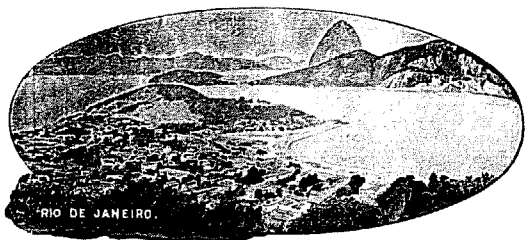


# The Brazilian Review



A WEEKLY RECORD OF TRADE AND FINANCE

VOL. XI

RIO DE JANEIRO—BRAZIL

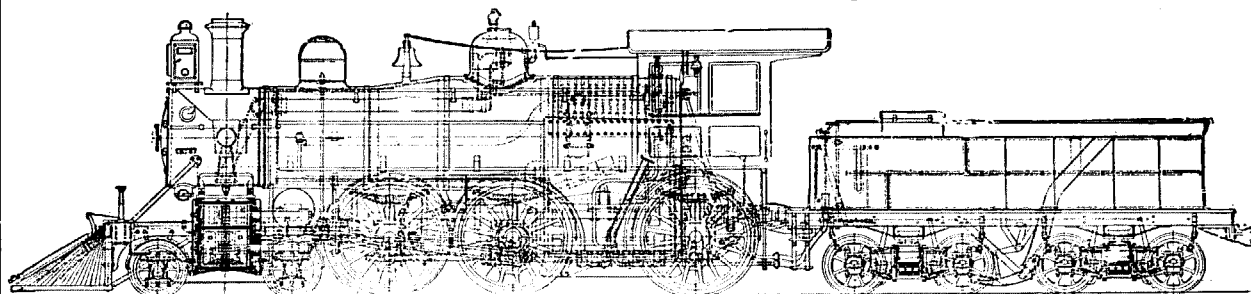
1908

**BALDWIN LOCOMOTIVE WORKS, Philadelphia, Penn.**

(Established 1831)

**BURNHAM, WILLIAMS & CO, Proprietors.**

(Established 1831)



These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable. Passenger and Freight Locomotives, Narrow Gauge Locomotives, Steam Street Cars, &c., &c.  
Electric Locomotives and Plant for Electric Railways by the Baldwin-Westinghouse Combination.

All Work Thoroughly Guaranteed.

Illustrated Catalogue furnished on application of customers.

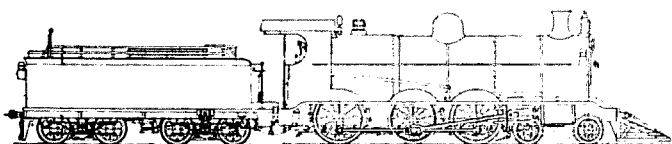
Sole Representatives in Brazil: **NORTON, MEGAW & CO. Ld., N. 58, Rua Primeiro de Março, Rio de Janeiro**

**THE WESTINGHOUSE AIR BRAKE COMPANY, Pittsburg, PA., U. S. A.**

Manufacturers of the WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic Brake is now in use on 40,000 locomotives and over 1,300,000 freight cars, besides in general use on passenger cars. The Westinghouse Air Brake Co. is prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars at one hour's notice. For further information apply to their Sole Representatives in Brazil:

**NORTON, MEGAW & CO. L'D - RUA PRIMEIRO DE MARÇO NO. 58 - Rio de Janeiro**



**A. BORSIG**

BERLIN - TEGEL

ESTABLISHED — 1837

4 Grands Prix — 20---Highest Awards

Passenger and Freight Locomotive Engines adapted to every variety of service, for standard and narrow gauge. ARTICULATED COMPOUND LOCOMOTIVES. RACK AND ADHESION LOCOMOTIVES. CRANE LOCOMOTIVES

Boilers, Steam Engines, Refrigerating and Ice-making Machines, Pumps etc.

Resident Engineer in Rio de Janeiro — **ALFRED CAILLER C. E.**

ILLUSTRATED CATALOGUES ON APPLICATION

AVENIDA CENTRAL, 81 — P. O. BOX 911

**DICK'S PATENT BELTING**

TELEGRAPHIC ADDRESS: GUTTA PERCHA-GLASGOW

A B C and A I CODES USED — **R. & J. DICK** — Greenhead Works GLASGOW

AGENTS AND REPRESENTATIVES

—————) **BORLIDO MAIA & Co.** (—————

Successors to BORLIDO MONIZ & Co.

17, RUA DO ROSÁRIO — Rio de Janeiro — BRAZIL

# RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED

Telegraphic Address "Epidermis"

Post Office Box No. 488

Mills. Rua da Gambôa, No. 1

HEAD OFFICE:

LONDON: 48, Moorgate Street, E. C.

BRANCHES:

S. PAULO: 4, Rua da Quitanda.

ROSARIO: 1075, Calle Santa Fé.

BUENOS AIRES: 335, Calle B. Mitre.

AGENCIES:

Victoria, Bahia, Maceió, Pernambuco,

Ceará, Maranhão and Pará

Curitiba, Desterro, Rio Grande, Pelotas  
and Porto Alegre

These Mills are the LARGEST in the SOUTHERN HEMISPHERE and are fitted throughout with the most MODERN MACHINERY. For the superiority of their flours they were awarded a GOLD MEDAL at the PARIS UNIVERSAL EXHIBITION of 1889 and the "FIRST PRIZE of BRAZIL" at the ST. LOUIS EXHIBITION of 1904, the brands of same, which are duly registered at the Junta Commercial, are as follows:

"NACIONAL"

"SAVOIA"

"BUDA-NACIONAL"

"BRAZILEIRA"

"SEMOLINA"

Daily production of Flour and Bran: 10,000 Bags

Office: 57, Rua do Rozario, Rio de Janeiro

Mc. LAUCHLAN MACHADO & Co.

Sole Agents in Brazil for

THE BRITISH INSULATED AND HELSBY CABLES LIMITED

WORKS:—PRESCOT, HELSBY & LIVERPOOL, ENGLAND

Large quantity of cables, wires, and accessories of every description kept in stock for immediate delivery. Estimates prepared.

Contracts undertaken or supervised. Engineering schemes reported upon.

RUA DE SÃO PEDRO No. 37 — Rio de Janeiro

POST OFFICE BOX. 455

Telegrams, "BENCASTRO"—RIO

FRY, MIERS & CO

112, Cannon Street

London E. C.

ENGINEERS, MERCHANTS

— AND —

Contractors for Railway Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION — LONDON"

Pernambuco—Nathan & Co., Rua do Vigário, 2

C. do Correio, 118. - Telegrams, "NATHAN" - PERNAMBUCO

Bahia—Nathan & Co., Rua das Princesas, 6

C. do Correio, 157. - Telegrams, "NATHAN" - BAHIA

Rio de Janeiro—Fry, Youle & Co., Rua 1º de Março, 73

C. do Correio, 211. - Telegrams, "FRY" - RIOJANEIRO

# The Brazilian Review



VOL. XI

RIO DE JANEIRO, TUESDAY, FEBRUARY 4TH, 1908

No. 5

## Neuchatel Asphalte Company, Limited

RUA SENADOR VERGUEIRO No. 67

HEAD OFFICE—LONDON

RIO DE JANEIRO

P. O. Box 1,155

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.



## WESTERN TELEGRAPH COMPANY

AND ALLIED TELEGRAPH COMPANIES.



**DIRECT CABLE ROUTE TO EUROPE, NORTH**  
ALSO WITH URUGUAY, ARGENTINA, CHILI,

**AMERICA, AFRICA, ASIA AND OCEANIA.**  
PERU, BOLIVIA AND ALL PARTS OF BRAZIL.

### ♦ CABLE STATIONS. ♦

LONDON, LISBON, MADEIRA, ST VINCENT, (CdeV).

PARA, MARANHAM, CEARA, PERNAMBUCO.

BAHIA, RIO DE JANEIRO, SANTOS,

DESTERRO, RIO GRANDE DO SUL,

MONTE-VIDEO, BUENOS AIRES.

ROSARIO DE SANTA FÉ, MENDOZA,

VALPARAISO, SANTIAGO,

CONCEPCION, LA SERENA,

ARICA, COQUIMBO, PISAGUA.

ANTOFAGASTA, IQUIQUE,

MOLLEND, CALLAO, LIMA.

### AGENCIES.

The Western Telegraph Co., Ltd.

RUE CAUMARTIN 37, 9<sup>th</sup> ARR.

PARIS.

MONSIEUR LOUIS PERRIGNON,

AVENUE MARIE 61,

ANTWERP

AND

9, RUE HENRI MAUS (BOURSE),

BRUSSELS.

KESTER WILSON SEFTON

Caixa 13 PORTO ALEGRE

FURTHER INFORMATION AND TELEGRAPH FORMS CAN BE OBTAINED

AT ABOVE CABLE STATIONS

OR

HEAD OFFICE, ELECTRA HOUSE, FINSBURY PAVEMENT, LONDON, E.C.



### ♦ TARIFF. ♦

GREAT BRITAIN,	5.00
FRANCE, GERMANY,	
HOLLAND, BELGIUM,	
PORTUGAL,	5.45
SPAIN,	5.35
ITALY,	5.30
UNITED STATES,	5.20
HAVANA,	6.05
AZORES,	5.77
ST VINCENT (CdeV),	4.32
SENEGAL,	6.45
CANARIES,	5.15
CAPE COLONY,	7.50
INDIA,	7.50
SYDNEY (N.S.W.),	8.18
LAGOS (W.C. AFRICA),	8.37

THE CABLE CHARGES TO ALL PLACES IN BRAZIL, URUGUAY, ARGENTINA, CHILI, PERU, BOLIVIA, AND OTHER PARTS OF THE WORLD

CAN BE OBTAINED UPON APPLICATION AT THE COMPANY'S STATIONS.

2

DUPLEXED  
TRANS-  
ATLANTIC  
CABLES.

3

DUPLEXED  
COAST  
CABLES.

## 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.

# The Brazilian Review

Offices: Rua Visconde de Inhaúma No. 42

P. O. BOX: 472, RIO DE JANEIRO

TELEGRAPHIC ADDRESS: "REVIEW" RIOJANEIRO

Subscription 608 or £4.0.0 per annum. Payable abroad by sight draft, or cheque crossed British Bank of South America.

Separate copies . . . . . 182000  
Back numbers . . . . . 280000

## AGENTS:—

Rio de Janeiro: CRASHLEY & Co., rua do Ouvidor No. 36  
São Paulo: EVERARDO KIEHL, rua São Bento, 51. Caixa do Correo: 505.

London: G. STREET & Co. Ltd., Cornhill No. 30  
New York: G. R. FAIRBANKS, Room, 22. 68, Broad St.

All communications to be addressed to the Editor

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

Scale of Charges for Advertisements  
1 £ = 16\$000

### IN ORDINARY POSITIONS

SPACE	25 Insertions Per Insertion	35 Insertions Per Insertion	45 Insertions Per Insertion	55 Insertions Per Insertion	Single Insertion
One Page.....	£ s. d. 3 10 0	£ s. d. 4 0 0	£ s. d. 4 10 0	£ s. d. 5 0 0	£ s. d. 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
Quarter Page...	15 0	1 0 0	1 3 0	1 6 0	1 9 0
1/2 inch x 6 inch	4 0	5 0	6 0	7 0	8 0
1/2 inch x 4 inch	2 0	2 6	3 0	3 6	4 0

The 25 and 35 Series Rates are for Consecutive Insertions.

12 or 6 insertions are quoted for upon the understanding that the advertisement appears at least once a month

### SPECIAL POSITIONS BY ARRANGEMENT

In preparing Blocks for Advertisements it should be borne in mind that the surface available for printing in a whole page of display is as follows:—

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.....	12 " " 7 1/2 "

Dame Court,

Parkstone,

Dorset.

### ENGLAND.

The Rev. H. J. Graham M. A. Queen's College, Oxford, assisted by resident masters and governess, prepares boys for the Public Schools and Osborne. The School is situated in a beautiful part of England, on the South Coast near the sea. Large Cricket and football field,—Tennis Courts and Gymnasium. Sea-bathing in Summer; swimming taught. Mr. Graham has had many years experience in the care of boys from the Colonies and from abroad. Holidays arranged for if required. Prospectus may be seen at Crashley & Co., 36 Ouvidor.

### MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
FOR EUROPE			
Feb. 5	Cordillere	Messageries Maritimes	Bordeaux
6	Oropesa	P. S. N. C.	Liverpool
12	Avon	Royal Mail	Southampton
18	Orilla	P. S. N. C.	Liverpool
19	Magellan	Messageries Maritimes	Bordeaux
19	Danube	Royal Mail	Southampton
26	Esmeralda	Messageries Maritimes	Bordeaux
26	Amazon	Royal Mail	Southampton
Mar. 4	Thames	do	do
4	Amazon	Messageries Maritimes	Bordeaux
5	Oravia	P. S. N. C.	Liverpool
11	Aragon	Royal Mail	Southampton
17	Oropesa	P. S. N. C.	Liverpool
18	Clyde	Royal Mail	Southampton
18	Chili	Messageries Maritimes	Bordeaux
25	Araguaya	Royal Mail	Southampton
April 1	Nile	do	do
1	Atlantique	Messageries Maritimes	Bordeaux
2	Oriana	P. S. N. C.	Liverpool
8	Avon	Royal Mail	Southampton
14	Orissa	P. S. N. C.	Liverpool
15	Danube	Royal Mail	Southampton
15	Cordillere	Messageries Maritimes	Bordeaux
FOR THE RIVER PLATE AND PACIFIC			
Feb. 4	Oropesa	P. S. N. C.	Valparaiso
4	Danube	Royal Mail	N. A.
10	Amazon	do	do
16	Amazon	Messageries Maritimes	do
18	Thames	Royal Mail	do
15	Pacific s.s.	P. S. N. C.	Valparaiso
24	Aragon	Royal Mail	B. A.
Mar. 3	Chili	Messageries Maritimes	do
3	Clyde	Royal Mail	Valparaiso
3	Pacific s.s.	P. S. N. C.	N. A.
9	Araguaya	Royal Mail	do
15	Atlantique	Messageries Maritimes	do
17	Nile	Royal Mail	do
17	Pacific s.s.	P. S. N. C.	Valparaiso
23	Avon	Royal Mail	B. A.
30	Cordillere	Messageries Maritimes	do
31	Pacific s.s.	P. S. N. C.	Valparaiso
31	Danube	Royal Mail	B. A.
April 6	Amazon	do	do
6	Magellan	Messageries Maritimes	do
14	Thames	Royal Mail	do
15	Pacific s.s.	P. S. N. C.	Valparaiso
20	Aragon	Royal Mail	B. A.
27	Amazon	Messageries Maritimes	do
28	Pacific s.s.	P. S. N. C.	Valparaiso
28	Clyde	Royal Mail	B. A.
FOR UNITED STATES			
Feb. 5	Bron	Lamport & Holt	New York
16	Voltaire	do	do
Mar. 4	Tennison	do	do
18	Verdi	do	do
April 2	Bron	do	do
18	Velasquez	do	do
May 2	Tennison	do	do
18	Voltaire	do	do

### DEATH

WYATT. On the 28th ultimo, Olivia, wife of Harry Wyatt Esq of Messrs. Hard Hand & Co., Victoria, eldest daughter of the late Frederick M. Mitchings—aged 33 years.

### Notes

In its number of 28th December the *Financial News* publishes another long diatribe against Brazilian credit.

Did it not figure over the signature of H. H. Marks it might have more effect but, as it is, no one in England can attach much importance to what a man of his reputation may write,

# 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.

Agents in all the principal cities of Brazil

**RUA DO OUVIDOR 67 B—Rio de Janeiro**

PRAÇA DR. ANTONIO PRADO, 7—São Paulo

RUA FORMOSA, 31—Bahia

FACTORY—RUA DA MOÓCA, 131—SÃO PAULO

Football, Football Boots, Tennis Shoes



# Dannemann & Co.

## SÃO FELIX (BAHIA) — BRAZIL

Established in 1873

AWARDED THE GRAND PRIZE AT THE ST. LOUIS EXHIBITION

*The Leading Cigar Manufacturers in Brazil*

Beg to advise Customers that they always keep a large stock of their most famous brands at their Export Agents :

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

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

**D.&C.**

whilst here we are all perfectly acquainted with the motive of the unfriendly attitude of the *Financial News* towards Brazil, that dates from the visit of Dr. Campos Salles to London in 1898.

We have again to protest against the use Mr. H. H. Marks makes of our opinions on economic matters to discredit the Brazilian Government.

The very fact that the Editor of the *Brazilian Review*, although in Mr. Marks' words, "a Brazilian Government official who has the commercial figures of the country at his fingers' ends", is permitted to express opinions freely without any protest or interference from the Government, should to all fair minded people convey conclusions very different to those Mr. Marks seems to draw, to wit, that the Brazilian Government is too secure of its position and too broad minded to restrict in the least degree the free expression of opinion.

The Brazilian Government does not control economic factors in Brazil any more than the British Government does in England. Crops and prices are, unfortunately, beyond their control.

To try to make Government responsible, as Mr. H. H. Marks seems to do, for the Coffee crops being small and Rubber prices being low shows bad faith and a determination to twist every possible circumstance to the disadvantage of this Government.

As regards the Funding arrangement; it was carried out to the letter. It is, in fact, to the faithful compliance with the conditions of the scheme that the notable revival of Brazilian credit is due.

The suspension of specie payments in 1898 was the exclusive effect of the disorganisation of the currency. The whole fiscal system was then on a currency basis and all taxes were paid in paper. Consequently, when depreciation reached 87% and the value of the pound sterling rose from 95000 to 405000, the service of the debt absorbed more than half of the whole revenue of the country and administration was paralyzed.

So the Funding scheme was agreed on by which three years grace was given to readjust our affairs, remodel our fiscal system and settle the currency.

Before the three years were up enough of the Revenue to meet all annual foreign obligations had been put on a permanent gold basis by collection of 35% of the import duties in gold, 1/7th of the whole of the currency has been called in and destroyed, with the result that payment of interest was renewed as stipulated in 1901.

And yet Mr. Marks pretends that the work of the Brazilian Governments "has not been crowned with the success they deserve."

The conditions of 1898 cannot be reproduced. Even should some future Government be so insane as to repeat the heresies of 1898 and go in once more for unlimited issues of paper money, or should economic factors prove so unfavourable as to drive exchange once more down to 6d, even so, the credit of the Government abroad need not be affected so long as the gold moiety of duties suffices to meet foreign engagements.

The minimum revenue yielded by the customs during the last eight years was Rs. 147,150,000 in 1901, the maximum, in 1906, was Rs. 191,276,215,000.

Even on the basis of the minimum, 50% is equal to £8,270,000, whilst the service of the foreign debt for 1908 is estimated at only £8,122,000 and sterling expenditure of all kinds at £5,408,000.

There is no fear under any circumstances, short of war, of a repetition of 1898.

On the return to Lisbon from Villa Viçosa of the Royal Family of Portugal, the carriage was surrounded and the King and Prince Royal were shot dead, the Queen and second son Dom Manuel, fortunately escaped almost unharmed.

Whilst sympathizing deeply with the survivors and unhappy victims of this dastardly outrage, we cannot help, too, pitying the assassins who sacrificed themselves to so mis-taken a conception of duty.

Again has History repeated itself, and violence been met by violence.

Anarchist and Aristocrat alike have once more failed to lay to heart the lesson History is never weary of proclaiming — that Force can never be a lasting Remedy.

So we go on endeavouring to stamp out abuses instead of the causes of them, and so Kings are killed and Anarchists swung to eternity. But though we change masters ceaselessly, Monarchist or Republican, Imperialist, Constitutionalist or Socialist in their turn, it is all the same, because, though ideals persist and endure, nothing, or next to nothing, is done to realize them in our own individual lives, social or political.

If we want society to be pure and honest, we must begin by being clean handed ourselves. Would we purify Public life, let us begin by purging ourselves of all that does not make for Ideal! It is the only way. Until men practice what they preach they will never cease to persecute and even to kill one another in the sacred name of Liberty and of Order.

Analysing the movement of foreign securities, the *Financial Times* remarks:—

"The Brazilian and Chilean exchanges have been very depressed, and the latter country has also suffered from serious labour troubles in the nitrate districts. In both Republics plans have been formulated for assisting the exchange, and both are also contemplating the issue of loans when the markets are more favourable for that purpose, but very little has yet been effected by either to improve the economic position."

We are at a loss to know what our generally well informed contemporary means by this reference to our exchanges. The maximum rate of exchange determined by the Conversion Law is 15d per mil reis. Since that law passed, in 1906, the rate has been invariably over 15d. and averaged, right 15 5/6d. and 90 days 15 7/32d. for the year. There has, therefore, been no depression. Rather the contrary.

The following table is from the *Financial Times*.

STOCK	31 Dec. 1906.	30 Dec. 1907.	Rise or Fall	1907	
				Highest	Lowest
Argentine Rec. & p.c.	92 3/4	87	— 5 3/4	92 7/8	82 9/8
" 5 pc 1886	103 1/4	103	— 1/4	103 3/4	99 5/8
" Waterworks	102 1/4	101 3/4	— 1/2	102	97 1/2
" Nt. Ced "E"	44 1/4	43	— 1 1/2	45 1/2	43
Brazil Feurs 1889	84	81 1/2	— 2 1/2	86 7/8	76 5/8
" Funding	103 1/2	101 1/2	— 2	106	99 7/8
" W. of Minas	96 1/2	92	— 4 1/2	99 7/8	90 1/4
Chili 1886	95	97	— 2	95 1/2	85
Colombian Ext.	43 1/2	44 1/2	— 1	45 3/4	37 5/8
Costa Rica "A"	49	41	— 8	50	40
Cuba 5 pc. Gold	104	102	— 2	105	96 3/4
Guatemala & p.c.	35 1/2	29	— 6 1/2	36	23
Honduras	12	9	— 3	8 5/8	6 5/8
Mexican Fives	102 3/4	100 1/2	— 2 1/4	104	98 1/16
Peru. Corp. Deb.	103 1/2	96	— 7 1/2	106 5/8	96 1/2
" Prof.	46 1/2	32	— 14 1/2	48 15/16	30 1/2
" Ord.	15 1/4	7 7/8	— 7 5/8	15 7/8	6 3/4
Uruguay 3 1/2 pc.	70 1/4	66 3/4	— 3 1/2	75	65
Venezuela Diplom.	46 1/2	46	— 1/2	48 1/8	41 3/4

### Rio de Janeiro Lighterage Company Limited

All kinds of Maritime harbour transport.

Loading and discharge of vessels.

Towage.

Launches on hire for excursions, and for arrival and departure of packet.

Telephone No. 1718

Office Rua Visconde de Itaboraí

(Cais dos Mineiros)



## HORLICK'S MALTED MILK

**Composition:** Horlick's Malted Milk is a pure food prepared from rich, full-cream milk combined with the valuable nutritive extracts of malted barley and wheat. The product being highly concentrated and partially predigested supplies the greatest amount of nutrition with the least tax upon the digestive organs. It is in a convenient powdered form, delicious to the taste, and prepared by simply adding water. No milk or cooking required.

**For Infants:** Horlick's Malted Milk supplies all the elements of nutrition in the proper proportion for the perfect development of infants, and, by its use, those fed upon it are singularly free from Cholera infantum, Marasmus, Diarrhoea, Dysentery and other fatal diseases, so often induced by feeding on impure, diseased or adulterated milk or by using improperly constituted, semi-cooked or starchy foods. The milk contained in our food product is obtained from our own dairies, which are under our immediate and rigid supervision, and is thoroughly pasteurized during the process of manufacture. In addition, the casein or cheesy portion is so modified by our special method of manufacture, that it will not coagulate in the stomach, like raw cow's milk, but forms into a light, flocculent consistency, like the proteids of mother's milk, and is as easily digested. The product contains no starch, cane sugar, or other harmful ingredients, and will keep perfectly in the sealed glass jars in which it is put up. Our files contain thousands of unsolicited testimonials from leading physicians, which, together with a vast collection of photographs of healthy, well developed infants that have been reared entirely upon our food product, attest that **Horlick's Malted Milk** has long passed the experimental stage. The actual showing of practical results for many years

proves that it is second only to normal mother's milk.

HORLICK'S MALTED MILK COMPANY, RACINE, WIS., U. S. A.

General Agent: PAUL J. CHRISTOPH, 123, RUA GENERAL CAMARA, 123 RIO DE JANEIRO

Try the delicious and

well-known brand of cigars

### STENDER & CO.

Successors to E. RODENBURG & CO.

S. FELIX — BAHIA

Never smoke other cigars than

The **STENDER**

because, besides being aromatic and delicious, they are THE BEST.

When buying cigars, always ask for  
The **STENDER**.

WHOLESALE:

HERM. STOLTZ & CO. — RIO DE JANEIRO

## BOUND VOLUMES

OF THE

# Brazilian Review

FOR 1900 / 1906

Can be obtained at the Office

42 Rua Visconde de Inhauma 42

Price 80\$000

Telegraphic Address

FERRO-RIO

## HIME & CO.

P. O. Address

Caixa No. 593

General Merchants, Metal Importers and Manufacturers of

Bar, Angle and Horse-shoe Iron, Charcoal Box Irons, Wire Nails,

Lead Piping, Mule and Horse Shoes, Bolts, Nuts and Rivets of all kinds.

