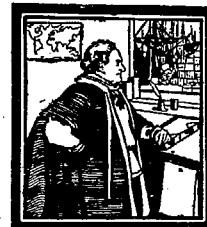
Amazonas. During the year 1906 deposits in the Savings Bank amounted to 1.676:056\$000 and withdrawals to 1.042:057\$170. A balance of 2.693:222\$850 is carried forward to 1907.

— The Manager of the London and Brazilian Bank at Manaus as holding a power of attorney for the Manaus Improvements Company has deposited in the Fiscal Delegacy the sum of 356:600\$ gold equivalent of £10,030 sterling being one tenth part of the capital of £400,000 subscribed in London, in order that the statutes of the company may be filed in the Junta Commercial.

— According to *O Amazonas* of the 6th ult the stock of rubber in first hands at that date was 50 tons more or less, whilst a large lot of 420 tons was about to be shipped direct for the account of the De Mello Rubber Company.

The Acre. The President of the Republic has signed a decree authorising the Minister of the Interior to open a credit of 600:000\$ for the defraying of expenses of various works and public services in the Acre Territory.

— The President of the Republic has also signed a decree appointing Dr. Bueno de Andrada as Chief of the Federal Works and other services in the Territory.



The Magazine of Commerce

is the best produced and most influential illustrated publication devoted to the interests of British trade. The subscription rate is 12/- per annum, post free, and orders may be addressed to Messrs. Crashley & Co., Ouvidor 36, —who will be pleased to send single specimen copy on receipt of 1/- stamps.

Personal News

Arrivals and Departures during the week:

ARRIVALS

Per s.s. *Araguaya*, from Southampton on March 11th. General Julio Rosa, L. H. Wheatley, A. Kentish and family, Alice May Bridger, W. Harrison, E. Harrison, E. Kanthack, J. Kanthack, G. Fune, F. Thomas, E. L. Harrison, P. Mahoney, D. Buckley, P. Jones, W. Lovell, E. G. Lovell, H. Mitchell, H. Smith, John Laurie.

Per s.s. *Aragon* from Buenos Aires on March 13th. C. J. Quiney, Gertrude Quiney, J. C. Quiney, Mary Norton, J. C. Walsh, Irving B. Dudley (American Ambassador), Jessie Dudley, J. Dudley.

DEPARTURES

Per s.s. *Araguaya* for Buenos Aires, on March 11th., P. Weeks, C. Broad, V. J. Chisholm, Mrs. F. Williams, J. Delaunay and wife.

Per s.s. *Aragon* for Southampton, on March 13th., A. Morgan, S. Miller, W. Evans, A. Johnson, F. Youle and daughter.

Per s.s. *Esmeralda* for Bordeaux, Dr. Frontin and family, Charles Hue.

F. J. CARLSSON

TAILOR

1º andar 42, RUA DO ROSARIO, 42 1º andar

1st CLASS ENGLISH CUTTER

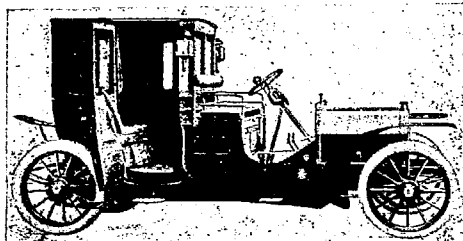
Fine cashmeres, silk cuts for waistcoats &c., for sale in the piece or made up.

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OF LYONS (France)

"MICHELIN" — PNEUMATIC TYRES**CYCLES-VOITURETTES**

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HEAD OFFICE—LONDON

Constructors of all classes of Natural Asphalte Pavements

TO PROPRIETORS:— Undertakes, with the consent of the Prefeitura of the Federal District, the construction of side pavements in this city. Information regarding such work to be obtained at the Prefeitura.

COMMERCIAL AND PASSENGERS' GUIDE**Automobiles**

Martini—DELIVERY CARS, 700 to 10,000 k s.—**De Luxe CARS**—**Lieence Rochet-Schneider**.—Blum & Co., 52 Rua 1º de Março—Rio 12-2-07

Coffee Merchants

Ornstein & Co.—Rio—15, Rua Acre. Cable address: *Ornstein*. 3 5 06 A

Curiosities

A. Jacobsen, Natté's Successor.—30, Rua do Ouvidor—Rio. Feather flowers, Foss, Insects, Birds and other curiosities of Brazilian Natural History, Views of Rio. Awards gained at several exhibitions. Grand Prix at the St. Louis Exhibition. 29-1-07

Drugs, Dyes and Chemicals

Farbenfabriken—FORMALS FRIEDR. BAYER & Co., Elberfeld (Germany)—Agents: Blum & Co.—52, Rua 1º de Março—Rio. 19-2-07

Electrical goods

H. Smyth.—English Electrical Supplies. 115, Rua do Rosario—Rio. 27-7-06

Furniture**Photographers****Post Cards, Views and Albums**

Maison Chic.—Latest Novelties—144, Avenida Central—Rio. 19-2-07

Roofing

Eternit.—The best roof of the Present. For Particulars apply to—Blum & Co., 52, Rua 1º de Março—Rio. 12-2-07

Rubber Hand Stamps

S. F. Longstreth.—Office and Works—16, Travessa do Ouvidor Rio—1st floor. 27-7-06

Typewriters

"Underwood"—Casa Edison—105, Rua do Ouvidor—Rio. 12-2-07

Watches and Jewelry

"Omega"—OSCAR MACHADO—67 A, Rua do Ouvidor—Rio—Watches Clocks and Jewelry of finest taste. 19-2-07

For the crop, clearances up to March 15th show 4,085,787 bags more than last year, and sterling value £7,917,080 more.

BUSINESS DONE ON THE RIO STOCK EXCHANGE
 During the week ended March 15th, 1907

DESCRIPTION	Sales	Highest	Lowest	CLOSING		
				This week	Last	Date of last
GOVERNMENT SECURITIES						
Apollon Genes 5 1/2%	751	1:0275	1:0245	1:0275	1:0265	Mar. 8
Do Fractions.....	6 1/10	1:0265	1:0235	1:0255	1:0195	" 6
State of Minas (bearer).	45	8155	8075	8075	8065	" 6
do Fractions.....	1 1/2	8005	8005	8005	8005	" 8
do order.....	150	8105	8095	8105	8095	" 8
State of Rio de Janeiro						
4 1/2%.....	932	6585	6185	6585	6485	" 8
Do 6 1/2%.....	301	4205	4205	4205	4205	" 7
Loan 1897.....	17	1:0275	1:0245	1:0255	1:0255	" 8
Do 1903.....	106	1:0305	1:0285	1:0285	1:0305	" 22
Municipal Loan bearer.	50	1955	1935	1935	19255	" 7
do order.....	10	1955	1955	1955	1905	Febr. 19
Do 1906 bearer.....	470	1905	1845	1905	1825	Mar. 8
do do 20 (bearer).....	164	2955	2905	2905	2905	" 7
do do 300 (s ex-1).....	500	27855	27855	27855	27855	" 7
do do 20 order.....	10	2905	2905	2905	2905	Febr. 27
BANKS						
Comercial.....	150	1265	1265	1265	1235	Mar. 8
Lavoura e Comercio.....	100	1265	1265	1265	1235	" 2
União do Comercio.....	70	355	355	355	345	Febr. 19
Brazil.....	65 1/2	1355	1255	1255	1255	Mar. 8
Comercio.....	200	1805	1765	1805	1765	" 7
RAILWAYS & TRAMWAYS						
Jardim Botânico.....	65	2205	2205	2205	2285	" 8
Minas de S. Jeronymo.....	350	1255	125	1255	135	" 8
Viação Sapucahy.....	1,052	265	2555	2555	2455	" 7
Victoria & Minas.....	621	155	155	165	1455	" 8
S. Paulo & Rio Grande.....	291	255	205	255	—	—
COTTON MILLS						
Confiança Industrial.....	302	2505	2505	2505	2505	" 5
Magense.....	40	1255	1215	1215	1255	Febr. 25
Brazil Industrial.....	100	1285	2285	2285	2285	Mar. 1
INSURANCE						
Mercurio.....	140	345	345	345	355	Mar. 6
MISCELLANEOUS						
Intern. de Docas.....	7,500	135	11575	1235	125	" 8
do (300/5).....	2,300	135	135	135	—	" 8
Loterias Nacionais.....	2,400	685	685	685	685	" 8
do.....	2,400	1385	135	135	—	" 8
DEBENTURES						
Jardim Botânico.....	127	2105	2045	2105	2095	Mar. 7
Do 2nd series.....	415	2075	2075	2075	2075	" 8
Journal do Comercio.....	27	1915	1915	1915	1915	" 8
Mosteiro de S. Bento.....	407	2125	2115	2115	2105	" 6
Carris Urbanos (2005).....	50	2055	2045	2045	2045	" 5
Mercado Municipal.....	100	1735	1735	1735	1705	" 8
Brazil Industrial.....	12	2065	2065	2065	2025	" 1
Docas de Santos.....	25	1955	1955	1955	2005	Febr. 23

The total business done on the Rio de Janeiro Stock Exchange amounted to 2,218,854,500 distributed as follows:—

Government securities.....	1,480,456,000
Bank shares.....	157,123,000
Railway & Tramway shares.....	63,840,000
Cotton.....	103,220,000
Insurance.....	4,760,000
Debentures.....	247,003,000
Miscellaneous.....	162,362,000
Mortgage Bonds.....	—

Total, week ending March 15th, 1907.....	2,218,854,500
" " " March 8th, 1907.....	2,346,348,000
" " " March 17th, 1906.....	2,188,266,000

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE
 During the week ended March 14th 1907

DESCRIPTION	Sales	Highest	Lowest	CLOSING		
				This week	Last	Date of last
GOVERNMENT SECURITIES						
State Apolices 3rd issue	7	9355	9355	9355	9355	Feb. 10
Campanha Municipality.....	196	925	925	925	925	Mar. 6
Itatiba Municipality.....	235	835	805	815	805	" 5
RAILWAY SHARES						
Mogiana.....	508	2765	2715	2765	2745	" 7
Paulista.....	1,273	29655	2855	29655	2955	" 7
BANKS						
União.....	200	435	425	435	405	" 7
S. Paulo.....	140	14155	14155	14155	1425	" 6
MORTGAGE BONDS						
Banco de Cr. Real.....	12	155	155	155	1555	" 4

The business done on the Sao Paulo Stock Exchange during the week ended March 14th 1907 amounted to Rs. 503,438,000, distributed as follows:

Government Securities.....	43,566,000
Railway Shares.....	431,492,000
Banks.....	28,310,000
Miscellaneous.....	—
Mortgage Bonds.....	180,000

Total, week ended Mar. 14th 1907.....	503,438,000
" " " Mar. 7th 1907.....	507,800,000
" " " Mar. 10th 1906.....	470,596,000

Balance of the Caixa de Conversão Sat. March 16th

Debit Balances	
Note Account (Total prepared for emission).....	57,447,860\$000
Subsidiary Coins and Balance in Hand.....	11,894\$208
	57,459,754\$208
£ s. d.	
Cash, Gold in Deposit.....	4,684,894-10-0 = 74,958,312\$000
Pes. 4,576,870.....	181,914-6-7 = 2,919,027\$050
Dollars 440.....	90-13-2 = 1,450\$513
Marks 5,440.....	266-18-9 = 4,270\$998
Rs. 28,920\$ Brazil Gold.....	3,253-10-0 = 52,050\$000
Pesos 101.....	19-17-5 = 317\$971
Liras 2,340.....	93-0-1 = 1,458\$105
Crowns 470 Austria.....	19-11-8 = 313\$333
Pesetas 125.....	4-19-3 = 79\$492
	4,870,557-6-11 = 77,928,915\$702
	135,388,670\$000

Credit Balances

Emission, Notes issued.....	79,829,520\$
Less retired paid.....	1,906,710\$
	77,922,810\$000
Notes emittable (recd).....	57,446,860\$
Federal Treasury (recd in subsidiary coin).....	18,000\$
	57,465,860\$000
	135,388,670\$000

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE
 Montreal Prices

	Feb. 21	Feb. 20
Mexican Light and Power Co.....	55	55
Do 5 1/2%.....	83	83
Sao Paulo Tramway Light and Power Co. Limited.....	137	137
Do 5 1/2%.....	94 3/4	94 3/4
Rio de Janeiro Tramway Light and Power Co. Ltd.....	47	47
Do 5 1/2%.....	78	78

The London & River Plate Bank Ltd.

ESTABLISHED 1862

Subscribed Capital.....	£ 1,500,000
Realized do.....	£ 900,000
Reserve Fund.....	£ 1,100,000

19 and 21, RUA DA ALFANDEGA

AND

82, RUA DA QUITANDA 82

And at London — Paris — New York,
 Santos, São Paulo, Pernambuco, Pará,
 Buenos Aires, Rosario, Mendoza, Concordia,
 Bahia Blanca, Barracas,
 Montevideo, Paysandú, Salto
 and Valparaiso.

AGENCIES IN BRAZIL

Manoás, Maranhão, Ceará, Maceió, Bahia, Victoria,
 Curitiba, Rio Grande do Sul, Pelotas and Porto Alegre.
 Correspondents in all other chief towns of Brazil.

BILLS OF EXCHANGE issued and purchased on the following places:—

LONDON and all the principal towns of the **UNITED KINGDOM**.

PARIS and all the principal towns of **FRANCE** and of **GERMANY**, **PORTUGAL** and **ITALY** also on the **ARGENTINE REPUBLIC**, **URUGUAY**, **CHILE**, **UNITED STATES**, **CANADA** and **JAPAN**.

CURRENT ACCOUNTS opened with commercial firms and private individuals.

DEPOSITS received for fixed periods or at 30 days notice of withdrawal.

LETTERS OF CREDIT issued.

STOCK and **SHARE ORDERS** executed and every description of banking business conducted.

TERMS ascertainable on application to the Bank.

POSITION OF THE FOUR FOREIGN BANKS AND BRANCHES

	London & Brazilian Bank Limited	London & River Plate Bank Limited	The British Bank of South America Ltd	Brasilianische Bank fur Deutschland	TOTAL for January 1907	TOTAL for December 1906	TOTAL for January 1906
Assets							
Capital uncalled.....	6,666:667\$		4,444:444\$		11,111:111\$	11,111:111\$	11,111:111\$
Cash.....	31,641:851\$	13,028:946\$	7,672:388\$	14,595:878\$	67,806:514\$	63,223:801\$	59,710:502\$
Discounts.....	3,950:413\$	1,788:495\$	4,040:223\$	23,736:702\$	34,415:832\$	26,624:845\$	21,031:635\$
Accounts with head offices and branches.....	93,735:999\$	17,121:548\$	9,234:835\$	15,959:250\$	76,051:633\$	79,188:463\$	77,445:308\$
Loans.....	8,074:841\$	9,729:333\$	8,203:229\$	12,988:195\$	36,309:100\$	35,463:716\$	34,009:886\$
Bills receivable.....	25,083:798\$	19,057:225\$	8,194:871\$	22,841:147\$	85,720:011\$	79,604:284\$	68,544:196\$
Miscellaneous.....	25,731:130\$	79,321:247\$	26,856:803\$	41,424:171\$	176,833:951\$	151,991:637\$	144,877:114\$
Total.....	145,783:699\$	137,646:796\$	68,741:748\$	134,816:403\$	466,738:641\$	437,206:356\$	413,729:813\$
Liabilities							
Shareholders.....	13,333:333\$	3,500:000\$	8,888:888\$	10,000:000\$	35,722:222\$	35,722:222\$	35,722:222\$
Deposits : Sight.....	42,145:223\$	19,940:878\$	13,879:515\$	24,772:515\$	100,738:191\$	91,778:973\$	84,311:413\$
" Term.....	8,594:972\$	6,014:169\$	1,902:753\$	13,105:464\$	29,707:377\$	29,621:027\$	25,588:260\$
Accounts with head offices and branches.....	13,549:769\$	9,261:736\$	9,410:518\$	15,208:265\$	47,469:312\$	37,051:415\$	47,725:364\$
Miscellaneous.....	68,160:402\$	95,935:013\$	31,310:976\$	71,730:188\$	273,101:559\$	242,832:719\$	220,432:548\$
Total.....	145,783:699\$	137,646:796\$	68,491:748\$	134,816:403\$	466,738:641\$	437,206:356\$	413,729:813\$

Compared with the returns for 31 December the balance sheets for 31 January show the following differences in contos:

Assets	Increase	Decrease
Cash.....	14,583	—
Discounts.....	7,792	—
Loans.....	836	—
Bills Receivable.....	6,116	—
Miscellaneous.....	23,341	—
Liabilities		
Deposits sight.....	8,950	—
" fixed dates.....	—	114
Miscellaneous.....	30,269	—

Accounts with head offices show a nett credit of 28,583 contos as against that of 42,137 contos on 31st December.

By Branches: —		CASH IN COSTOS
		Jan. 31
London and Brazilian Bank.....	31,641	23,416
London and River Plate Bank.....	13,029	11,002
British Bank of South America.....	7,672	7,063
Brasilianische Bank fur Deutschland.....	14,864	11,742
		67,806
By locality: —		53,223
Rio de Janeiro.....	23,234	18,896
São Paulo.....	19,986	14,312
Santos.....	4,416	2,700
Porto Alegre and Rio Grande do Sul.....	3,842	2,804
Bahia.....	2,035	1,756
Pernambuco.....	2,754	2,598
Pará and Manaus.....	11,499	10,157
		67,806
		53,223

The ratio of the aggregate Cash to Sight Deposits on 31 January was 67.3% as against 57.9% on 31st December.

C. J. LEECH AND CO'S

Coffee Statistics 1906 — 1907

On Sale at "The Brazilian Review" Offices

6, Rua do Rosario, 6

PRICE: 8\$000

PURGEN — The ideal aperient.

MOET & CHANDON 1898 Vintage. The best Champagne in the Market. Can be had at Crashley's.

PURGEN — The ideal aperient.

BRADBURY, WILKINSON & CO., LTD.,

25/27, FARRINGDON ROAD, LONDON, E.C.

GRAND PRIX, PARIS, 1900.

Engravers and Printers of

BANK NOTES.

POSTAGE AND REVENUE STAMPS.

BONDS. SHARES. BILLS OF EXCHANGE.
CHEQUES. DEPOSIT RECEIPTS. TRADE-MARK LABELS.

HIGH-CLASS PLATE PRINTING.

THE MOST MODERN SAFEGUARDS ADOPTED, MAKING
FRAUDULENT REPRODUCTION, BY PHOTOGRAPHY, &c., OF
THE WORK OF THIS FIRM PRACTICALLY IMPOSSIBLE.

CLIENTS IN ALL PARTS OF THE WORLD—NOTABLY
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AMERICAN REPUBLICS, THE VARIOUS COUNTRIES OF
EUROPE, EGYPT, PERSIA, CHINA, AUSTRALASIA, &c.

DESIGNS AND PRICES SUBMITTED ON RECEIPT OF PARTICULARS
OF REQUIREMENTS.

ESPECIALIDADES DA CASA.

Gravação e Impressão de
BILHETES DE BANCO.
ESTAMPILHAS. SELLOS DE CORREIO.

BONOS. AÇÕES. TITULOS EM GERAL.
LETRAS DE CAMBIO. CHEQUES.
RECIBOS DE DEPOSITO.
ETIQUETAS DE MARCAS REGISTRADAS

OBRAS CHALCOGRAFICAS FINAS.

ESTA CASA TEM ADOPTADO OS METODOS MAIS
MODERNOS E APERFEIÇOADOS PARA SALVAGUARDAR
SEUS TRABALHOS CONTRA TODA POSSIBILIDADE DE
IMITAÇÃO PHOTOGRAPHICA DE MANEIRA A TORNALA
QUASI IMPOSSIVEL.

OS CLIENTES DA CASA ENCONTRAMSE EM TODAS AS
PARTES DO MUNDO, MAS ESPECIALMENTE NO BRAZIL,
R. ARGENTINA, MEXICO E DEMAIS REPUBLICAS LATINO-
AMERICANAS, COMO TAMBEM NO EGYPTO, CHINA, E
AUSTRALIA.

DESENHOS E ORÇAMENTOS SERÃO FORNECIDOS AOS INTERESSADOS.

La Société Financière et Commerciale Franco-Brésilienne. We have received the following notice from this company:—"The Société Financière et Commerciale Franco-Brésilienne with head office in Paris (rue Chauchat No. 5) having been duly authorised to operate in Brazil, where all legal formalities have been complied with, and being represented by the undersigned directors, has taken over all the assets and liabilities of the firm of Nathan and Co. now extinct, and has the honour of informing its clients that in succession to same firm it will carry on all the branches of its business and agencies in São Paulo and Santos." The circular is signed by Messrs William Smith Wilson and Edward William Wysard. In order to facilitate correspondence all letters etc. can be addressed to Casa Nathan, Caixa "K" or Rua São Bento 43, São Paulo. At Santos the address of the firm is Caixa 147 or Rua 15 de Novembro 13.