UNDERTAKE CASTINGS OF EVERY DESCRIPTION — Sole importers of "RED CROSS" CEMENT

Sole Importers of Hall's Sanitary Paint "MATOLIN"

CENTRAL OFFICE: - 32, RUA THEOPHILO OTTONI, 32

## COMMERCIAL AND PASSENGERS' GUIDE

### Automobiles

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

### Coffee Merchants

**Ornstein & Co.** — Rio — 15, Rua Acre. Cable address: *Ornstein*.  
3-8-96 A

### Curiosities

**A. Jacobsen, Natté's Successor**. — 30, Rua do Ouvidor — Rio.  
Feather flowers, Fans, 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** — **VORMALS FRIEDR. BAYER & CO.**, Elberfeld  
(Germany) — Agents: Blum & Co. — 52, Rua 1ª de Março — Rio.  
19-2-07

### Electrical goods

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

### Furniture

### Photographers

### Post Cards, Views and Albums

**Maison Chic**. — Latest Novelties — 144, Avenida Central — Rio.  
19-3-07

### Roofing

**Eternit** — The best roof of the Present. For Particulars apply to —  
Blum & Co., 52, Rua 1ª 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

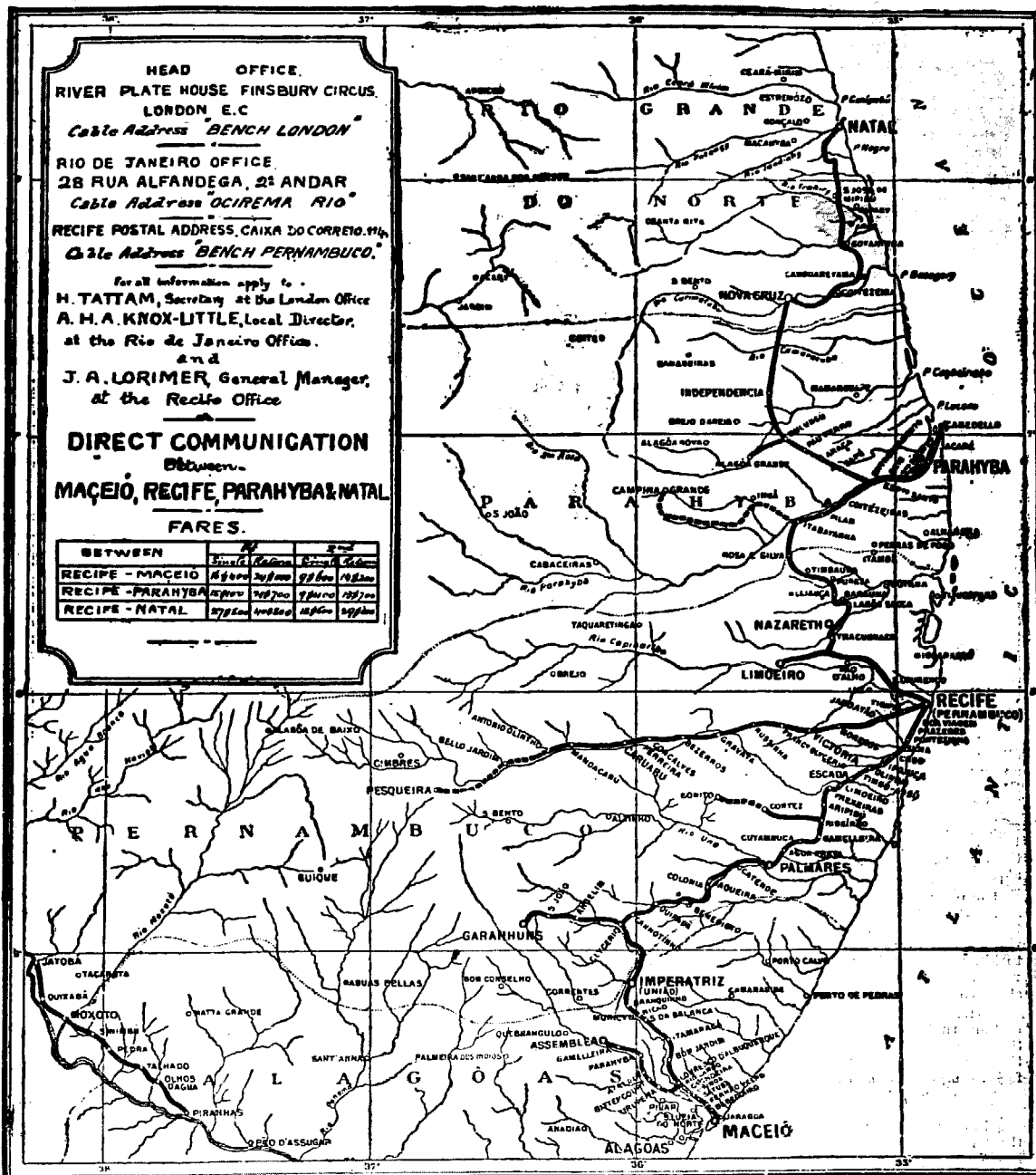
### Typewriters

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

### Watches and Jewellery

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

## THE GREAT WESTERN OF BRAZIL RAILWAY COMPANY, LTD.



**DIRECT COMMUNICATION** between  
**RECIFE (Cinco Pontas) & MACEIO & Jaraguá**  
on Wednesdays & Sundays  
between  
**RECIFE (Brum) & PARAHYBA & Cabedello**  
on Mondays, Wednesdays & Saturdays.

From **RECIFE (Brum)** to **NATAL** on Mondays & Wednesdays.  
From **NATAL** to **RECIFE (Brum)** on Fridays.

**Sleeping at Independencia.**

Writing about the difficulties in finding officers for the British Merchant Services, "Chambers Journal" of 30th November last remarks:—

"It is true business men can always be found when wanted to go to such death holes as Rio, Santos or Guayaquil; but their employers have to pay them for the risks they take."

Our grandmotherly contemporary would not, we are sure, deliberately make statements so very wide of the fact.

Some 17 or 18 years ago, it is true, Santos was known as the "ante-chamber of Death" and Rio itself was not much better. On one ship three or four Captains were carried off by yellow fever before she could be discharged or got out of harbour. But that is now ancient history. Since then Santos harbour has been canalized and wharves have been constructed that have made it the finest and safest harbour on the coast, bar none, whilst yellow fever has disappeared and in the words of the "bank clerk" who previously got a premium for going there, the place has become so "beastly healthy that there's no living in it." In other words, fever and salaries have gone down, but living expenses have not. If our contemporary will enquire of any of the Anglo Brazilian Banks in London, the London & Brazilian, London & River Plate or British Bank of South America, they can verify our statement.

As for Rio, the city bids fair to become a health resort as soon as decent hotels are provided. If any further proof were needed of the change that has come over hygienic conditions the fact that 15,000 men of the American squadron were allowed to land and amuse themselves in the streets of Rio de Janeiro, sailor fashion, in the height of summer and what in the old times was the height of the yellow fever season, is enough.

So far we have not heard of a single case of infectious illness being reported amongst all those fifteen thousand, who though generally extremely well behaved certainly did not err on the side of prudence as regards refreshment.

Naturally before the United States authorities ran such a risk they made all necessary enquiries and were convinced that there was nothing to fear. Indeed we understand that the Director of Hygiene, Dr. Oswaldo Cruz, made himself personally responsible for the consequences.

There is practically no yellow fever here or at Santos as the weekly returns decisively show.

The cause of the vanishing of yellow fever seems to us not sufficiently explained. At Santos it is unquestionably the Harbour Works and canalizing and flushing of the filthy foreshore that the improvement is due. There is there no proper drainage system, no mosquito campaign and yet Santos is as healthy as Rio!

Here we have widened the streets, ventilated the town and declared relentless war on the restless mosquito and fever has disappeared. But before any of this was begun the fever was already abating and, besides, it has disappeared at Nictheroy and other places along the coast where nothing whatever in the hygienic line has been done.

When the port works were commenced here about 1903, the stirring up of the filth of centuries was expected to give rise to a terrible epidemic. The smell, it is true, is enough to kill anyone, but as regards fever there has practically been none and the people who speculated in hill houses on the strength of a five years epidemic have lost their money.

Whatever the cause of the improvement may be, it is certain that at present and for some years back Rio and Santos are as safe as London or Glasgow and such being the case we trust that our esteemed contemporary will not fail to make the *amende honorable*.

For some time disputes in regard to conscription between the Minister of War and an influential section of the Press have been most acrimonious.

At a meeting of the Military authorities it was determined to prosecute the authors of the manifesto issued by the Liga Anti-militarista (Anti-Military League) and to demand their preventive imprisonment.

On Saturday a motion supporting the Minister of War was voted by the Club Militar.

That a responsible minister should have to appeal to any class for support against opinions expressed by any section of civilians would in general only be regarded as a proof of weakness. When, however, the Minister is also head of the Army and able, therefore, in a measure, to support his opinions or actions by force, the matter is becoming serious.

Conscription it is true is a law of the land, but it remains still to be seen whether it is the will of the People, who, in theory at least, are sovereign, and of whom, in free countries, such as Brazil boasts of being, the Army and Navy, Executive and even Congress itself are the servants, not the masters.

On what possible grounds this prosecution can be undertaken is hard to see. And as for imprisonment it would be an attack not merely on the liberty of the Press, but of opinion in general. The manifesto deals only in generalities such as form the common stock of socialists and demagogues. The ploy is that they should have ever been given an excuse to air them and stir up strife.

**The Rio de Janeiro Water Supply.** From the report of the Inspector General of Public Works, Dr. Sampaio Correia, it appears that a satisfactory year's work was done in 1907 on the new water supply for the Federal Capital. Work actually began in February last year and on March 11th the contract for the supply of pipes etc., was signed and the pipes themselves began to arrive in the port of Rio on May 20th, on which date real work was seriously begun.

The amount spent during the past year was 12,000,000\$, or £750,000, the chief item being material, which absorbed 6,820,300\$ followed by payments to contractors of 3,591,149\$ and payments to staff 1,000,000\$. A sum of 549,900\$ was deposited in the Treasury and 38,652\$ was paid out for expropriations.

There is a good deal to show for this expenditure as nineteen different sections of work were undertaken, the most important of which were the construction of 17 kilometres of extension of the Rio de Ouro Railway from the Xerem and Mantiqueira Rivers; preparation of bed and laying of 52 kilometres of pipes from the catchments of the said rivers, 2 1/2 kilometres of which were laid in the City itself; building of a canal for the catchment of the João Pinto River and the barrage of the same; constructing bed and laying of pipes 19 1/2 kilometres long from the rivers Grande and Camorim; carrying of the supply to the island of Paqueta with 16 kilometres of pipes which work was not estimated for in the 30,000,000\$ vote but which is being carried out under that vote.

These are the principal items mentioned in the report but there are also the building of reservoir at Paqueta, and laying of 9 kilometres of submarine pipes to that island, expenses on the Rio Ouro Railway, purchasing of sleepers and waggons for transporting pipes, and, finally, carrying of the water supply to Penha, a distance of 7 kilometres.

This is a good year's, or rather 10 months' work and the grass has not been allowed to grow in any department. This year the estimates give a free hand for the water supply so that by the end of 1908 the greater part of the work will probably have been finished and Rio definitely endowed with a water supply that should be sufficient for her population for the next half century.

**Rio de Janeiro Flour Mills.** But for the need of providing for the uncertainty of the future course of markets the Rio de Janeiro Flour Mills and Granaries would have shown a net profit for the past year unprecedented in the history of the Company. The annual report, which has just been published states that by purchasing wheat in anticipation of the scarcity, a large amount of money was made when prices rose, and the trading income increased from £75,800 to £112,600 and the net revenue from £52,700 to £86,300. The latter figure is before allowing for a reserve of £33,000, which the Directors deem it expedient to put by in case of any considerable fall in values, and the net revenue actually struck is, therefore, £53,300, or much the same as in the previous year. Should markets continue to be favourable to the Company, there is a prospect that the shareholders may yet directly benefit by the sum now set aside. Meanwhile they get a dividend of 3s per share, paid now for three successive years. Another satisfactory point in the report is the news that the question of the expropriation of the Company's water rights and frontage by the Government is within measurable distance of settlement. The matter has been dragging along for several years, and it will be a relief to the proprietors to get it out the way.

*The Financial Times.*

**Gold Movements in 1907.** The exceptional conditions of the Money Market encouraged gold imports to a marked degree, and during December they amounted to no less than £7,781,000. Of this amount £3,84,000 came from South Africa, £2,333,000 from Germany, £985,000 from Australia and balance was made up of small shipments from many quarters, including £98,000 from West Africa. On the other hand, the exports only came to £4,879,000, of which £3,513,000 went to the United States, £575,000 ostensibly to Germany, but in all probability to Egypt, and about £485,000 to South America. For the year the imports amounted to no less than £57,088,000, which is far and away the largest total ever recorded in the history of this country. The previous highest total was in 1906, when £46,042,000 was imported, and in 1898 £43,722,000 was introduced, but other recent years varied between 20 and 38 millions. Of the amount, as much as 29 1/2 millions came from South Africa, whilst Germany contributed 7 3/4 millions and France about 5 1/4 millions. West Africa, for the first time, overstepped the million with a total of £1,180,000, whilst Australia sent £4,326,000 and India £2,134,000, and countries like the Netherlands, Belgium, Egypt and New Zealand contributed fair amounts. The record, indeed, is a tribute to the power of the London Money Market to draw gold when rates are abnormally high. Exports in the twelve months amounted to £50,866,000, of which 18 1/4 millions went to the States, 7 1/4 millions to France, 4 1/2 millions to Egypt, 6 1/4 millions to India and about 7 1/2 millions to South America. A huge turnover is involved in these figures, and it must have been a record period amongst the bullion brokers of the City.

*The Financial Times.*

**PURGEN — The ideal aperient.**

## MORTALITY IN RIO DE JANEIRO

DURING THE THREE YEARS, 1905, 1906 AND 1907

Causes of Death	1905	1906	1907
Yellow Fever.....	287	42	39
Bubonic Plague.....	139	111	71
Varicella.....	256	9	125
Measles.....	217	18	42
Scarlet Fever.....	4	0	1
Whooping Cough.....	28	39	57
Diphtheria (Mem. Croup).....	48	41	36
Grippe.....	539	453	472
Typhoid Fever.....	51	65	64
Dysentery.....	38	60	64
Beriberi.....	67	69	31
Leprosy.....	25	22	34
Erisipela.....	39	39	38
Other Epidemic Diseases.....	2	1	1
Acute Malarial Fevers.....	155	149	162
Chronic Malarial Fevers.....	111	118	135
Tuberculosis (Pulmonary).....	2,663	2,649	2,587
(Meningeal).....	23	27	21
(Other forms).....	136	105	95
Septicæmia (Except Puerperal).....	117	140	143
Hydrophobia.....	0	4	3
Syphilis.....	71	71	90
Cancer (and Malignant Tumours).....	236	291	261
Tumours (Except Malignant form).....	9	14	9
Other systemic diseases.....	129	147	129
Diseases of Nervous System.....	1,378	1,331	1,167
of Circulatory System.....	2,136	2,242	1,898
of Respiratory System.....	1,612	1,327	1,313
of Digestive System.....	2,241	2,398	2,060
of Urinary System.....	390	473	479
of Genital Organs.....	10	10	23
Puerperal Septicæmia.....	45	42	45
Other Diseases of Puerperal State.....	40	55	39
Diseases of skin and cellular system.....	56	56	71
of organs locomotion.....	15	9	9
of early age (malformations).....	513	437	438
Sensible Debility.....	230	219	185
Violence (Except Suicide).....	444	607	482
Suicide.....	72	71	63
Diseases badly defined.....	47	98	63

14,690 13,956 13,014

In the total number of deaths during the year 1907 there are included 199 persons who died outside of the Federal District and who were interred in Cemeteries within the District, thus adding this number of deaths to the general total occurring in the Federal District the correct figures for the District being, instead of 13,014, only 12,815.

Deaths from infectious diseases totalled 4,005, during the past year as compared with 4,158 in 1906 and 5,057 in 1905. A very creditable decrease. On the other hand the death rate which in 1905 was 16,198 per each 1,000 of the estimated population, and in 1906 was 15,28, this past year is found to be 20,39. This is not really an increase in the rate per each 1,000, as it is due to a change in the population figures used in the calculation. In 1905 and 1906 the population was taken as being 912,900, while this past year the population is taken as being 628,675. It is really a lower death rate than the previous two years show. For, had this population of 628,675 been used in compiling the 1906 death rate the rate per each 1,000 of the population would have been 22,19 and even more in 1905.

Deaths from infectious diseases—a total of 4,005—formed 31,23 per cent. of the total number of deaths against 29,79 per cent. in 1906 and 34,49 for 1905.

The conditions—from a sanitary point of view—of this city are better than they have ever been in its history. This might not be apparent at first glance seeing that the death rate is higher this year than it was in 1906, but remembering what is written above it is easily seen that such is the case. The fact is that Rio de Janeiro under the efficient sanitary management of the Director of Public Health, Dr. Oswaldo Gonçalves Cruz—appointed to this responsible position in 1904,—has developed into probably the healthiest city of the South American continent from having been a by-word and reproach to that continent for years. And the fact of its emancipation from a plague spot has helped the city commercially to an extent only to be appreciated by those who have monetary interest in this country, and who depend on foreign Capital and Trade with this Country. Santos was for years—considering its small population—even worse in regard to yellow fever and general sanitary conditions, yet the cleaning up of that city and its "Mosquito Crusade" rendered it three or four years ago as clean and healthy a city as is usually found on the littoral of any country, where exposure to infectious diseases must always be a factor as they may at any moment be introduced by vessels from other infected ports.

Thus, while there is in reality no endemicity of bubonic Plague in Santos at this date, still from time to time there occur deaths in that port from Plague, occurring in the cases of persons who have been brought to Santos on vessels from this and other Brazilian and European ports.

But, the actual results of the work of Dr. Cruz in this city, and to a certain extent his endeavours in an advisory capacity throughout the Republic, constitute for him a memorial which speaks louder in his praise than any monument could do. He has done here, what was done by the United States Army in Cuba, (amongst a much smaller population and where all measures were enforced under the regime of martial law) and the difficulties with which he had to contend here were of necessity more extensive and formidable than the problems confronting the United States medical officers in Cuba. The uneducated people here are quite as ignorant as the Cubans were, and, of course, much more numerous and it is as all know a matter of great difficulty here to introduce any innovation of a sanitary—or other—sort.

But, Dr. Cruz persisted in his campaign against the mosquitoes and he has won out, and received his reward in a city virtually freed from this pestilence. And, with proper precautions there is no need for Rio ever again to become the plague stricken spot which it once was.

There is always a danger of the re-introduction of yellow fever, even after the city is once absolutely free from the disease for say two years, it can be introduced from Pará, or Manaus, at any time, but the sanitary regulations compelling the rigorous disinfection of all coasting and other vessels coming from yellow fever infected ports are so perfectly carried out that the chance—while it undoubtedly exists—is really very small.

Plague exists in so many South American ports that its endemicity here will for some time to come be liable to epidemicity at almost any time. This disease is deeply rooted in S. A. and is widely distributed both in this city and in its neighbour, Nietheroy. Good work is being done all the time in regard to the extermination of rats, etc., but the disease is well seated here, and will, I think, so continue for some years to come.

Varicella is always present, both in this city and in almost every city in the country, both on the sea shore and in the interior, and very little effort is taken—except in this Capital and in the larger cities—to combat it by means of vaccination. There is a compulsory vaccination law in the country, but it is not honoured except in its non-observance. At present Varicella is prevalent here to a very considerable extent, and in the city of Pernambuco it is really constituting a serious epidemic. But no one seems to care very much, and the people die, and are buried and it is all in the day's work.

Of course there should be systematic vaccination, especially of young children and where the public school system exists, before admittance to such schools. But there is not, and it is a very difficult matter to enforce the regulations of the vaccination law.

But, apart from these diseases, the health of Rio for a large city is really excellent. Deaths from Typhoid fever are very few here, less, even—taking the absolute populations—than in the city of Petropolis in the mountains, some two hours ride from here, or than in any large city of Brazil from which I receive returns of mortality.

The mortality among infants in Rio is also much less than in many other Brazilian cities or in larger cities in other parts of the world. Far less for instance than in the supposedly healthy city of S. Paulo, at an elevation of 2,500 feet. There the death rate among children under three years of age is excessive for any city and very greatly in excess of the conditions in Rio. Taking all things into consideration, this is a city well looked after as regards sanitation, and is fast becoming one of the healthiest cities in the world.

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

## ENTRIES OF RUBBER

According to Messrs. Schrader, Gruner & Co's report for the month of December the comparative entries of rubber in tons are as follows:—

	1904-1905	1905-1906	1906-1907	1907-1908
July.....	1,250	1,450	1,840	1,370
August.....	1,260	1,300	1,690	1,500
September.....	1,780	2,200	2,070	2,410
October.....	2,820	3,580	3,030	3,200
November.....	2,800	2,890	3,480	3,200
December.....	3,390	3,270	2,610	2,560
January.....	4,590	5,710	3,780	—
February.....	4,320	3,920	3,060	—
March.....	5,000	3,700	3,820	—
April.....	3,120	2,500	4,490	—
May.....	2,260	2,320	2,625	—
June.....	1,470	1,650	1,500	—

Total tons... 33,060 34,490 38,005 14,240

Entries during December 1907 were 50 tons or 1.9% smaller during the same month last year.

## THE "CHRONOMÈTRE ROYAL"

FAMED

made by VACHERON & CONSTANTIN of Geneva  
The oldest & best known watchmakers in the World.

Can be obtained at the Casa Standard; and paid for by weekly instalments

Sole Agent  
for all Brazil: A. Campos - 72 Ouvidor, Rio de Janeiro

The watches of Vacheron & Constantin obtained the **Only Grand Prize** at the International Exhibition at Milan in 1906, as also the **Only First Prize** granted at the International Competition for regulating chronometers.

## CORONA BRAND

Carbon papers of every kind, typewriter ribbon and paper of every kind.  
Sole Agent for all Brazil: - Casa Standard, 72 Ouvidor, Rio de Janeiro.

# THE LEOPOLDINA RAILWAY COMPANY LIMITED.

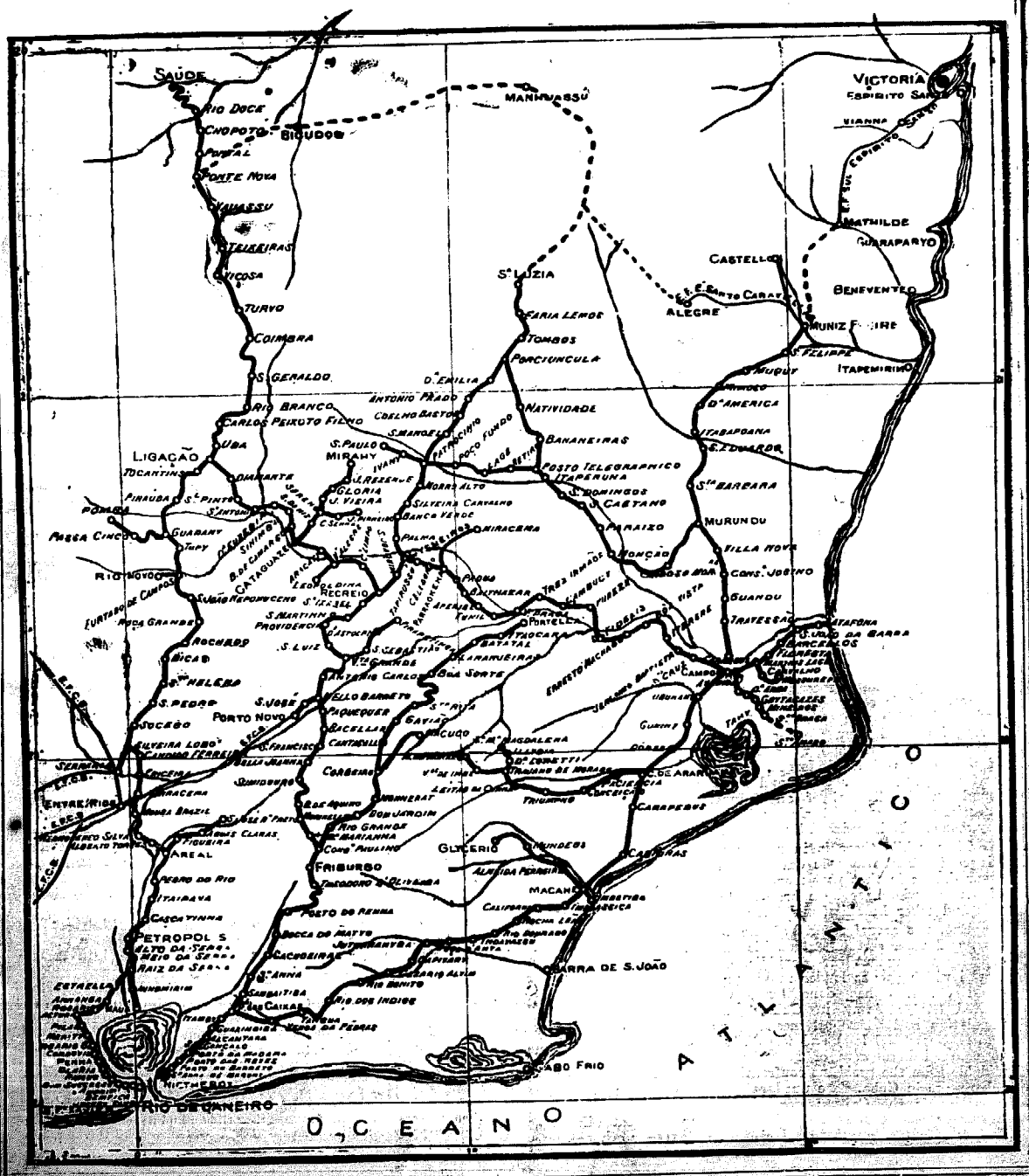
Head Office - No. 4 Fenchurch Street, London E.C.  
Office in Rio de Janeiro - No. 38 Rua da Gloria.