The Treasury Balance with Rothschild in London now exceeds £8,200,000.

FOWLER, SCROGGIE & CO.

Railway and General Auditors Incorporated Accountants and Agents Buenos Aires, Rosario and Montevideo

T. B. D. FOWLER, F. S. A. A. | V. G. G. SCROGGIE, F. S. A. A.
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15-9-07

Balance Sheets

PERNAMBUCO

London and River Plate Bank, Limited
ESTABLISHED IN 1862

Capital..... £ 1,500,000
Capital paid up..... > 900,000
Reserve fund..... > 1,100,000

BALANCE SHEET OF THIS BRANCH FEBRUARY 28TH, 1907

Assets	
Bills receivable.....	3,277:391450
Loans, accounts pledged, etc.....	1,486:977490
Sundry accounts.....	679:693350
Accounts with Head Office, branches and agencies.....	3,417:168950
Loans pledged and sundry securities	2,131:090250
Cash: In current money in the safe of the Bank.....	1,853:828450
	12,345:748620

Liabilities	
Declared capital of this branch.....	500:000400
Deposits fixed.....	1,430:511480
Accounts current with and without interest.....	3,487:668400
Sundry accounts.....	4,468:991200
Securities pledged and in deposit.....	2,131:090280
Accounts with Head Office, branches and agencies.....	826:957400
	12,345:748620

E. & O. E. — Pernambuco. March 5th, 1907.
For the London and River Plate Bank, Limited.
(Signed) Hugh Shorto, Manager.—J. S. Cole, Accountant.

HUNGARIAN WINES

GREAT REDUCTION!



Hungaria
Hungarian Claret
Château Palugyay
Hungarian Hock
Tokay

SOLE IMPORTER:

PAULO ZSIGMONDY
78, Rua General Camara

24-2-4A

ANTERO LEIVAS'

NECTANDRA AMARA

A FEW TESTIMONIALS

SEA SICKNESS

Rio, May, 19th 1897.

Dear Mr. Bueno de Miranda,

I take this opportunity of letting you know of the splendid results I have obtained by using your preparation. In my position as ship's doctor I used your remedy in many cases of sea sickness and the excellent results will be seen from the following extract from the ship's hospital book.

Cases of sea-sickness treated with Nectandra Amara	26
Complete cures.....	22
Cases showing improvement.....	4
Cases of gastric and intestinal trouble.....	28

out of which may be mentioned the cases of Mr. A. A. Federal Senator who was attacked by violent colic, Mr. E. C., passenger from Pernambuco to Pará, who had suffered great agony from gastric trouble for a month before coming on board, and Mr. F. B. passenger from Para to Manaus, who suffered from severe colic and vomiting. In all these cases, and in many others, a complete cure was obtained. These results show once more that Nectandra Amara is a sure remedy against sea-sickness and gastric troubles in general. Make what use you please of this letter.

Yours truly,

(Dr.) ERNANI PINTO

Ex-Physician of the Lloyd Brasileiro Co.

HEMORRHOIDS

Recife July 1st 1906.

Dear Sir,

Knowing as I do the excellent qualities of the Nectandra Amara, when made up according to the celebrated formula of Antero Leivas, and seeing it in use daily in this hospital I should like to tell you of the magnificent result I obtained today with the tincture in cases of piles. The disease showed immediate signs of disappearing after the use of the tincture and all the patients are delighted with the remedy. The many preparations of the Nectandra Amara are a real boon to humanity and I beg to offer my sincere congratulations and compliments to Mr. Antero Leivas.

Yours very respectfully,

(Dr.) BARROS CARNEIRO.

DYSENTERY

Minas, April 18th 1904.

Dear Sir,

The undersigned physician and surgeon of the Police Brigade of the State of Minas Geraes etc., etc. hereby testifies that he has employed, with the best results, the remedies prepared by Mr. Antero Leivas, of Nectandra Amara, in cases of dysentery, gastric affections, morning sickness etc. This is the truth and if necessary I will confirm it on the honour of my degree.

(Dr.) BENJAMIN MOSS.

USED AS A MEANS OF ADMINISTERING IODIDE OF POTASS

Rio April 30th 1903.

Dear Sir,

I frequently use in my hospital the preparations of Nectandra Amara, of Mr. Antero Leivas of Rio, as a means of taking iodide of Potass and I know no better way of administering these salts. I can attest to the fact that by using Nectandra Amara the patient can take much stronger doses of the salts and the painful results are quite removed. I am sure that the preparations from this plant are of the greatest efficacy in cases of sickness.

(Dr.) SANTOS JUNIOR.

Nectandra Amara is sold at all Chemists and Druggists and in the Deposit in Rio de Janeiro Rua Larga de São Joaquim No. 213 A.

N. B.—If not purchased at the Deposit write to the owner of the registered trade marks, Mr. Antero Leivas, who will gladly furnish a prospectus in English, French and Portuguese.

Coffee Market

COFFEE ENTRIES

	FOR THE WEEK ENDED			FOR THE CROP TO	
	March 15 1907	Mar. 8 1907	March 16 1906	March 15 1907	March 16 1906
Rio					
By Central Ry.....	47,320	44,677	21,949	1,528,527	1,329,037
• Leopoldina Ry:					
Inland.....	35,046	28,170	19,788	1,260,552	969,080
Coastwise, discharged..	5,027	8,391	1,526	153,569	190,935
Total.....	87,393	81,238	37,263	3,242,648	2,429,103
Transferred from Rio to Netheroy.....	6,984	75	1,842	61,913	61,423
Net Entries at Rio.....	79,009	81,163	35,421	3,160,735	2,367,681
Coastwise, in transit....	—	—	—	50,509	105,810
Netheroy from Rio & Leopoldina Ry.....	11,405	9,070	2,607	249,398	191,504
Total Rio including Netheroy & transit.....	90,414	90,233	38,028	3,460,612	2,665,095
SANTOS:	221,937	229,762	96,746	12,240,625	6,186,783
Total Rio & Santos....	311,761	309,995	74,774	15,701,237	8,851,777

The coast arrivals for the week ended March 15th were from:—

S. João da Barra.....	2,175
Macahé.....	718
Santos.....	134
Total.....	3,027 bags.

The total entries by the different S. Paulo Railways for the Crop to March 15th 1907 were as follows:—

	Per	Per	Total at	Total at	Remaining
	Jandiaty and others	Sorocaba	S. Paulo	Santos	at S. Paulo
1906/1907.	10,577,142	1,692,810	12,269,952	12,240,625	29,327
1905/1906.	5,300,653	880,085	6,180,738	6,186,782	nil

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1907 Mar. 15	1907 Mar. 8	1906 Mar. 16	1907 Mar. 15	1906 Mar. 16
Rio.....	21,722	70,557	30,599	2,720,685	2,395,387
Nietheroy.....	3,011	4,808	7,350	249,970	184,876
In transit.....	—	—	—	50,509	105,810
Total Rio including Nietheroy & transit.....	24,733	75,365	37,949	3,021,164	2,686,073
Santos.....	290,816	260,999	105,892	9,993,286	6,229,050
Total Rio & Santos.....	315,549	336,364	143,841	12,994,450	8,915,123

Rio de Janeiro, March 16th, 1907.

Entries at Rio and Santos for the week ending March 15th were 3,756 bags more than for the previous week and 236,977 more than for the corresponding week last year.

For the crop, entries reached 15,701,237 bags against 8,851,777 bags at the corresponding date last year.

Shipments (embarques) were 20,837 bags less than for the previous week, and 171,537 bags more than the corresponding week last year.

The average price for Rio No. 7 was 4\$667 for the Syndicate and 4\$040 for the Market against 4\$667 and 4\$187 in the previous week and 4\$712 last year; and at New York it was 7.27 cents against 7.31 cents for the previous week and 8.23 cents last year.

Stocks decreased by 34,235 bags and are 2,520,477 bags more than last year and 1,786,021 bags more than in 1905.

Santos entries are 2,425 bags more than in the previous week, and lower than shipments by 69,508 bags. The daily average for the week (6 days) was 36,889 bags.

On the basis of comparative entries to March 15th this year and last, the crop should be as follows:—

Rio.....	129.9% of	3,406,035 = 4,424,439
Santos.....	197.8% of	6,982,885 = 13,812,146

	10,388,920	18,236,585
Other ports (say).....		700,000

Total probable entries..... 18,936,585

	Syndicate Prices	Market Prices
March 11.....	6\$700 to 7\$000	nominal
" 12.....	6\$700 to 7\$000	5\$900 to 6\$000
" 13.....	6\$700 to 7\$000	5\$900
" 14.....	6\$700 to 7\$000	nominal
" 15.....	6\$700 to 7\$000	do
" 16.....	6\$700 to 7\$000	5\$800 to 6\$200

S. Paulo, March 16th 1907.

We hear on best authority that shipments during next week for account of the Government will be very heavy, which clearly shows that there is no lack of funds to continue financing the huge enterprise of the São Paulo Government; further we hear from the same source that arrangements have been made for the consignment of one million bags more when the shipments to Antwerp will have been made.

Enough foresight and enterprise is shown by the commercial management of this deal, though the financial management does not seem to be so well advised, as nothing definite has yet been heard about the conclusion of the long promised loan.