Cable Address "Latescence", London  
Cable Address "Latescence", Rio de Janeiro.  
Telephone No. 511

London Secretary J. H. DRURY.

General Manager in Rio de Janeiro A. H. A. KNOX LITTLE.

Length of Line 1440 Miles.



**Finances of the Port Works Commission**  
**BALANCE SHEET ON DECEMBER 31st, 1907**

OPERATIONS	STERLING		PAPER MONEY		NATIONAL GOLD	
	REVENUE	EXPENDITURE	REVENUE	EXPENDITURE	REVENUE	EXPENDITURE
Net Proceeds of the loan of £5,500,000	4,778,681- 4- 8					
" " " 25,000,000	2,824,506- 8-10					
Interest credited by the Government's financial agents up to 3-4 June, 1907	858,497-15- 0					
Drafts by the Minister of Finance on various dates and at different rates		4,300,000- 0- 0	77,113:7644590			
Commission on accepting £5,750 at 88890 per £						81:1170000
Interest on the external loans to Nov., 1907 £1,612,540 at 88890 per £						14,885:1250000
Commission on payment 1%, £16,125 88890 per £						148:8819500
Paid C. H. Walker & Co. in London, to 30th November, 1907		1,381,998- 7-10	27,630:9674908			
Value of the internal loan in <i>apólices</i>			17,300:0000000			
Paid for properties and rights taken over by the Government for the execution of the Port Works				17,300:0000000		
Interest on the internal loan to 31st December, 1907				9,892:5000000		
Revenue collected up to 31st December, 1907:						
Provisional Commission, from July to December, 1907	1:9:8558340					
1st division	112:5498:20					
2nd division	71:0188354					
3rd division	5,548:0178:67					
Construction Commission of the Avenue	5,258:0778:924		11,132:3144595			
Revenue to be collected			262:9974300			
Deposits from various sources			281:5468347			
Amounts deposited in guarantee of contracts			137:8824780			
Ministry of Justice and Interior				138:0000000		
State of Minas				434:0000000		
Judicial deposits				89:583640		
Judicial expenses				261:3264900		
Balances in the hands of responsible parties				1,116:748770		
Expended by the 1st division				17,050:6284817		
"    "    2nd    "    1st section				27,082:0774907		
"    "    2nd    "    2nd    "				20,621:782470		
"    "    3rd    "    Construction Commission of the Avenue				45,986:518342		
Product of the special port dues gold to 31st December, 1907					18,017:7986641	
Restitutions of said dues up to July, 1907						41:4428580
Conversion of gold into paper at 16d. exchange			3,027:6000000			1,784:0744074
Balances		2,379,636- 0- 5	3,970:4718818			1,662:6830285
	7,961,634- 8- 3	7,961,634- 8- 3	136,894:8224520	136,894:8224520	18,017:7986641	18,017:7986641

**BALANCES:**

In sterling	£2,379,636- 0- 5
In national gold	1,662:6830282
In paper money	2,970:4718818

FRANCISCO DE PAULA BICALHO, Technical Director; BAZILIO D. VIANNA, Chief Clerk; A. DA ROCHA MIRANDA, Accountant.

(Established 1881)

**CRASHLEY & CO.**

(Established 25 years)

**THE ONLY ENGLISH STORE IN RIO.**

Agents for Reddaway's Belting. Mellin's Food. Wilkinson's Whiskies. Bordeaux Wines. English Books. Technical always on hand. Special Works to order. Subscriptions received for all English and American papers.

P. O. Box 906 RUA DO OUVIDOR NO. 36. Telegrams, "CRASHLEY"-RIO

**Ceylon Precious Stones**

Rough or Polished,  
supplied direct from  
our Mines.

Samples and Price List on demand to:

**J. WICKRAMANAYAKA & Co.,**

KALUTARA, COLOMBO, CEYLON.

The latest creation of the modern mechanical genius is the

**Fox Visible Typewriter**

**mechanically perfect.** The only visible typewriter with large pivot-type bar hanger and strong, short typebar. Likewise embodies all modern improvements, including a special arrangement for using two colour ribbons without hiding the writing.

Sole agency for all Brazil: **Casa Standard, 72 Ouvidor, Rio de Janeiro**

Cable-Address BORLIDO-RIO

P. O. BOX 121

**BORLIDO MAIA & CO.**

Successors to BORLIDO, MONIZ & Co.

ESTABLISHED 1878

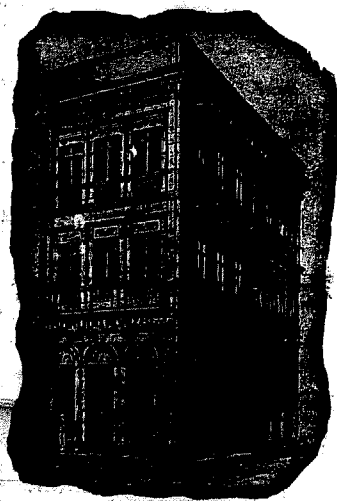
General Merchants, Importers & Contractors

**SUPPLY THE PRINCIPAL RAILWAY AND STEAMSHIP COMPANIES OF BRAZIL.**  
Importers of Railway Appliances, Tools; Repair Material for Cars, Locomotives, Boilers, Wagons; Lubricating Oils, Varnishes, Lubricating Greases, Burning Oils; Railway Apparatus, Industrial, Agricultural and Mining Machinery, Implements, Tools and Supplies; Packing, Pumps, Scales, Safes, Printing Presses, Artisans' Tools; Rubber, Leather and Canvas; Hose; Galvanized Iron, Portable Buildings, Wire Fencing, Babbitt Metal; Paints, Colors, Glass, Inks; Coachbuilders' Supplies; Electrical Machinery and Supplies; Clocks, Watches; Structural Iron, Builders' and Plumbers' Supplies; Sanitary Ware; Wool, Canvas and Duck.

**AGENTS AND REPRESENTATIVES for**

**R. & J. Dick, Glasgow** - Original Balata Belting.  
**Mander Brothers, London** - Olstna Water Plant.  
**Bliven & Carrington New York** - Lubricating Oils and Grease.  
**Enfield Cycle Co. Ltd. Redditch, England** - Royal Enfield Cycles.  
**Wm. Simons & Co., Ltd., Renfrew Scotland** - Dredge Constructors.

Head-Office: **Rua do Rosario 17 - Rio de Janeiro - Brazil**



## BRITISH FOREIGN TRADE

The figures for December still show an increase of £1,333,000 for Exports compared with 1906, but it is smaller than of any previous month and indicates the slackening that must be looked for in foreign trade all the world over until conditions in the United States become normal again.

In the same way the increase in Imports was only £1,331,000, whilst the average for the previous eleven months was over £3,000,000.

For the year, however, the figures are magnificent and show what a country can do under free trade without favour from anyone. The increase of Exports as compared with 1906 was £50,629,000 and of Imports £38,016,000.

The phenomenal growth of our foreign trade during the past three years, which culminated in the twelve months just closed, may be to some extent realised from the appended table:—

YEAR	EXPORTS		IMPORTS	
	INCREASE		INCREASE	
	Amount	p.c.	Amount	p.c.
	£		£	
1905.....	29,312,000	9.7	14,241,000	2.6
1906.....	45,868,000	13.9	43,968,000	7.6
1907.....	50,629,000	12.5	38,016,000	6.3

In round figures the exports have increased in these three years by 125 1/2 millions sterling, or over 41 per cent., while the advance in imports has amounted to 95 millions, or about 29 per cent. It is true that some 16 millions of the increased exports consisted of coal, but it is also true that close upon 100 millions sterling was in manufactured goods. After such a prolonged and huge expansion it would only be in the natural order of things if we were merely to mark time for awhile.

BRITISH ISSUES — 1907  
FROM THE "FINANCIAL TIMES"

DESCRIPTION	1907		1906	
	No. of New Issues	Share and Deb. Capital or amount of Loans	No. of New Issues	Share and Deb. Capital or amount of Loans
Public Loans.....	37	72,369,569	24	42,938,969
Financial.....	14	9,385,000	11	7,297,600
Commercial and Miscellaneous.....	53	22,062,250	95	21,514,600
New Issues by existing companies.....	318	56,705,924	215	46,546,596
Mining.....	38	3,985,870	65	11,230,432
Total.....	399	148,599,613	410	129,477,907

The totals will perhaps be rendered additionally interesting if we also give them in company with those for the rest of the years during which we have compiled our new issue statistics:—

	Number	Amount
1896.....	670	£ 184,863,900
1897.....	621	191,764,000
1898.....	500	190,621,100
1899.....	468	176,916,500
1900.....	434	192,518,800
1901.....	363	176,712,300
1902.....	367	184,965,100
1903.....	310	125,143,100
1904.....	310	109,198,500
1905.....	408	179,861,200
1906.....	410	129,477,900
1907.....	398	148,599,600

The average for twelve years is £165,889,000. The gain of 1907 on 1906 has been at the rate of 15 per cent., and considering the state of markets this cannot but be regarded as satisfactory.

**PATEK, PHILIPPE AND CO.**  
THE BEST WATCH IN THE WORLD  
SOLE AGENCY FOR BRAZIL  
Relojoaria GONDOLO—71 Rua da Quitanda

## BRAZILIAN EXCHANGE

THE STUDY OF AN INCONVERTIBLE CURRENCY

By J. P. WILKINSON C. E.

(Editor of the "BRAZILIAN REVIEW")

PRICE 10p000

Sold at Lammert, & Co. RIO DE JANEIRO.

Efingham Wilson, Royal Exchange, LONDON.

Office of the "Brazilian Review," Rua Visconde de Inhauma No. 42

## THE "TIMES"

In view of the diversified character of the many rumours that have been, and are being, circulated with reference to the changes in progress at the *Times* office, it seems desirable to indicate the outlines of the new arrangements as they affect the financial position of the property. These are, perhaps, at the moment, of greater public interest than the personal considerations and influences which have been so widely discussed.

For the purpose of the new arrangements the price of the *Times* has been fixed at £500,000. The new company, the name of which will probably be *The Times, Limited*, is to be capitalised on the basis of a division of its capital in 250,000 five per cent. first preference shares, 250,000 six per cent. second preference shares, and a large amount of ordinary capital, necessarily ranking last in the division of the profits.

According to the scheme which is now in course of development, the first preference shares are to be taken by the new shareholders, who represent the influences introduced by Mr. Pearson for the work of the reorganisation of the newspaper. These are understood to include Sir Alexander Henderson as the source of the greater part of the new finances. This is only what would have been expected, in view of Sir Alexander's extensive cooperation with Mr. Pearson, as evidenced by his large interest in the "Standard." Other names mentioned in connection with the new capital are those of Lord Rothschild, Lord Strathcona, Lord Iveagh, and Lord Brassey, each of whom is sufficiently identified with some prominent school of enterprise or of opinion to render the inclusion of his name at once easily explainable and at the same time a source of interest and speculative inquiry.

The second block of shares—the six per cent. preference—is to be taken by the present proprietors in exchange for their existing holdings. This is at present the part of the scheme which is giving rise to some anxiety. It was from a certain section of the present proprietors that there came the mutiny against the late management which resulted in the decision to register the *Times* as a joint-stock company. Some of the present proprietors do not consider that the proposed new arrangements, as represented by the six per cent. second preference shares, provide adequately for their interests, and they are understood to threaten opposition in the courts. It may have been to prepare the public mind for these developments that Mr. Pearson, in his pronouncement of Tuesday last, called attention to the necessity of obtaining judicial sanction for the contemplated arrangements.

There remain ordinary shares to be disposed of. These are to be taken by Mr. A. F. Walter, the senior representative of the Walter family. Mr. Walter retains control on behalf of his family, especially in view of the fact that the ultimate succession of his own son will restore the line of John Walters to their long association with Printing House-square. Mr. Walter also stipulates that Mr. Buckle shall retain the editorship. Presumably there was no similar stipulation that Mr. Moberly Bell should retain the managership, if, as is understood to be the case, he has already resigned his position and vacated his offices at Queen Victoria-street. In consideration of the ordinary shares, and the maintenance of his control, Mr. Walter is understood to have agreed to the cancellation of the printing contract made with his grandfather.