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 March 16th...	94,000 bags
Closing quotations for March.....	4\$050
" " " May.....	4\$175
" " " June.....	4\$200

Planting Conditions in January

DISTRICT	RAINFALL		TEMPERATURE	
	Normal	Total month	Normal	Average for month
Taubaté.....	238.5	194.2	21.1	21.3
Campinas.....	262.0	167.0	22.5	21.6
Ribeirão Preto.....	260.4	145.0	23.5	23.5
S. Carlos do Pinhal.....	861.2	—	20.6	—
Botucatu.....	232.8	162.0	21.8	20.0
Santos.....	848.1	207.0	21.5	25.2

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

	Mar. 15	Mar. 8	Mar. 15	Mar. 8	Crop to March 15	
	Bags	Bags	£	£	Bags	£
Rio.....	52,371	63,072	103,883	125,239	2,793,820	5,415,778
Santos.....	326,329	166,663	604,576	340,684	9,868,083	19,569,110
To 1906/1907.....	381,800	229,735	708,459	465,923	12,661,903	24,975,888
do 1905/1906.....	148,211	143,117	810,552	299,778	6,576,166	17,068,829

OUR OWN STOCK

RIO: Stock on March 8.....	579,531
Entries during week ended March 15.....	79,009
Loaded (Embarques) for the week.....	658,540
Stock in Rio on March 15.....	21,722
Stock at Nietheroy and Alfoan March 8.....	696,818
Entries at Nietheroy plus total embarques including transit.....	117,874
	36,138
	154,012
Deduct: embarques at Nietheroy and sailings during the week.....	58,152
Stock at Nietheroy and alfoan on March 15.....	95,860
Stock in 1st and 2nd hands and those at Nietheroy and alfoan on March 15.....	732,678
SANTOS: Stock on March 8.....	2,836,055
Entries for week ended March 15.....	221,337
	3,057,392
Loaded during same week.....	299,845
Stocks in Santos on March 15.....	2,766,547
Stocks in Rio and Santos on March 15th, 1907.....	3,499,225
do do on March 8th, 1907.....	3,533,460
do do on March 16th, 1906.....	978,748

FOREIGN STOCKS

	Mar. 9/1907	Mar. 2/1907	Mar. 10/1906
United States Ports.....	3,510,000	3,470,000	3,857,000
Havre.....	2,638,000	3,610,000	2,041,000
Both.....	6,148,000	6,070,000	5,928,000
Deliveries United States	117,000	103,000	73,000
Visible Supply at United States ports.....	3,942,000	3,971,000	4,153,000

MANIFESTS OF COFFEE

During the Week ended March 15th, 1907

RIO DE JANEIRO

DATE	NAMKOV VESNELI	DESTINATION	SHIPPERS	BAGS	TOTAL
Mar. 6	Florianopolis..	Corumbá.....	Castro Silva & Co.....	50	
"	do	do	Sundry.....	51	101
" 10	Centro America	Genoa.....	Nicola Zagari & Co.....	300	
"	do	Galatz.....	Ornstein & Co.....	125	
"	do	Smyrna.....	do	250	
"	do	Odessa.....	do	175	
"	do	Naples.....	Sundry.....	12	852
" 10	Santos.....	Rio Grande.....	Zenha, Ramos & Co.....	60	
"	do	do	Siqueira & Co.....	50	
"	do	Pelotas.....	do	210	
"	do	do	Castro Silva & Co.....	50	
"	do	Porto Alegre..	do	930	
"	do	do	Siqueira & Co.....	100	800
" 10	Espírito Santo.	Pernambuco.....	Pinto & Co.....	100	
"	do	Maranhão.....	do	35	
"	do	do	Siqueira & Co.....	147	
"	do	Maranhão.....	Pinto & Co.....	50	
"	do	do	Siqueira & Co.....	60	
"	do	do	Zenha, Ramos & Co.....	270	
"	do	do	Eugen Urban.....	250	
"	do	Ceará.....	Siqueira & Co.....	30	
"	do	Santarém.....	Zenha, Ramos & Co.....	50	
"	do	Tutuya.....	do	50	
"	do	Pará.....	Eugen Urban.....	50	
"	do	do	Ornstein & Co.....	150	1,272
" 10	Miu.....	New York.....	Arbuckle & Co.....	33,700	
"	do	do	W.F. McLaughlin & Co	5,200	
"	do	do	Manoel P. Teixeira	1,700	45,600
" 10	Itatiaia.....	Pernambuco.....	Ornstein & Co.....	500	500
" 11	Bonn.....	Lisbon.....	Sundry.....	9	
"	do	Leixões.....	do	8	17
" 11	Araguaya.....	Buenos Aires..	Hard, Rand & Co.....	120	
"	do	Montevideo....	Castro Silva & Co.....	30	
"	do	do	Pinto & Co.....	256	421
" 13	Aragon.....	Delagoa Bay...	Hard, Rand & Co.....	2,000	
"	do	Mossel Bay...	Norton Megaw & Co.....	500	
"	do	London opt....	Carlo Pareto & Co.....	200	2,700
" 14	Satu no.....	Corumbá.....	Freitas Oliveira & C	74	
"	do	Port. Murinho	do	26	94
" 15	Titian.....	New York.....	Ornstein & Co.....	1,800	
"	do	East London..	Pinto & Co.....	250	2,050
" 15	San Nicolas...	Delagoa Bay...	Theodor Wille & Co	100	
"	do	Hamburg opt..	C. Dablow.....	150	
"	do	do do	Gustav Trinks & Co.	250	500
			Total.....		64,923

SANTOS

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Mar. 9	Raum	Rottterdam	Theodor Wille & Co	30,000	
"	do	do	Krische & Co	4,500	
"	do	Antwerp	Prado, Chaves & Co	10,000	
"	do	do	E. Johnston & Co	1,250	
"	do	do	Krische & Co	750	
"	do	do	Nossack & Co	625	
"	do	do	Hard, Rand & Co	500	
"	do	do	Zerrenner Dubow & C	300	
"	do	do	Holworthy Ellis & Co	250	
"	do	do	Prado Lima & Co	250	48,493
9	Centro America	Genoa	Holworthy Ellis & Co	1,000	
"	do	do	Pugliese Carbone & C	475	
"	do	do	Hard, Rand & Co	250	
"	do	do	Prado Lima & Co	250	
"	do	do	Theodor Wille & Co	250	
"	do	do	Schmidt & Trost	150	
"	do	do	Sundry	50	
"	do	Spezia	Prudencio Silva & C	80	
"	do	Naples	Bento de Souza & C	26	2,488
"	do	do	Sundry	26	
11	Martin Saenz	Malaga	Holworthy Ellis & Co	500	
"	do	do	Krische & Co	125	
"	do	Barcelona	Holworthy Ellis & Co	500	
"	do	do	Sundry	1	
"	do	Gijon	Holworthy Ellis & Co	375	
"	do	Santander	Hard, Rand & Co	250	
"	do	do	Holworthy Ellis & C	125	
"	do	Seville	Krische & Co	250	
"	do	Gibraltar	do	250	
"	do	Almeria	Barbosa & Co	10	2,388
"	do	Vigo	Sundry	2	
12	Hansca	New York	Arbuckle & Co	—	61,640
12	Aragoa	London	Geo. W. Ennor	3,820	
"	do	do	Nathan & Co	1	
"	do	Southampton	E. Johnston & Co Ltd	31	2,840
"	do	Lisbon	Sundry	6	
13	Araguaya	Buenos Aires	Krische & Co	1,390	
"	do	do	Hard, Rand & Co	636	
"	do	do	Alves Lima & Co	250	2,286
14	San Nicolas	Hamburg	Theodor Wille & Co	148,197	
"	do	do	Nathan & Co	7,000	
"	do	do	N. Gepp & Co Ltd	6,250	
"	do	do	Krische & Co	3,258	
"	do	do	E. Johnston & Co Ltd	1,000	
"	do	do	Holworthy Ellis & Co	1,000	
"	do	do	Prado, Lima & Co	1,500	
"	do	do	G. da Fonseca & Co	500	
"	do	do	Hard, Rand & Co	250	
"	do	do	Schmidt & Trost	140	
"	do	do	Sundry	10	68,100
14	Conway	London	Theodor Wille & Co	31,745	
"	do	Antwerp	Prado, Chaves & C.	20,344	55,293
14	Bologna	Genoa	Nossack & Co	500	
"	do	do	José Bento de Souza	141	
"	do	do	F. Martinelli & Co	14	
"	do	Naples	do	43	
"	do	Jaffa	do	27	725
14	Titian	New York	Holworthy Ellis & Co	13,600	
"	do	do	Theodor Wille & Co	10,024	
"	do	do	E. Johnston & Co	9,750	
"	do	do	Prado Chaves & Co	8,750	
"	do	do	Hard, Rand & Co	6,251	
"	do	do	Nathan & Co	5,000	
"	do	do	N. Gepp & Co Ltd	4,250	
"	do	do	Baldwin & Co	1,000	
"	do	do	Alves Lima & Co	600	
"	do	do	Nossack & Co	250	59,157
14	Batou	Tricte	N. Gepp & Co Ltd	7,500	
"	do	do	Theodor Wille & Co	5,750	
"	do	do	E. Johnston & Co Ltd	2,750	
"	do	do	Prado Lima & Co	1,952	
"	do	do	Hard, Rand & Co	1,750	
"	do	do	Nathan & Co	1,000	
"	do	do	Holworthy Ellis & C	1,000	
"	do	do	Krische & Co	500	
"	do	do	Prado, Chaves & Co	500	
"	do	do	Nossack & Co	125	
"	do	Fiume opt	do	125	
"	do	do	do	125	
"	do	Venice	Theodor Wille & Co	750	
"	do	do	Nossack & Co	220	
"	do	do	Sundry	501	
"	do	Messina	Theodor Wille & Co	500	24,637
Total					328,929

The coffee sailed during the week ended March 15th, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio	47,552	4,085	2,770	634	—	—	55,941	3,010,872
Santos	129,797	205,896	—	2,236	—	—	328,929	9,876,880
Total	165,449	209,981	2,770	2,870	—	—	881,070	12,887,752
1906/1907	54,087	90,275	5,650	3,289	—	—	153,870	8,789,079

RAINFALL

On the Leopoldina Railway system, during the week ending March 18th, only a very little rain fell at a few stations on the 7th and 8th.

In the State of São Paulo the weather has been warm and sunny with a little rain early in the week

COFFEE PRICE CURRENT
For the week ended March 15th, 1907

DESCRIPTION	Mar. 9	Mar. 11	Mar. 12	Mar. 13	Mar. 14	Mar. 15	Averages
RIO—							
Market N.6. 10 kilos	Nominal	Nom.	—	—	Nom.	Nom.	—
Syndic. N.7. " "	4.667	4.667	4.667	4.667	4.667	4.667	4.667
Market N.7. " "	—	—	4.117	4.017	—	—	4.040
" N.8. " "	Nominal	Nominal	3.813	3.813	Nominal	Nominal	3.836
" N.9. " "	—	—	3.609	3.609	—	—	3.632
SANTOS—							
Syndicate 10 kilos							
" N.4. " "	4.550	4.550	4.550	4.550	4.550	4.550	4.550
" N.5. " "	4.350	4.350	4.350	4.350	4.350	4.350	4.350
" N.6. " "	4.150	4.150	4.150	4.150	4.150	4.150	4.150
" N.7. " "	3.950	3.950	3.950	3.950	3.950	3.950	3.950
" N.8. " "	—	—	—	—	—	—	—
Market 10 kilos							
" N.7. " "	3.250	3.250	3.250	3.250	3.250	3.250	3.250
" N.8. " "	2.850	2.850	2.850	2.850	2.850	2.850	2.850
" N.9. " "	2.550	2.550	2.550	2.550	2.550	2.550	2.550
N. YORK per lb.							
Spot N.7. cent.	7 3/8	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7.27
" N.8. cent.	7 1/8	7	7	7	7	7	7.02
Options							
" March	6.20	6.15	6.15	6.05	6.00	6.00	6.12
" May	6.15	6.05	6.15	6.16	6.05	6.00	6.08
" Sept	6.95	5.95	5.95	5.95	5.90	5.80	5.92
HAVRE, per 50 kilos							
Options							
" March	39.25	38.50	38.50	39.25	38.75	38.50	39.79
" May	39.25	38.50	38.50	39.25	39.00	38.50	39.83
" Sept	39.25	38.50	38.75	39.50	39.00	38.75	39.96
HAMBURG per 1/2 c.							
Options							
" March	31.00	30.75	30.75	31.00	31.00	30.75	30.67
" May	31.50	31.25	31.25	31.50	31.50	31.25	31.37
" Sept	32.00	31.75	31.75	32.00	32.00	31.75	31.87
LONDON per cwt.							
Options							
" March	30/8	30/3	29/9	30/3	30/3	30/-	30.1
" May	31/-	31/-	30/9	31/-	31/-	30/6	31.1
" Sept	31/9	31/8	31/8	31/6	31/6	31/8	31/5

SALES OF COFFEE for the week ending

	Mar. 15-1907	Mar. 8-1907	Mar. 15-1906
Rio	51,500	73,500	22,000
Santos	219,450	227,475	64,110
Total	270,950	300,975	91,110

Sugar Market

The following are the closing quotations at Rio on March 16th for Campos, Sergipe, Pernambuco and Bahia.

	Campos	Sergipe	Pernambuco	Bahia
White Crystal	360-380	350-360	—	390-400
Yellow crystal	—	—	—	—
Mascavinhos	280-320	260-300	—	—
Mascavo good	—	240	240	—
" regular	—	220-230	220-230	—
" medium	—	—	—	—
Segundo jacto	—	—	—	—
White uzina	—	—	—	—
White 3 ^a sorte	—	—	—	—
Somenos	—	—	—	—

Entries at Rio from 1st inst to date..... 97,906 bags
Clearances ditto..... 50,961 "
Stock..... 313,255 "

— Market paralysed.

Pernambuco March 6th 1907.

The fortnight has been a very slack one and Dealers were not very keen on adding to their stocks in view of the small business being done with Southern markets, but past two days there has been more enquiry from Santos and prices in the Praga have been firm and in some cases higher especially for Somenos and Brutos Secos which are getting scarcer. Total entries for February were 181,586 bags compared with 309,019 bags same time last year thus showing a further large decrease in the receipts and if this continues during present month there will be no lowering of price.

Today's quotations are as under :—

Usinas	53800 to 68200 per 15 kilos on share	No Demand
Crystal white	45000	"
" yellow	45000	"
Whites Ba. bon	55000 to 58800	"
" Ba. regular	43800 to 58200	"
Somenos	482 0	"
Clayed	25700	"
Bruto secco	28600	"
" melado	18300	"

Shipments during the fortnight have been Rio, 17,712 bags, Santos 36,156 bags, Rio Grande 22,275 bags. (75 kilos.)

Heavy rains have fallen all through the Sugar zone during the past week.

Cotton

Pernambuco, 6th March 1907.

After my last the market improved and a large business was done at 125000, the sales up to end Feb coming over 14,000 bags and almost entirely for Export. On 1st March a Rio shipper appeared offering to pay 128200 for Seriaos and secured about 150 bags, in meantime the market in Liverpool continued to advance and yesterday's quotation was 7.04 for "Fair Pernams" again establishing a record. With this news the market here firmed up and about 3,000 bags were sold at 128500 for all kinds, and as previously all for Exporters. Today there are any amount of buyers at

this figure and Southern Shippers show anxiety to buy but there is now no more Cotton available at anything under 13\$000, which price has already been paid in Parahyba for Sertões. Entries for February were 32,208 bags against only 19,402 bags same time last year, and, for first four days of present month, 3,608 bags have come to market.

Rains have fallen throughout all the Cotton zone and news from the Sertões is all very satisfactory up to date, which should mean another good crop there. As to Mattas, which were a partial failure this season it is too soon to say anything as the planting only begins in May.

Clearances during the fortnight have been Rio. 800 bags, Santos 560 bags and 1,150 pressed bales. Rio Grande 200 bags. Leixões 1,209 bags. Liverpool 2,260 bags and 3,341 pressed bales.

200 Bags Sertões just sold to Fabrica here at 12\$800.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO During the week ended March 15th, 1907

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Mar. 9	Atilon	British	S. S.	2,094	Antwerp
9	Arsario	do	do	2,443	Cardiff
9	Sa degna	Italian	do	3,594	Genoa
9	Parahyba	Brazilian	do	730	Pernambuco
10	Muqui	do	do	859	Araçuaí
10	Canarias	French	do	1,071	Havre
10	Rimutaka	British	do	5,114	Wellington
10	Bonn	German	do	2,663	Santos
10	Centro America	Italian	do	2,235	do
10	Itacolomy	Brazilian	do	569	Maceió
10	Humberto	Spanish	Barque	1,301	Pernambuco
11	Araguaya	British	S. S.	6,694	Southampton
11	Alagoas	Brazilian	do	1,599	Manaus
11	Casagosa	do	do	258	S. João da Barra
11	S. João	do	Schooner	50	Macahé
11	Themis	do	do	50	Itabapoana
12	Castilian Prince	British	S. S.	1,497	New York
12	Oceano	Brazilian	do	650	Araçuaí
12	Itatiba	do	do	717	Pelotas
12	Mau Zú	Norwegian	Barque	480	Marselles
12	F. Machado	Brazilian	Schooner	124	Cabo Frio
13	Aragón	British	S. S.	5,938	Buenos Aires
13	Northlands	do	do	1,769	Cardiff
13	Canot	Brazilian	do	1,699	Pernambuco
13	Aymoré	do	do	589	Paranguaí
13	Dons Amigos	do	Schooner	91	Cabo Frio
14	Vineira	British	S. S.	1,745	New York
14	Crefeld	German	do	2,441	Bremen
14	Florida	Italian	do	3,231	Genoa
14	Sirio	Brazilian	do	930	Buenos Aires
14	San Nicolas	German	do	3,041	Santos
14	S. Francisco	Brazilian	Schooner	91	Cabo Frio
14	San Rose	French	S. S.	2,478	Marselles
14	Josephine	American	Schooner	370	New York
15	Itaperuna	Brazilian	S. S.	719	Porto Alegre
15	Esmeralda	French	do	2,262	Buenos Aires
15	Assa	Brazilian	do	925	Aracaty
15	Itapoa	do	do	512	Porto Alegre
15	France	French	do	2,055	Genoa
15	Titan	British	do	2,637	Santos
15	Orion	do	do	637	Buenos Aires
15	Balaton	Austrian	do	1,624	do
15	Concezione	Italian	do	1,240	Santos

SAILINGS FROM THE PORT OF RIO DE JANEIRO During the week ended March 15th, 1907

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Mar. 9	Jupiter	Brazilian	S. S.	1,803	Buenos Aires
9	Uganda	British	do	2,788	do
9	Dipton	do	do	2,471	Bahia Blanca
9	Sa degna	Italian	do	3,594	River Plate
9	Commandatiba	Brazilian	do	380	Bahia
9	Rugia	German	do	4,439	Santos
9	Erlangen	do	do	3,337	do
10	Araguaya	Brazilian	Schooner	39	Cabo Frio
10	Esprito Santo	do	S. S.	1,959	Manaus
10	Centro America	Italian	do	2,235	Genoa
10	Santos	Brazilian	do	966	Porto Alegre
10	Itaqui	do	do	512	do
10	Itatiba	do	do	467	do
10	Itatiba	do	do	514	do
10	Mayrink	do	do	375	Cauasellas
10	Guasca	do	do	643	Antonina
10	Mfu	British	do	1,981	New York
10	Industrial	Brazilian	do	300	Laguna
10	Itataya	do	do	403	Pernambuco
10	Sabia	British	do	1,767	Rosario
10	Alina	Brazilian	Schooner	39	Cabo Frio
10	Jorge	do	do	91	do
11	Araguaya	British	S. S.	6,694	Buenos Aires
11	Bonn	German	do	2,668	Bremen
11	Rimutaka	British	do	5,114	London
11	Campos	Brazilian	do	290	Corumbá
12	Satellite	do	do	892	Pernambuco
12	S. João	do	Schooner	50	Macahé
12	S. João	do	do	15	Cabo Frio
12	Sulito	do	do	50	do
12	Macahense	do	do	20	do
12	Anelia Clara	do	do	50	do
12	Gama II	do	do	50	do
13	Aragón	British	S. S.	5,938	Southampton
13	Parahyba	Brazilian	do	730	Pernambuco
13	Itacolomy	do	do	569	B. do Rio Deco
13	Ypiranga	Argentine	do	569	Paranguaí
13	A. Saldaña	Brazilian	Schooner	50	Cabo Frio
14	Saturno	do	S. S.	983	Montevideo
14	Muqui	do	do	859	Maceió
14	Florida	Italian	do	3,231	Buenos Aires
14	Rudi	Brazilian	do	164	Itajaly
14	Itatiba	do	do	717	Porto Alegre
14	San Nicolas	German	do	3,041	Hamburg
14	Canarias	French	do	1,071	Santos
14	Carangola	Brazilian	do	258	S. João da Barra
15	Mont Rose	French	do	2,478	River Plate
15	Esmeralda	do	do	2,262	Bordeaux
15	Titan	British	do	2,637	New York
15	Larwood	do	do	1,810	Middlesbrough

ARRIVALS AT THE PORT OF SANTOS During the week ended March 15th, 1907

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Mar. 9	C. R. C.	British	Schooner	241	Halifax
10	Victoria	Brazilian	S. S.	365	Rio de Janeiro
10	Sardegna	Italian	do	3,226	Genoa
10	Erlangen	German	do	3,337	Bremen
10	Rugia	do	do	4,139	Hamburg
10	Jupiter	Brazilian	do	567	Rio de Janeiro
10	Amazonas	do	do	927	do
10	Gloria	do	do	253	do
10	Guasca	do	do	277	do
11	Haraby	British	do	2,482	Cardiff
12	Aragon	do	do	1,996	New Castle
12	Industrial	Brazilian	do	5,937	Buenos Aires
12	Itapoa	do	do	171	Rio de Janeiro
12	Aymoré	do	do	467	Paranguaí
12	Araguaya	British	do	6,634	Southampton
13	Itatiba	Italian	do	2,906	Buenos Aires
13	Sirio	Brazilian	do	554	do
13	Orion	do	do	640	Montevideo
14	Macdonia	German	do	2,083	Rio G. do Sul
15	Florida	Italian	do	3,969	Genoa
15	Rio Amazonas	do	do	1,819	do
15	Saturno	Brazilian	do	515	Rio de Janeiro



PETROPOLIS

This important and healthy suburb of the City of Rio de Janeiro, is situated amongst the hills to the North at an altitude of 826 metres (about 2,700 ft.) above the level of the sea.