There is also a paper contract, and the existence of these contracts makes it difficult to state exactly what the present profits of the *Times* are, since they would have to be separated from the paper contract and from the revenue, properly so-called, of the *Times*, as a journal, in order to arrive at exact aggregates. It is understood, however, that the total present profits, including the printing and paper contracts, are put at £30,000 a year.

Subject to these arrangements being capable of final adjustment, it is intended to accelerate the registration of the company as much as possible, in accordance with Mr. Pearson's "hustling" tendencies.

(The Financial News.)

## HILLEN STEEL RAIL WORKS

UTRECHT, HOLLAND.

MANUFACTURERS OF

STEEL RAILS  
AND SLEEPERS.

OF FIRST QUALITY AND  
TWICE HEATING 16-60 lbs.

Immediate shipment guaranteed either  
from Amsterdam, Rotterdam or Antwerp

Cable Address: **Hillen, Utrecht.**

London Office: **1 Cullum Street, E. C.**

Cable Address: **Nonmetal, London.**

Output: **3000 tons per month.**

**AGENTS WANTED.**

## STATE OF SÃO PAULO

### COFFEE PROPAGANDA

REPORT OF DR. CARLOS BOTELHO AND DECKEE REGULATING  
ADMINISTRATIVE BOARD

The law, by which the Government of the State decided to intervene to prevent coffee prices from falling below cost of production owing to the vast surplus of over-production, in view of an unforeseen and exceptional coffee crop during the 1905-06 season, would not have been successful if the measures taken had been limited only to the removal from the market of the surplus of the crop for which there was no demand.

The Law, when simply looked at from the point of view of its immediate consequences, was sufficient proof of the patriotic intention of Government, but it did not completely satisfy economic principles nor would it have obtained the noble ends which the statesman who proposed the measure had in view.

State intervention was only possible in view of the abnormal position; of the temporary nature of the measures taken, of the certainty that they were only temporary and, perhaps, of the hope that the exceptional circumstances which had necessitated them would not recur.

Another factor, that of the maintenance of equilibrium between production and consumption, ought also to be in question and the legislator must be confronted with a situation requiring exceptional measures before he ought to leave the beaten track of normal legislation.

As a matter of fact, considerations of this nature determined Government to meet the crisis, the gravity and danger of which, since it was averted, has never been realised by thoughtless or ignorant people who can only be convinced by actual and overwhelming disaster.

The two great factors for the maintenance of the equilibrium were always kept in view, one the Law of nature, and the other already referred to in the Convenio made by three interested States for the valorisation of coffee.

It was not by chance that the two crops following on the bumper of 1905-06 were estimated correctly by Government in its quest for the much desired equilibrium, nor was it by special intervention of providence, as speculators plausibly attempt to prove.

They were clearly foreseen and it was in consequence of this certainty that Government decided to intervene.

The first crop will fall short of official estimates and the amount required for the world's consumption will not be reached by some 14 million bags.

The second, that is, 1908-09 crop, will be larger than that immediately preceding it, as is only natural, but the trees are still weak and the weather has been very unsettled during the flowering. The crop will certainly be below the average, and therefore will in no way affect the interests at stake through the courageous and well thought out policy by which Government prevented an otherwise inevitable and disastrous fall in prices to a point never before seen.

With wise forethought measures were taken five years ago to eliminate a factor which threatened to hamper official action and which would, sooner or later, have been a menace to private and public economies—I mean the increase of the area under cultivation.

The law then passed saved us for the necessary period from any new surprises arising from fresh planting.

Since, then, this branch of agriculture is purely intensive, it will in future be much easier to estimate production which will help to restore that equilibrium that every day will be nearer realisation owing to the factors already referred to and to the effects of a strong official and commercial propaganda with which I am now going to deal.

Propaganda for increasing the consumption of S. Paulo coffee is a natural result of valorisation and is a duty incumbent on a Government which recognised the necessity of withdrawing the surplus production of the 1906-07 crop from the market. It is, indeed, the corollary and complement of Government intervention. Government feels that it is bound to attempt to increase consumption, not only in order to accelerate the absorption of the surplus coffee which it holds, but also to avoid the necessity of further intervention.

Increased consumption of coffee is of the utmost importance since with it are bound up the destinies of Brazil in general and those of S. Paulo in particular. In those destinies it is a vigorous and decisive feature and promises a brilliant continuation of our great prosperity and unprecedented progress during the last two decades.

From 1887 down to today the State of S. Paulo has produced and sold no less than 110 million bags which, at a minimum price of 60 francs, represents more than 4 million contos of réis paid by foreigners and almost all absorbed by the State, where its results appear today in the vastly improved condition of coffee fazendas, the building of cities, the extension of our railway systems, the improvement of our sanitary conditions, the advance of education in all its branches, the multiplication of our varied industries and the numerous economic and social factors which put us in the forefront as a centre of learning, as an example to the whole country and as an object of admiration to the strangers who daily visit our shores.

All this immense wealth is due to the increased consumption of coffee. In 1887 the State S. Paulo produced annually hardly two million bags; today the average is a little over nine million bags.

Side by side with this increased production, the world's consumption, which was about 10 million bags at that time, has now increased to 18 million bags.

Without this increased consumption the development of production would have been impossible. This is proved by the sorry history of the last decade, when, regardless of the absorbing capacity of consumption, we launched on the market a perfect deluge of coffee, which, finding no outlet, recoiled upon us, all unprepared, as a crushing and deadly burden. We do not divide with other producers, national or foreign, the share in the increase of the world's consumption reserved entirely for S. Paulo. It was not thus that the crisis was averted, but by the adoption of strong and exceptional measures as much debated as they have been justified, which now we propose to complete by organised propaganda.

On the one hand, consumption opens up for us endless vistas amongst the dense population of the old world where hundreds of millions of people even now know nothing of the use of coffee, whilst over the small percentage of those who do use it vaunts the legion of those persons who tamper with and falsify it or do all in their power to make its price prohibitive.

On the other a vast extent of the State of São Paulo is waiting for the opening of new markets to be worked and producers see themselves hampered by official action. Government, indeed, is pained at having to stand in their way, but it is forced to set this to avert imminent disaster and protect the interests of the whole State.

The solution of so pressing a problem is to be found in increased consumption, the opening up of fresh markets and the systematic and vigorous campaign against fraud, speculation and perfectly easily reducible expenses which make the article too dear. This is true propaganda.

It will be seen that the question is a delicate one, involving the introduction of new methods amongst us which hitherto have been employed by our rivals in other countries and applied to products differing from ours.

There is no reason, however, why we should not arrive at a *modus vivendi* compatible with the interests of the State, of the merchant and of the planter, since what is intended is not the establishment of official trading, but only the extending of help to those who are already engaged in the trade and to others, who may desire to engage in it, and, above all, to ensure systematic and concerted action between State, merchant and planter. This policy of giving the planter a share in the interests of the merchant is to my mind the highest conception of propaganda for our principal agricultural product.

Fortunately it was not Government alone which took the initiative in the proposals to grant pecuniary aid, but the majority of proposals presented for its consideration advocated the combination of the capital of both planters and merchants.

It is necessary, nay indispensable, that, after some years of propaganda campaign, our leading planters should personally, or through societies founded by them, make themselves masters of the commercial secrets of the great consuming countries and thus not only benefit the State from sources at present absolutely fallow but put themselves in an assured position to take part in business combinations, today confined to the great importing countries, influence quotations and profit by the operations of the great merchants.

It is, then, essential to foster combination for the mutual advantage of planters and merchants, and to enact that, when grants in aid are made, preference shall be given to those private individuals, companies or syndicates which prove that, in one way or another, they are in partnership with planters.

To show the great importance of this measure we will merely ask what will be the good of Government spending huge sums of money and labouring for many years simply to strengthen the hands of intermediaries who, without any real interest one way or the other, are simply engaged in the pursuit of buying at the lowest and selling at the highest price possible?

Naturally we recognise that this operation is perfectly legitimate, obeying as it does the rules of the law of the survival of the fittest; what we desire is that it should not always be directed to our hurt, as heretofore, and for this reason it is useless for us to help the planter without incurring the effective cooperation of the intermediary when dealing directly with the consumer.

Consequently combinations of capital which ask aid from Government should make it quite clear what part of the capital belongs to the planter as partner or customer so that in this way the planter himself may be assured of a share in the roasting establishment from which the consumer is supplied. At least, he would be the customer and would thus be able to realise much greater profits than at present, since a great part of these profits now go into the hands of intermediaries.

Another important factor for the success of propaganda is the regulations of the methods to be adopted.

The problem before us a vast one, full of difficulties and subtleties, many sided, but full of opportunities, challenging even proved knowledge and necessitating a systematic study of the peculiarities of each country. The sums to be employed are large, and, to be fruitful, must be managed in a competent, devoted and efficacious manner by men from whose sowing we may expect to reap a rich and plentiful harvest. The seeds which they will sow the people of São Paulo wish to see scattered.

ed broadcast amongst the great peoples of the world, so that they may hasten to absorb the product of our labour and thus allow our soil ere long to be covered with new plantations so that the resources of the State may be multiplied and its rapid development be assured.

The Administrative Board of the Propaganda Service for the increase of consumption of São Paulo coffee ought therefore to have a free hand for the performance of all the duties assigned to it.

The members should travel abroad, by turns, so that the Board may always be in touch with the work of propaganda.

I might say much more, Mr. President, but it would be exceeding my duty to do, since to the Board itself falls the part of arranging its work to ensure the most fruitful results.

It is, however, my duty to lay before you this decree, by which the Coffee Propaganda Service is organised and in which will be found regulations for the constitution of the Administrative Board and general rules for the making of grants in aid.

Greetings!

CARLOS BOTELHO.

#### DECREE

The President of the State of S. Paulo in execution of the dispositions of Art. 3 of the agreement approved by Law No 990 of June 4 1906 and in accordance with authorisation granted by Art. 20 of Law No 1,117 A of 27 December 1907, Decrees:—

#### CAP. I

#### CONCERNING AN ADMINISTRATIVE BOARD FOR THE COFFEE PROPAGANDA DEPARTMENT

Art. 1. There is hereby created a Board attached to the Department of Agriculture, Commerce and Public Works to be called the "Administrative Board of the Coffee Propaganda Department" the functions of which shall be as follows:—

Par. 1. To study the conditions of the consuming markets and to lay before the Secretary of Agriculture such proposals as they may consider advisable for the stimulation of consumption either by developing existing markets or conquering new ones and for defence against fraud and imitations.

Par. 2. To be constantly studying every possible measure for the propaganda of coffee and to devise means whereby the advantages of using coffee may become more widely known and to point out to the consumer the drawbacks to himself of using substitutes and imitations.

Par. 3. To issue a report dealing with questions referring to the creation of the Board on which the Secretary of Agriculture has been consulted.

Par. 4. To direct and superintend the service of propaganda for increasing the consumption of coffee and to see that the companies who have contracted for this service with the State carry out their obligations in a satisfactory manner.

Par. 5. To issue instructions to aid those fiscals in the performance of their duties who have been appointed to such companies as have contracted for the propaganda of coffee.

Par. 6. To propose the dismissal of the fiscals referred to in the preceding paragraph when they cease to perform their duties in a satisfactory manner or show that they are unfitted for their posts.

Par. 7. To organise travelling propaganda exhibitions to visit the principal markets under the direction of a member of the Board to show the various products of the State and to exhibit on the cinematograph views illustrative of our development and civilisation, our agriculture and our industries.

Par. 8. To arrange whenever possible meetings for the purpose of coffee propaganda.

Art. 2. The Board will consist of four members appointed by the President of the State acting on the advice of the Secretary of Agriculture.

Par. 1. The President and Secretary of the Board after appointment shall remain in this Capital to attend to the special duties of the Board.

Par. 2. The two other members of the Board shall take it in turns to travel abroad so that they may always be in touch with the propaganda campaign.

Art. 3. The members of the Board shall receive salaries the amount of which shall be arranged by special enactment, the said salaries to be increased when they are travelling, in addition to the daily allowance to be fixed by the Secretary of Agriculture.

Art. 4. The special duties of the President of the Board shall be:—

Par. 1. To represent the Board with the Secretary of Agriculture.

Par. 2. To propose the appointment and dismissal of employees.

Par. 3. To see that the duties of the Board are properly carried out.

Par. 4. To issue instructions to the members of the Board on foreign service.

Art. 5. The duties of the Secretary shall be to see that the work in the office of the Board in this Capital is properly performed and to collect such information and data as he may consider necessary.