PETROPOLIS is an extremely picturesque city with good drainage and water supply, and lighted by electricity. It is the fashionable suburb and summer resort, the nights being always cool, even in mid-summer. The Hotels are excellent.

Steamers, the property of the Leopoldina Railway Co., leave Prainha Wharf at 6.30 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 8.55 a.m. and 6.10 p.m. Return trains from Petropolis by the Bay route leave daily at 7.30 a.m. and 4.30 p.m. The steamers are fitted with every convenience, restaurant, buffet, etc. The return fare, during working days, available for 10 days including tax, is 9\$600, and 7\$200 on holidays, feastdays and Sundays.

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 8.05 a.m., 4.30 p.m., and 6.35 p.m. daily (S. Francisco at 8.35 a.m., 5 and 7 p.m.), and return from Petropolis at 6 a.m., 9.25 a.m., and 4 p.m. Return tickets by this route, available only for three days, including tax, 6\$000.

The ascent of the range of hills to reach Petropolis by the Leopoldina Railway is made by the Riggensbach Rack system on one of the heaviest gradients (1 in 6-1/2) of any mountain railway in the world, so that the route is interesting and the scenery extremely picturesque.



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BUDA..... 10th April

FOR RIVER PLATE

MORAVIA..... 2nd April

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do do 2nd £ 882
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1907		
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Apr. 5	Crefeld....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp & Bremen.

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TABLE OF DEPARTURES

Date	Steamer	Destination
Mar. 19	Danube....	Santos, Montevideo and Buenos Aires.
25	Amazon....	Santos, Montevideo and Buenos Aires.
27	Araguaya..	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.

Special attention is drawn to the following:

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SAILINGS FROM THE PORT OF SANTOS
During the week ended March 15th, 1907

DATE	NAME OF VESSEL	FLAG	RTO	TON- NAGE	PORT
Mar. 9	<i>Centro America</i>	Italian	S. S.	2,668	Genoa
9	<i>houa</i>	German	do	2,598	Bremen
10	<i>Jupiter</i>	Brazilian	do	567	Buenos Aires
10	<i>Victoria</i>	do	do	365	Florianopolis
10	<i>Sardegna</i>	Italian	do	3,226	Buenos Aires
11	<i>Euda II.</i>	Austrian	do	1,516	do
11	<i>Gusca</i>	Brazilian	do	277	Antonina
11	<i>Martin Saenz</i>	Spanish	do	2,532	Marseilles
11	<i>Gloria</i>	Brazilian	do	263	Rio de Janeiro
11	<i>Aragon</i>	British	do	5,957	Southampton
12	<i>Industral</i>	Brazilian	do	377	Laguna
12	<i>Aymore</i>	do	do	243	Rio de Janeiro
12	<i>Amazonas</i>	do	do	927	R. G. do Sul
12	<i>Hanse</i>	Norwegian	do	2,177	New York
13	<i>Aragnava</i>	British	do	6,634	Buenos Aires
13	<i>Conway</i>	do	do	1,033	London
13	<i>hologia</i>	Italian	do	2,906	Rio de Janeiro
13	<i>Stro</i>	Brazilian	do	554	Rio de Janeiro
13	<i>San Nicolas</i>	German	do	3,041	Hamburg
14	<i>Itapou</i>	Brazilian	do	467	Pernambuco
14	<i>Conceicao</i>	Italian	do	1,243	Buenos Aires
14	<i>Orion</i>	Brazilian	do	540	Rio de Janeiro
14	<i>Palatou</i>	Hungarian	do	1,524	Fiume
14	<i>Titan</i>	British	do	2,637	New York
15	<i>Florida</i>	Italian	do	3,009	Buenos Aires
15	<i>Saturno</i>	Brazilian	do	515	Montevideo

FOREIGN VESSELS AFLOAT
IN RIO DE JANEIRO HARBOUR
on March 15th, 1907

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Feb. 24	<i>Millpool</i> Tons 2,750	Febr. 2	<i>Canada</i> Tons 2,137
25	<i>Westmoor</i> " 2,816	8	<i>Noach VI.</i> " 1,290
27	<i>Overrida</i> " 1,987	8	<i>Errol</i> " 2,587
Mar. 2	<i>Saint Irene</i> " 2,208	4	<i>Glenora</i> " 705
6	<i>Paranaguá</i> " 1,205	11	<i>Margarida</i> " 363
6	<i>Algate</i> " 2,208	15	<i>Charles Gounod</i> " 1,990
7	<i>Tinoretto</i> " 2,643	17	<i>Agostino M.</i> " 1,016
9	<i>Milton</i> " 2,094	22	<i>Lovisa</i> " 830
9	<i>Mersario</i> " 2,443	Mar. 7	<i>Sinai</i> " 419
12	<i>Castilian Prince</i> " 1,497	8	<i>Eudymion</i> " 1,482
13	<i>Nov Island</i> " 1,769	10	<i>Emberto</i> " 1,304
14	<i>Vineira</i> " 1,745	12	<i>Manzil</i> " 430
14	<i>Crefeld</i> " 2,444	14	<i>Josephine</i> " 870
15	<i>France</i> " 2,045		
15	<i>Palatou</i> " 1,524		
15	<i>Conceicao</i> " 1,240		
Total—Tons 92,127		Total—Tons 15,564	

IN SANTOS HARBOUR
on March 15th, 1907

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Feb. 24	<i>Soldier Prince</i> ... Tons 2,020	Feb. 24	<i>Atlantic</i> Tons 1,032
28	<i>Grafica</i> " 2,152	Mar. 9	<i>C. R. C.</i> " 241
Mar. 6	<i>Calderon</i> " 2,657		
10	<i>Erlangen</i> " 3,337		
10	<i>Rugia</i> " 4,139		
11	<i>Barnby</i> " 2,482		
11	<i>Kingfield</i> " 1,996		
14	<i>Macedonia</i> " 2,903		
15	<i>Rio Amazonas</i> .. " 1,849		
Total—Tons 23,495		Total—Tons 1,276	

Jubilee of the North German Lloyd Steamship Company

Bremen, 20th Feb.

The City of Bremen gave itself up to festivities in celebration of the fiftieth anniversary of the founding of the North German Lloyd Steamship Company. Bunting is profusely displayed everywhere, and the city altogether wears a holiday aspect. A reception was held at the premises of the company this morning, and at noon the foundation stone of the new head offices of the company was laid. In the afternoon the Senate of Bremen gave a banquet in honour of the North German Lloyd, at which Prince Friedrich Wilhelm of Prussia, representing the Emperor, took the chair. In addition to the local authorities, there were also present Herr Breitenbach, Prussian Minister of Public Works; Herr Dernburg, Director of the Colonial Department of the Imperial Foreign Office; and Herr Kraetke, Secretary of the Imperial Post Office.

The President of the Senate proposed the toast of the Lloyd Company and the President of the company then drank to the health of Prince Friedrich Wilhelm. The manner in which the North German Lloyd had furthered international communication was especially emphasised in the speeches. All the prominent personages connected with the celebration afterwards met at the Bremer Ratskeller for a social evening. Numerous orders have been bestowed. A great banquet is to be given tomorrow afternoon on board the North German Lloyd steamer "Kaiser Wilhelm der Zweite," at Bremerhaven, where the anniversary is also being celebrated.

A number of decorations have been bestowed in connection with the celebrations.

British Shipping Progress. The complete figures of the additions to the mercantile marine tonnage of the United Kingdom last year are now available in the statistical tables for 1906 of Lloyd's Register of British and Foreign Shipping. The total addition was 1,516,500 tons gross, of which 1,493,100 tons was steam and 23,400 tons sailing. Of the tonnage added to the register over 95 per cent. consists of new vessels nearly all built here. About 60,000 tons came in from foreign countries and 3,000 tons from the colonies. The tonnage removed from the register by wreck, etc., was 240,000 tons and 428,700 tons was sold to foreigners and 50,200 tons was transferred to the colonies. The net addition to the register was 783,600 tons, which is the largest on record. The total number of ships on the register at the end of the year was approximately 20,800, of 17,464,910 tons; of these 10,900, of 15,788,100 tons, were steamers, and 9,900, of 1,676,810 tons, sailing craft. The principal purchasers of ships abroad were Norway, Italy, Greece, Russia and France.

LLOYD BRAZILEIRO

OWNERS

M BUARQUE & Co.

2, 4, 6, AVENIDA CENTRAL, 2, 4, 6
RIO DE JANEIRO

NAVIGATION SERVICE OVER ALL THE BRAZILIAN COAST

Passengers and cargo services for Uruguay, Paraguay, Argentina and Matto Grosso

MONTHLY TRIPS BETWEEN RIO DE JANEIRO & NEW YORK

Sailings From Rio:

NORTH LINE..... Every Sunday at 10 o'clock a. m.
RIO GRANDE LINE... The 1st., 7th., 14th., and 23rd.,
every month, at 12 noon.

NEW YORK LINE..... Once a month.
RIVER PLATE LINE... The 4th. and 20th. every month,
at 12 noon.

SFA. CATHARINA LINE The 11th. and 28th. every month
at 12 noon.

SUL DA BAHIA LINES Once a month (Departures not
fixed.)

SERGIPE LINE..... Twice a month (Departures not
fixed.)

MATTO GROSSO LINES. Are in connection with the River
Plate Line, departures from
Montevideo or Buenos Aires.

FLEET

<i>Alagoas</i>	<i>Goyas.</i>	<i>Florianopolis.</i>
<i>Brazil.</i>	<i>Sergipe.</i>	<i>Santos.</i>
<i>Manaos.</i>	<i>Mayrink.</i>	<i>Planeta.</i>
<i>Maranhão.</i>	<i>Victoria.</i>	<i>Satellite.</i>
<i>Olinda.</i>	<i>Aymore.</i>	<i>Prudente de Moraes.</i>
<i>São Salvador.</i>	<i>Estrella.</i>	<i>Iris.</i>
<i>Pernambuco.</i>	<i>Fagundes Varela.</i>	<i>Amazonas.</i>
<i>Espirito Santo.</i>	<i>Grão Pará.</i>	<i>Guarigá.</i>
<i>Bragança.</i>	<i>Diamantino</i>	<i>Ledario.</i>
<i>Matto Grosso.</i>	<i>Mercedes.</i>	<i>Nioac.</i>
<i>Marajó.</i>	<i>Rapido.</i>	<i>Itapenirim.</i>
<i>Cozipó.</i>	<i>Rio Verde.</i>	<i>Cahy.</i>

26 BUILDING

For Cargo, Passages and General Data Apply to the
Head Office & Agencies

CHARGEURS RÉUNIS

FRENCH STEAMSHIP COMPANY

Capital Frs. 12,500,000

BRAZILIAN SERVICE

TWO SAILINGS MONTHLY

*From Havre the 7th of each month, for Leixões, Lisbon,
Pernambuco, Bahia, Rio and Santos*

*From Dunkirk the 18th and from Havre the 22nd of each month
for Leixões, Lisbon, Rio and Santos.*

FLEET

Name of vessel	Tonnage
<i>Amiral Aube</i>	2,459
<i>Amiral Baudin</i>	2,459
<i>Amiral Courbet</i>	2,471
<i>Amiral Duperré</i>	3,144
<i>Amiral Exelmans</i>	3,144
<i>Amiral Fouchon</i>	3,185
<i>Amiral Hamblin</i>	3,188
<i>Amiral Jauréguiberry</i>	3,144
<i>Amiral de Kersaint</i>	3,564
<i>Amiral Latouche-Tréville</i>	3,565
<i>Amiral Magon</i>	3,572
<i>Amiral Nielly</i>	3,583
<i>Amiral Oly</i>	3,563
<i>Amiral Pouty</i>	3,581
<i>Amiral Rigault-de-Genouilly</i>	3,448
<i>Amiral Sallandrouze de Lamornaix</i>	3,448
<i>Amiral Troude</i>	3,555
<i>Campana</i>	1,767
<i>Campanas</i>	1,972
<i>Canarias</i>	1,971
<i>Caravellas</i>	1,971
<i>Carolina</i>	2,629
<i>Cholon</i>	2,765
<i>Colombia</i>	1,767
<i>Colonia</i>	1,767
<i>Concordia</i>	1,767
<i>Cordilleras</i>	1,972
<i>Cordoba</i>	1,701
<i>Corrientes</i>	1,787
<i>Corsica</i>	1,767
<i>Europe</i>	—
<i>Paraguay</i>	2,147
<i>Ville de Maranhão</i>	1,534

AGENT GENERAL FOR BRAZIL, G. COATALEM.

Rio de Janeiro. Avenida Central 57

AGENT AT SANTOS, J. A. BOUQUET

AGENT AT VICTORIA, HARD, RAND & Co.

CURRENT COFFEE FREIGHT RATES
FOR THE WEEK ENDING MARCH 16TH, 1907

	Rio	Santos
Amsterdam.....	50/- in full	—
Aden via Trieste.....	50/- & 5 %	—
Antwerp 1,000 kilos.....	40/- & 5 %	35/- & 5 %
Alexandria**.....	64 fcs. in full	61 fcs. & 10 %
Alicante.....	50 fcs. in full	50 fcs. in full
Algiers via Marseilles.....	62 fcs. in full	46 1/2 fcs. & 10 %
Almerie.....	50 fcs. in full	—
Aguiles.....	73.50 fcs. in full	76 1/2 fcs. in full
Algoa Bay { via Southampton.....	47/6 & 2 1/2 %	—
" New York.....	42/6 & 2 1/2 %	—
" Hamburg.....	42/6 & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	42/6 & 2 1/2 %	—
" Buenos Aires.....	42/6 in full	—
Bassorah.....	108 fcs. in full	84 fcs. & 10 %
Barcelona.....	35 fcs. in full	38 1/2 fcs. in full
Beira { via Hamburg.....	78/6 in full	—
" Trieste.....	55/- & 5 %	55/- & 5 %
" Southampton.....	—	—
" Rotterdam, Antwerp or Bremen.....	78/6 & 2 1/2 %	—
Bilbao.....	56.50 fcs. in full	51.50 fcs. in full
Bremen.....	40/- & 5 %	35/- & 5 %
Bordeaux, 900 kilos.....	40 fcs. & 10 %	35 fcs. & 10 %
Bombay via Trieste.....	50/- & 5 %	50/- & 5 %
Braia**.....	71.00 fcs. in full	62.50 fcs. & 10 %
Brindisi**.....	60 fcs. in full	51 fcs. & 10 %
Buenos Ayres per bag. 60 kilos.....	18200	18500
Beyruth**.....	69 fcs. in full	75 fcs. & 10 %
Cadiz (Spanish line).....	35 fcs. & 10 %	—
Cadiz via Genoa or Marseilles.....	66.50 fcs. in full	38.50 fcs.
Do via Hamburg.....	54/- in full	—
Calcutta via Trieste.....	55/- & 5 %	55/- & 5 %
Carthagena.....	50 fcs. in full	50 fcs. in full
Do via Genoa or Marseilles.....	66.50 fcs. in full	—
Do via Hamburg.....	54/- in full	—
Colombo.....	50/- & 5 %	50/- & 5 %
Corfu**.....	66.50 fcs. in full	60 fcs. & 10 %
Curacao.....	50/- & 5 %	50/- & 5 %
Coronna.....	53.50 fcs. in full	53.50 fcs. in full
Do via Hamburg.....	54/- in full	—
Cavalla**.....	66.50 fcs. in full	63 fcs. & 10 %
Christiania.....	52/- in full	—
Copenhagen direct.....	42/6 & 5 %	37/6 & 5 %
via New York.....	42/6 & 5 %	—
" Hamburg.....	37/6 & 2 1/2 %	—
" Buenos Aires.....	37/6 in full	—
" Southampton.....	47/6 & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	—	—
Constantinople**.....	61.50 fcs. in full	55 1/2 fcs. & 10 %
via New York.....	50/- & 5 %	—
" Buenos Aires.....	42/6	—
" Southampton.....	57/- & 2 1/2 %	—
" Hamburg.....	42/6 & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	42/6 & 2 1/2 %	—
" Buenos Aires.....	—	—
via New York.....	70/- & 5 %	—
" Hamburg.....	78/6 in full	—
" Southampton.....	53/- & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	70/- & 2 1/2 %	—
" Buenos Aires.....	—	—
via New York.....	50/- & 5 %	—
" Hamburg.....	50/- & 2 1/2 %	—
" Southampton.....	55/- & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	50/- & 2 1/2 %	—
" Buenos Aires.....	47/6 in full	—
Finne.....	40/- & 5 %	35/- & 5 %
Galatz**.....	71.50 fcs. in full	57 fcs. & 10 %
Genoa 1,000 kilos.....	40 fcs. & 10 %	35 fcs. & 10 %
Gibraltar via Genoa.....	66.00 fcs. in full	55 fcs. in full
Gijon.....	56.50 fcs. in full	56.50 fcs. in full
Hamburg.....	40/- & 5 %	35/- & 5 %
Havre, 900 kilos.....	37.50 fcs. & 10 %	35 fcs. & 10 %
Hongkong via Trieste.....	60/- & 5 %	60/- & 5 %
Kobe via Trieste.....	65/- & 5 %	55/- & 5 %
Liverpool.....	35/- & 5 %	35/- & 5 %
London 1,000 kilos.....	40/- & 5 %	35/- & 5 %
Do (options).....	40/- & 5 %	—
Malaga.....	35 fcs. & 10 %	38.50 fcs.
Do via Genoa & Marseilles.....	66.50 fcs. in full	—
Malta.....	62 fcs. in full	58 fcs. & 10 %
Marseilles 1,000 kilos.....	40 fcs. & 10 %	35 fcs. & 10 %
Messina.....	56 fcs. in full	50 fcs. & 10 %
Metelino**.....	71.50 fcs. in full	68 fcs. & 10 %
Montevideo per bag. 60 kilos.....	18200	—
Mombassa via Trieste.....	55/- & 5 %	55/- & 5 %
via New York.....	70/- & 5 %	—
" Hamburg.....	50/- & 2 1/2 %	—
" Southampton.....	55/- & 2 1/2 %	—
" Rotterdam, Antwerp or Bremen.....	50/- & 2 1/2 %	—
" Buenos Aires.....	—	—
Mostaganem-Marseilles or Genoa.....	64 fcs. in full	58 fcs. & 10 %
Naples.....	54 fcs. in full	48 1/2 fcs. & 10 %
New York, Liners per bag.....	35/- & 5 %	35/- & 5 %
N. Orleans Liners.....	35/- & 5 %	35/- & 5 %
Odessa**.....	66.50 fcs. in full	62 fcs. & 10 %
Oran.....	62 fcs. in full	56 fcs. & 10 %
Pasajes.....	60.50 fcs. in full	60 fcs. in full
Do Hamburg liners.....	54/- in full	—
Palma de Mallorca.....	53.50 fcs. in full	—
Penang via Trieste.....	60/- & 5 %	60/- & 5 %
Palermo.....	56 fcs. in full	—
Patras**.....	66.50 fcs. in full	60 fcs. & 10 %
Pireus**.....	61.50 fcs. in full	57 1/2 fcs. & 10 %
Port Said**.....	64 fcs. in full	55 fcs. & 10 %
Rotterdam.....	40/- & 5 %	35/- & 5 %
Rangoon via Trieste.....	55/- & 5 %	55/- & 5 %

* To Palanga Bay & Beira the freights must be paid here or in Hamburg.