Art. 6. The Secretary of Agriculture shall appoint employees with fixed salaries to attend to the work of the office and to undertake the direction of the travelling exhibitions referred to in paragraph 7, of Art. 1.

#### CAP. II

#### GENERAL CONDITIONS FOR GRANTS IN AID OF COFFEE PROPAGANDA

Art. 7. Grants in aid of coffee propaganda shall be made to private individuals or companies who conform to the regulations of this decree.

Art. 8. Grants shall be made for a maximum period of five (5) years in cash or kind—coffee—the price of the latter to be fixed by Government.

Art. 9. Grants of cash shall not exceed 20% of the capital of the contracting company nor shall grants of coffee (of a value not exceeding the said percentage) be made until after the money grant has been used up.

Art. 10. Grants shall be made by preference to companies of a National character or whose object is the development of National products.

Art. 11. The following are the conditions on which grants shall be made:—

a) The contracting party shall submit to a rigorous fiscalisation on the part of the State through its appointed representatives;

b) The undertaking of propaganda in the form of advertising, exhibits, meetings and in general all action tending to this end at the discretion of the Administrative Board of the Propaganda Department;

c) The promotion of the installation of model roasting establishments and their appurtenances in different capitals and cities to be agreed upon in conjunction with the Board.

Art. 12. The trade mark of the contracting parties shall be authenticated by Government and it shall not be changed while the contract is in force.

Sola Par. Only coffee from the State of S. Paulo shall be dealt in.

Art. 13. The types of coffee to be used—raw, roasted, in bean or ground—to which the official mark of the State shall be affixed shall be subject to the approval of the Administrative Board.

Art. 14. The use of the official mark is guaranteed to the contracting party exclusively in his own sphere of operations for the whole term of the contract and shall belong to him after the grant which has been made to him has been discontinued.

Art. 15. Grants in aid shall be applied as follows:— part for the purposes indicated in letter b, of Art. 11 and part for the rent and maintenance of warehouses and offices, the latter expenditure not to exceed 30% of the grant.

Art. 16. In addition to the grants which shall be made more especially to roasting establishments, houses where ground coffee is shown shall also be eligible for the same, when operating on a large scale, at the hands of Government whose rights shall in this case be respected.

Art. 17. All dispositions to the contrary are hereby revoked.

Palace of the Government of the State of S. Paulo, January 28th, 1906.—JONAS TRIUNFAI—Carlos Botelho.

#### EXTRACT FROM THE SPEECH

#### OF THE

Governor Elect of São Paulo at a Banquet on 25th ult. at São Paulo

Happily we may count with confidence on the early solution of the actual economic problem, when our economic and financial position will be definitely consolidated.

Now that the value of the currency is fixed, what is wanted is that coffee should cease to be an instrument for speculation and gambling, and fetch what it really is worth as one of the most important staples of the world's commerce and the fruit of the capital and labour of a people who, in spite of its being their monopoly and chief source of wealth, are content with merely recouping the cost of production.

It can never be too often remembered that neither the São Paulo Government nor people can cease to give their best and constant attention to the interests of the planting and commerce of coffee.

The effect of the transitory disequilibrium, that must have fatally resulted from the extraordinary crop of last year, and the losses resulting therefrom are incalculable. Fortunately they were foreseen and provided against by the withdrawal of the probable surplus.

For sharp and violent crises, extraordinary and energetic remedies!

To reassure the timid and apprehensive, it is well to add that even at actual prices the coffee accumulated by Government could, if convenient, be liquidated so as to satisfy all the obligations undertaken by Government on this account, including the last loans, all of which have not yet been received.

Let it, however, be perfectly understood that of the coffee acquired by Government for purposes of resistance, not a single bag has been yet disposed of in liquidation, nor will be liquidated except in proportion to the necessities of the commerce and consumption of the world and in a form that shall not compete with our own markets: prudently, possibly not without profit, but never through the agency of speculation or with speculative aims.

The Coffee Trade and Industry and everyone interested in the article may be perfectly at ease as regards the well-defined and firm position already attained.

It is unnecessary to go over the figures proving this assertion they are perfectly well known already and will be published in full very shortly.

What is in process is the elaboration of facts with almost mathematical precision. The natural factors which were counted on have not failed. What remains to be done is not difficult and is guaranteed by existing contracts and available resources and others already foreseen and of easy acquisition, should they be necessary, now that all the mechanism and methods are known and the difficulties have been overcome.


It must not be imagined that now the acute period of crisis has passed we can rest on our oars as if the end were already attained. On the contrary, there is much yet to do to secure complete and definite solution of this difficult and complex problem.

Although no doubt the world's consumption of coffee has increased in a way to guarantee the placing of our actual average production and, as is conclusively proved by statistics, tends always to increase, such natural evolution cannot satisfy the requirements of expansion in so fertile and exuberant a soil.

To labour and produce greatly only to accumulate more and more of a product without demand and without value is not to create wealth, but to work our own ruin, and would be senseless.

Hence the wise and prudent law, accepted by all, forbidding fresh plantations until the increase of consumption allows it. Meanwhile Paulistas must give their attention to other kinds of cultivation and industries.

The best and most efficacious hopes of expansion of the coffee industry lies in the rapid increase of consumption by means of a thoroughly efficient and practical *propaganda* or campaign all over the world.



— Westcombe, Dyke Road, Brighton —

## HIGH SCHOOL FOR GIRLS

Large, detached house in high, sunny and most healthy situation, surrounded by pleasant gardens and grounds, shady tennis lawn, greenhouses, etc. + + + +

Large airy class rooms, recreation room, studio, separate bedrooms and curtained cubicles. + + + +

All bedrooms and passages heated in winter.

The most thorough education by highly qualified staff, including resident French and German Mistresses. + + + +

Classes for older girls in cookery, dressmaking and nursing. + + + +

Tennis, Hockey, bicycling, riding and sea-bathing. + + + +

Liberal diet, home comforts and the most assiduous care of health is taken. + +







Westcombe is particularly suitable for girls whose parents are abroad. + + +

Inclusive terms for sole charge can be quoted.

— REFERENCE : J. P. WILEMAN ESQ —

42, Rua Visconde de Inhauma, 42

— XX RIO DE JANEIRO XX —

## THE BRAZILIAN YEAR BOOK

Edited by Mr. J. P. Wileman

Is now in preparation, the first issue being expected to be ready in May

It will contain historical and geographical sketches of the Brazilian Union and of each of the States, besides full statistical information for the Union and each of the States regarding:—

**Imports**

**Exports**

**Revenue**

**Expenditure**

**Public Debt**

**Movement of Population**

**Railways**

**and Mining**

With a detailed description of every **Joint Stock Company** (Clas Anonymas) registered in Brazil, after the style of the London Official Intelligence.

The Brazilian Year Book will be the indispensable guide to all interested in Brazilian affairs.

As only a limited number will be printed, application for subscription should be made at once to the Head Office, Rio or by letter to Post Office Box 472.

For advertising there can be no better medium. Most of the available space for the present issue is already let. Intending advertisers will, therefore, do well to apply at once.

**Subscriptions £2:2:0**

**Advertisements 300\$000 or £18:15:6 per page**

## THE BRAZILIAN COAL COMPANY, LIMITED

REPRESENTATIVES OF

**CORY BROTHERS & C. L'D of Cardiff and London**

Colliery Proprietors

Coal Depôts in all the principal ports of the world.

A constant and fresh supply of Cory's Morthy Steam coal always in Stock.

Prompt delivery at reasonable prices

**Engines always ready for service**

**Engineering Works.**

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

OFFICES:

**Edificio da Bolsa Salas 26 and 27**

Entrance: Rua Gen. Camara.

**Depot: ILHA DOS FERREIROS**

P. O. Box 774

ESTABLISHED 1810

## WM. SIMONS & CO., LIMITED

RENFREW

Engineers, Shipbuilders and Dredge Constructors

SCOTLAND

DREDGES OF ALL DESIGNS AND CAPACITY

CONSTRUCTED BY US INCLUDING:—

Barge-Loading Dredgers { Self-Propelling or  
Non-Propelling.  
Bucket Hopper Dredgers { Bow or Stern Well types.  
Pump Hopper Dredgers {  
Combined Bucket and Pump Stationary Dredgers.  
Combined Bucket and Pump Hopper Dredgers.  
Self-Discharging Hopper Dredgers.

Bucket Reclamation Dredgers.  
Suction and Discharging Pump Reclamation Dredgers Connected to Long Lines of Floating Pipes to make up Land.  
Pontoon Bucket & Pump Dredgers for Canal Works.  
Rock Dredging Vessels.  
Rock-Breaking Plant.  
Gold-Mining Dredgers.

**STEAM HOPPER BARGES**

**DUMPER HOPPER BARGES**

**BARGES WITH HYDRAULIC AND STEAM GRAB CRANES**

TUGS, LIGHTERS, DIVING BELL BARGES, ROCK DRILL BARGES, ENGINES AND BOILERS, REPLACE WHEEL GEARING, BUCKETS, LINKS, PINS, ETC., A SPECIALITY

**Agents and Representatives—BORLIDO MAIA & CO.**

Successors to BORLIDO, MONIZ & CO.

**RUA DO ROSARIO, 17 — RIO DE JANEIRO — BRAZIL**

# THE BRAHMA BREWERY

Recommend their Specialities:

*Beck's Ale*

*CEUTONIA*

AND

## BRAHMA-PORTER

(The most Nourishing Beer in the World.)

MAKES APPETITE GIVES STRENGTH

FOOD IN LIQUID FORM

### Cia Cervejaria Brahma



— RUA —

Visconde de Sapucahy 104-142

RIO DE JANEIRO

TELEPHONE 111 CAIXA 1205

Gold Medal S. Louis 1904



— RUA —

Visconde de Sapucahy, 104-142

RIO DE JANEIRO

TELEPHONE 111 CAIXA 1205

Gold Medal S. Louis 1904

### General News

**Local Items.** The returns of the Director General of Public Health for the week ended Jan. 26th, 1907 are as follows. Yellow fever 0; butonic plague, 0; small-pox, 14; measles 2; scarlet fever 1; diphtheria, 0; whooping cough, 1; influenza, 0; typhoid fever, 1; dysentery, 2; beriberi, 1; leprosy, 0; erysipelas, 0; marsh fevers, 4; pulmonary diseases, 61. Total infectious diseases, 97. Violence (including suicides) 12. Non-infectious diseases, 148. Total deaths from all causes, 267; equal to an annual death rate of 22.20 per 1,000 inhabitants. Mortality of infectious diseases to total number of deaths 38.57%. Under treatment in hospitals: yellow fever, 0; small-pox, 50; and bubonic plague, 7, under observation 27.

— The American sailors must have been very grateful to the Y.M.C.A. for all the trouble that excellent Association took to make things pleasant and easy for them and, as it were, put them in the right way. The Committee of reception has now published some figures which are of interest. The money changing department changed 80,000 dollars equivalent of some 250

contos or about £16,000. The Bureau of information, where the exchange office was situated, also sold 30,000 postcards and 50,000 postage stamps. The number of excursions organised was 3,000 whilst 1,309 tickets for meals at various restaurants were sold. In this connection we may mention that the Globo Restaurant provided a special room where meals were served at the rate of 2\$500 per head and that some 400 men took advantage of this each day during the stay of the fleet. The Y.M.C.A. distributed free 21,000 guides to the City containing a map of the Central District, 11,600 sheets of writing paper and 6,000 envelopes, all of which stationery was used by the men at the large tables set apart in the Bureau for writing purposes. The total receipts from the sale of tickets for excursions, meals etc. amounted to 15:845\$900 and when all expenditure had been covered there was balance left of 27\$400 which goes to the Y.M.C.A. funds. The work of the Association was thus purely a labour of love and the energy of Messrs. Schlecta and Myron Clark is worthy of commendation.

— The City Improvements Company last week began to lay the tubes between Surubhy, in the State of Rio, and the praia de S. Roque on the island of Paqueta which are to carry the water supply to that island. For many years the people of

Paqueta have been clamouring to be furnished with a proper supply of drinking water but it was not until the end of the Rodrigues Alves administration that any real steps were taken. In the matter, when Dr. Lauro Muller, then Minister of Public Works, decided that something should be done. But it was left for the present Government to put the plans into execution. On Sunday 26th Dr. Sampaio Correia went over to the island to inspect the work and it is expected that the new supply will be inaugurated this month by the President of the Republic and the Minister of Public Works who will receive a great welcome from the grateful dwellers on the island.