San Sebastian.....	56.50 fcs. in full	60 fcs. in full
Santander.....	60.50 fcs. in full	60 fcs. in full
Samsoun**.....	60.50 fcs. in full	63 fcs. & 10 %
Seville.....	50 fcs. in full	50 fcs. in full
Do via Genoa or Marseilles.....	66.50 fcs. in full	—
Shanghai via Trieste.....	65/- & 5 %	65/- & 5 %
Smyrna**.....	61.50 fcs. in full	55 1/2 fcs. & 10 %
Southampton 1,000 kilos.....	40/- & 5 %	32/6 & 5 %
Suez via Trieste.....	50/- & 5 %	60 fcs. & 10 %
Do via Genoa or Marseilles.....	64 fcs. in full	—
Salonica**.....	61.50 fcs. in full	55 1/2 fcs. & 10 %
Sulina**.....	69 fcs. in full	62 fcs. & 10 %
Taragonne.....	50 fcs. in full	50 fcs. in full
Trebizond**.....	66.50 fcs. in full	63 fcs. & 10 %
Trieste.....	40/- & 5 %	35/- & 5 %
Tunis**.....	62 fcs. in full	58 fcs. & 10 %
Valencia.....	50 fcs. in full	50 fcs. in full
Do via Genoa or Marseilles.....	66.50 fcs. in full	—
Valparaiso (options).....	47/6 5 %	—
Varna**.....	66.50 fcs. in full	67 1/2 fcs. & 10 %
Venezia via Genoa or Marseilles.....	60 fcs. in full	40 fcs. & 5 %
Vigo.....	56.50 fcs. in full	38.50 fcs.
Yokohama via Trieste.....	65/- & 5 %	65/- & 5 %
Zanzibar via Trieste.....	55/- & 5 %	55/- & 5 %

* Royal Mail Steamers in combination with Houlder Bros..

** Conference rates via Marseilles, Genoa or Trieste.

WEST COAST PORTS

Punta Arenas.....	45/- & 5 %	45/- & 5 %
Corral.....	60/- & 5 %	60/- & 5 %
Coronel.....	45/- & 5 %	60/- & 5 %
Caldera.....	50/- & 5 %	50/- & 5 %
Taltal.....	50/- & 5 %	50/- & 5 %
Antofagasta.....	50/- & 5 %	50/- & 5 %
Iquique.....	50/- & 5 %	50/- & 5 %
Coquimbo.....	50/- & 5 %	—
Talcahuano.....	45/- & 5 %	—
Callao.....	50/- & 5 %	—
Valparaiso.....	45/- & 5 %	—
do (option).....	47/6 & 5 %	—

THE FREIGHT MARKET

British. The feature of the freight market since the last report has been the activity in the homeward River Plate market.

Argentine. The Brazil trade continues firm and active, a rise having been engineered in rates to Santos and Rio Janeiro; while there is plenty of cargo offering for all ports.

We quote from B. A. as follows:—

To Bahia and Pernambuco 22/-, to Pelotas 24/-, to Porto Alegre 26/-, to Desterro 20/-, to Antonina 16/-, to S. Francisco (Paranaíba) 16/-, to Rio Grande 14/-, to Santos 13/-, to Rio 14/-, with the usual 1s/ to 2s/ extra from up-river ports. The Times of Argentina, March 4th.

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

Per S. S. Titian.....	for New York.....	1,750 bags of coffee
" " " Caldron.....	" New Orleans.....	16,500 " "
" " " Macedonia.....	" Hamburg.....	17,000 " bran
" " " Orita.....	" West Coast.....	300 " coffee
" " " Rugia.....	" Cape Colony.....	850 " "
" " " Argentina.....	" Genoa.....	250 " "
" " " Italia.....	" do.....	150 " "

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date	
	1907	1906	Week or Month.	1907	1906	1907
Braz. Gt. South... b	110	110	Jan.	87,146	38,456	37,146
Leopoldina	1,450	1,460	March 9	29,923	17,407	204,943
						124,219

a Earnings reported in pounds, b in milreis.

São Paulo Railway Traffic in February

	traffic	Tons.....	1906	1907
Up			51,066	69,783
Down			14,843	47,571
Passenger		Number.....	91,456	109,295
Interstation		Tons.....	20,184	26,013

Market Reports

Pernambuco, 6th March 1907.

Coffee. Continues to command 78200 per 15 kilos for consumption here and Northern Outports. The reports of the growing crop continue to be most favourable.

Milk. A weak market and very little doing as shippers now only offer 68 & 70 reis per kilo. Shipments have been 12,096 bags to Rio and 2,573 bags to Pará.

Beans. No export business and for local consumption retail value is 178000 to 178500 according to quality.

Farinha. Demand has been very small and price is down to 48200 per bag but very little comes in and prices are higher up country. Shipments have been 849 bags to Northern Ports.

Freights. There is very little doing and berth rates to Liverpool are unchanged at 10/ Sugar. 17/6 Cottonseed. and 5/10 Cotton.

Exchange. Kept firm until two days ago at 15 3/8 Bank, but has since dropped to 15 5/16 Bank and private bills have been in request at 15 13/32 owing to continued orders from Rio and elsewhere to buy, during past month there have been a fair quantity of bills owing to the cotton sales. Money shows signs of getting easier but so far there is no change in coastwise rates but lower rates are expected about middle of month.

THE SÃO PAULO TRAMWAY, LIGHT AND POWER COMPANY, LIMITED

HEAD OFFICE, TORONTO, CANADA — NEW YORK OFFICE, 25 BROAD ST.
SAO PAULO, 7 RUA DIREITA — RIO DE JANEIRO, 76 AVENIDA CENTRAL

The city of São Paulo, which is the capital of the State of São Paulo, Brazil, is situated in the valley of the Tieté River, 809 meters above the sea level and 35 miles from Santos, the sea port of this State. The climate is delightful throughout the year, RESEMBLING very closely that of Southern California. São Paulo is a city of 300,000 inhabitants and may easily be seen by travellers touching at the ports of Santos or Rio de Janeiro, the journey from Santos to São Paulo by railway taking 2 hours and from Rio to São Paulo 12 hours. On account of the natural resources of the State of São Paulo and owing to its peculiar location, the City of São Paulo is one of the most important commercial centers in South America.

THE SÃO PAULO TRAMWAY, LIGHT & POWER CO. LTD.

operates all the tramway lines in São Paulo and supplies all the electric light and power. Electricity is developed hydraulically, utilizing the falls of the Tieté River, some 35 kilometers below the city. 12,000 H. P. is developed there at present and works are now in progress for a large increase to the plant to enable the Company to meet the constantly increasing demand for power. Four distinct circuits on two separate steel pole lines convey the current from the Power House to the Substation in São Paulo where the current is converted for tramway, light and power uses. The Company operates 125 kilometres of track, covering the entire city. The population of the city being largely Italian good labor is readily obtained. This and the cheap rates for power is causing many new manufactories to be built.

Information concerning the resources of the country, and that relative to the establishment of new industries, prices for power etc. can be obtained by application to any of the offices of the Company.

THE ROYAL MAIL STEAM PACKET COMPANY

(INCORPORATED BY ROYAL CHARTER IN 1829)

WEEKLY SAILINGS TO EUROPE AND THE RIVER PLATE

<i>Araguaya</i>	Tons 10,500	<i>Aragon</i>	Tons 10,400	<i>Danube</i>	Tons 6,500	<i>Clive</i>	Tons 6,000
<i>Amazon</i>	10,000	<i>Nile</i>	6,500	<i>Thames</i>	6,000	<i>Stagdalena</i>	5,800

Tel. ROYAL — Rio

P. O. B. 21

Agency: 73, RUA 1° DE MARÇO

E. L. HARRISON — Agent.

The Alexandra Hotel

(LATE METROPOLE)

RUA DAS LARANGEIRAS No. 181 — Rio de Janeiro

This excellent hotel is situated in the pleasantest and most fashionable part of **Rio de Janeiro**. It is sumptuously furnished throughout with a view to affording all the comforts of a refined and **luxurious home**.

It is unequalled in South America for its table.

The very choicest brands of Champagne, Wines, Whiskies, Table-Waters and Cigars are stocked at reasonable prices.

Luxurious family suites — Special terms for bachelors who intend to reside — Telephones on every floor. Drawing rooms, Smoking rooms (with American Bar) Billiard rooms all fitted up in the most modern style. Barber's shop on the premises.

The gardens are spacious, shady and luxuriant and a tennis court is being laid out.

Up to Date Douche, Plunge and Shower Baths on every floor. Hot Baths can be had at any hour.

Spacious restaurant — *dejeuners et diners à prix fixe*. — Band plays during dinner every night.

Trams of the Jarim Botânico Company pass the doors every 10 minutes, all visitors on their way to Corcovado should lunch at the Alexandra which is within two minutes car ride of the Corcovado station.

On receipt of telegram from intending visitors **automobile** will be in waiting on the quays or at the Railway stations

SPECIAL ATTENTION TO THE COMFORT OF GUESTS IS PAID BY

The Proprietress Miss Lenta.

English, German, French, Portuguese, Spanish and Italian spoken

TELEPHONE No. 1,245

Telegrams: "Alexandra"—Rio

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MARCA REGISTRADA



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de FOSPHOROS de SEGURANÇA
BRITTO & C^{IA} S. PAULO

PEÇAM
SÓ
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"TREVO"
À
VENDA
EM
TODAS
AS
CHARUTARIAS

NATHAN & CO.

S. PAULO, Rua de S. Bento 43, Caixa do Correio (P. O. Box) K.

Telegraphic Address: "LUPTON"

SANTOS, Rua Onze de Junho 5, Caixa do Correio (P. O. Box) 147

Telegraphic Address: "WYSARD"

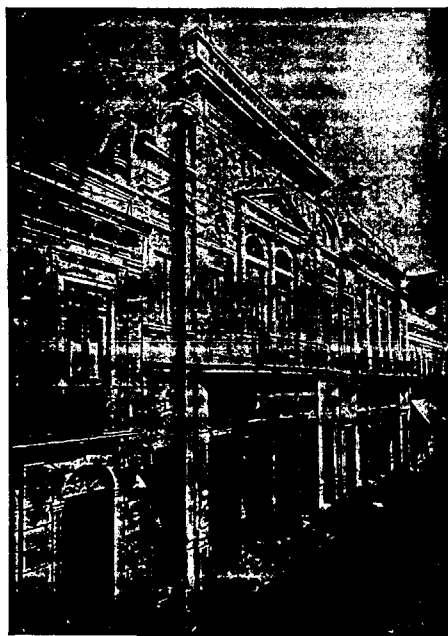
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Calcium Carbide.

Sole representatives in the
State of São Paulo

OF

The Standard Oil Co.,

OF NEW YORK

(Thompson & Bedford
Department.)

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