— In spite of the fact that the time is now so short, it is to be expected from the feverish activity with which the work is proceeding day and night that the buildings for the Exhibition will be ready in time for the opening ceremony. It will take the authorities all their time to get ready but when people set out to do a thing here it is generally done, as witness the preparation of the Monroe Palace for the Pan American Congress. No one would ever have thought a week before the ceremony that it would be ready in time, but it was; neither money nor labour was spared and the result was that it was ready an hour or so before the time. Such haste as this is not to be commended nor is it to be approved in the case of the Exhibition, which certainly was left in the embryo stage far too long, with the result that in this case too neither money nor labour will be spared. If it had been begun sooner it would not have cost so much which is a strong argument for having commenced operations at an earlier date. But things being as they are there is no alternative but to put on full steam ahead and we feel sure that as a result the place will be ready "on time." Apropos of certain details it has been decided that the exhibitions of fruit, flowers etc. shall take place on special days and that each flower shall have its own particular day; thus roses will be on show one day, orchids on another, vegetables on another and so on. With regard to exhibits of foreign machinery (from England, the U. S. A. France etc.) it has been decided that house room shall be given to the exhibits free but that the exhibitors shall pay for motor force, installation, mounting working and maintenance.

— The centenary of the event which the Exhibition is to celebrate actually occurred last Tuesday, Jan. 28th, on which day in the year 1898 Don John VI signed the decree opening the ports of Brazil to the World's commerce. On Tuesday the decree itself was on show in the National Library. The event was one of great importance to England as at the commencement of the XIXth Century, as is pointed out by *O Jornal do Commercio*, "the monopoly of Brazilian trade which Portugal enjoyed was a practical monopoly for England." Brazilian goods went via Lisbon and Oporto to fill the coffers of merchants in Liverpool and London. In those days, before the enormous growth of the United States, Brazil was the great producer of cotton and sugar. The result of the opening of the ports of Brazil was the development of Brazilian trade and the admission of a certain amount of healthy competition. Don John showed himself a statesman in the true sense of the word by his presence in signing the celebrated decree just 100 years ago.

— The new Royal Mail steamer *Asturias*, the latest and largest boat of the Company, left Belfast on the 8th of January for Tilbury Dock to take up her position in the Australian mail service. We understand that she will not remain on that service but will only make her maiden voyage on that route. She is scheduled to arrive here early in June and she will doubtless be crowded with hundreds of passengers coming out for the exhibition. She is a vessel of 12,500 tons and as we said last week if the Royal Mail goes on at this pace increasing the tonnage of their ships we shall soon reach the 20,000 point, though what will be done then about Buenos Aires is another story. A short time ago we mentioned the fact that too many cabins were reserved for the Argentine traffic on the Royal Mail steamers and that passengers from Brazil had often to put up with a very small choice of accommodation. We beg to suggest to the Royal Mail Company that they should run a ship once a month to Rio and Santos only, without proceeding to the Plate. This would at least give the Brazilian customers a chance and we feel sure that by thus considering them a little more than in the past the Company would not be the losers.

— Some months ago we reported that the American ship *Atlas*, after having been in collision with the Norwegian barque *Viking* near Cape Horn, had put into Rio for repairs. Now news from San Francisco states that the vessel arrived in that port on December 24th, being 275 days out from Baltimore, and 120 days out from Rio de Janeiro. The ship was carrying a cargo of coal for the United States Government and was overdue from Rio, reinsurance having been ordered at 10 per cent. The voyage was a most unfortunate one altogether as before the collision with the *Viking* two men had been swept overboard and drowned whilst another had died and after the collision the crew mutinied on the way to Rio. All concerned must have felt glad when the ship dropped anchor at San Francisco on Christmas Eve.

— The 26th ult was the anniversary of the final withdrawal of the Dutch from Brazilian territory. The Dutch were the first to dispute the right of Portugal to the great South American colony and they were the last to give up the dream of conquest in these regions after a long and determined struggle. The day of Guararapes was the birth of Brazil as a Nation and the culminating point of the work then begun was the Declaration of Independence at Ypiranga some two centuries later.

— This is the age of Exhibitions everywhere and the fever is reaching to South America. Fired no doubt by the idea of the Rio Exhibition, which is to take place in June, the Republic of Ecuador has now decided that it will hold a great Continental Exhibition at Quito to open on August 10th 1909. The general note of the show will be Pan American.

— The methods of the American reporter are not pleasing to the Baron R. Branco who has effectually silenced a New York correspondent through the medium of the Press. It seems that at the banquet at the Monroe Palace the reporter, rushing in where angels fear to tread, buttonholed the Baron and asked him with charming directness if he thought there would be war between the United States and Japan. The Baron replied in the negative. The reporter nothing daunted then asked if in the event of war Brazil would sell her *Dreadnoughts* to the United States. The Baron replied that as there was no chance of war it was useless to answer such a question. After this the reporter rushed off and telegraphed to the States the interesting fact that in the event of war Brazil would be ready to sell her *Dreadnoughts* to the U. S. A. The result of this was that the Baron communicated to the press the conversation which we give above adding that he have might known that a neutral power could not sell battleships to belligerents.

— The National Printing Office is busy with an edition of the Postal Guide to the Republic which will give useful information to merchants and the general public. It might be as well if a "few hints to sorters" were inserted in the work for they seem sorely to need some kind of instruction in the elements of their duties. We had always thought that the duty of the sorter was to sort but apparently that is a secondary matter, conversation and cigarette smoking taking the first place. Last week the *Avon* came in shortly after 3 p.m. on the Sunday but no move whatever was made to sort the letters until about 9 o'clock on Monday morning. We get somewhat tired of constantly calling attention to these sad facts and so must our readers, but importunity, we have on excellent authority, is sometimes of avail.

— On the 26th ult a manifestation was made to Dr. Ray Barbosa, Brazilian Delegate at The Hague Conference, who by his policy and his speeches at that Assembly brought Brazil so much to the fore. Dr. Ray was presented by his friends and admirers with a gold medal, commemorative of the Conference, in a velvet casket stamped with the arms of the Republic. Dr. Coelho Netto lauded the services rendered to his country by the illustrious Brazilian and Dr. Ray answered in fitting terms concluding by calling for a "viva" for the Brazilian Nation. The manifestation took place at the Pavilion Bar at Botafogo and on its conclusion Dr. Barbosa returned to his residence. Several thousands of people were present.

— After the departure of the American fleet the President of the Republic received a telegram from the Brazilian Ambassador at Washington, Dr. Nabuco, congratulating him on profound impression which had been caused in the United States by the welcome which had been accorded in Rio to the American sailors. Dr. Nabuco concluded by saying that as once the abolition of slavery had claimed all his energies so now he would devote himself entirely to the policy of approximation between Brazil and the United States.

— Dr. Rodrigues Alves during his stay in Rome has been feted by everybody, including King Victor Emmanuel and the Minister of Foreign Affairs, and after taking a little trip elsewhere he will return and visit the Pope. By this manoeuvre he will avoid hurting the susceptibilities of the Vatican. The visit of Dr. Rodrigues Alves to Rome will, it is to be hoped, be attended by tangible results for this country. From the speech of the Minister of Foreign Affairs it would seem that there may be a chance of the passive cooperation of the Italian Government in the problem of the Povoamento do Solo which would be of immense value to this country which so far has not been looked upon with a favourable eye from the point of view of emigration by the Italian authorities. Dr. Rodrigues Alves in all his speeches has laid stress on the great development of the country which he maintains has been to a great extent the handiwork of the Italian labourer. With the ever increasing commerce and development of the country it will be a rich field for the energies of the Italian workman and it is sincerely to be hoped that it may, after these diplomatic advances of Dr. Alves, be a *terra grata* to the powers that be in the great Latin peninsula.

— The 27th ult was the birthday of the German Emperor and in commemoration of the event a reception and dance was given at the Club Germania by the German Colony. The German Minister was present as well as the staff of the Legation and a very large number of the colony. After the reception dancing was kept up till a very late hour everybody seeming thoroughly to enjoy themselves.

— We have been asked to call attention to the fact that at the Central Mission at rua do Acre No. 17 there is now an English section called the "English School". The object of this school is to furnish to English speaking children and others who may desire it, an opportunity for acquiring a practical education in the ordinary branches of learning. The course of instruction covers the same ground as that of the Portuguese Department and includes English Grammar and History of Great Britain and of the United States. Pupils in this school wishing to obtain a knowledge of Portuguese may attend certain classes for this purpose free of charge. This school is in the charge of Miss M. H. Annett and reopened yesterday at rua do Acre No. 17, where further information may be obtained by applying to Miss Annett.

— The Prefect of the Federal District has appointed Sr. Olavo Bilac, who is well known in literary circles in this City, to be his private secretary.

— The advocates of the subsidy policy in the United States say that it will cost the country 700,000,000 dollars to place the merchant marine in a position successfully to compete with the merchant marine of other nations "where subsidy exists." As the *New York Journal of Commerce* points out, the latter phrase is a fine one to conjure with as if the "merchant marine of other nations had been built up and was sustained by Government subsidies at the expense of other interests taxed to raise the funds." British shipping is not really subsidized, the only form being subventions to a few fast mail lines to secure regular communication with the distant colonies and to ensure the construction of a certain number of vessels on naval plans to be auxiliary to the British Navy and at command of the Government. The true question in the United States is the removal of restrictions on the merchant service which would soon result in the building of a large fleet. Our contemporary says that the present position is like "entering a race for the championship and tying your athlete with withes and thongs and loading him with shackles and then plying him with stimulant to get him to exert himself with a certainty of failure."

— We are sorry to hear that Mr. Haggard, His Britannic Majesty's Minister, has been suffering from pleurisy and congestion of the lungs and that the doctors have ordered him to go home to recoup as soon as possible. We understand that he will leave for home with his family about the end of April when warmer weather may be expected in England with the advent of the spring. We trust that Mr. Haggard will soon be about again and that his trip will quite restore him to health.

— The torpedo boat *Pedro Afonso*, which went ashore a considerable time ago close to Ilha Grande, is to be dismantled and put up to public auction.

— On the proposal of Dr. Cruz, Director General of Public Health, the Pan American Medical Congress which has just closed its sessions in Mexico will hold its next meeting at Costa Rica.

— During the week there were 322 births and 87 marriages in the Federal District.

— It has been decided that the gardens round the Monroe Palace shall be laid out afresh. This is a move that might with advantage have been made earlier as the present arrangement is merely the result of the scramble to get things ready for the Pan American Congress. The point at which the Palace stands affords a great opportunity for a landscape gardener to give his fancy rein and we trust that the new plans to be carried out will be more satisfactory than the present shapeless jumble. The work is in the hands of the Inspector of Woods and Gardens.

— The Lisbon papers announce that the subsidy to be granted to the new steamship line to Brazil will be 144,000\$000 per annum if the service is monthly and made by two steamers and 216,000\$ if three-weekly made by three steamers. Thus the subsidy will come out at 12,000\$ per voyage. We presume the milreis are fortes.

— Some time ago a valuable Rembrandt was brought to light in Brazil and since then Dr. Paes Barreto has discovered a picture of *Leda and the Swan* by Titian. The picture was found somewhere in the North of the Republic and when taken to Europe was pronounced to be a genuine Titian by all the experts. The picture was for some time on show in Paris and now is deposited in the *Crédit Lyonnais* in that City. It is stated that it will later be brought to Brazil to grace the walls of a Museum at Manaus.

— A London contemporary mentioning the various charities which will benefit by the will of a rich lady who died a short time ago says that "£12,000 has been left to the Shipwrecked Seamen's Fund and several other hospitals in Switzerland." The number of Swiss "Seamen" we should have thought was rather restricted.

— The Japanese Minister last week called on the Baron Rio Branco and officially informed him of his promotion to the rank of Envoy Extraordinary and Minister Plenipotentiary. The Minister is now making a tour through part of the State of Minas Geraes with a view to seeing what advantages would accrue to Japanese immigrants settling there. It is quite evident that the Japs propose to come out here in large numbers so soon as they are sure of their ground but with their usual sagacity they have no intention of buying a pig in a poke and want to know all about conditions before they take the plunge and adopt Brazil as their country. It might be as well if British immigrants were equally careful for there would be less heartburning and recrimination than there is at present when the Briton discovers that life is not so easy here as he had expected and that instead of basking in the street and holding out his hat to catch the gold which drops from the sky he has to work very hard indeed to make a living.

— Last Wednesday was the third anniversary of the great patriot José do Patrocinio to whose efforts the signing of the *Lei Aurea* on May 13th 1888, was in a great measure due. He ranks with Wilberforce in the history of the abolition of slavery as it will be written in the days to come. Just three years ago he was struck down like Kempenfelt his pen in his hand and the scene at his funeral was that no one who took part in it will

ever forget. Peace to his ashes and may his memory ever be kept green amongst those for whose best interests he worked and struggled.

— The severe storms of rain experienced during the past week caused considerable trouble on the Central of Brazil Railway, so much so that for several nights the mail trains to and from São Paulo and Minas were unable to run. The largest landslip occurred at kilometre 76 and just when the breakdown gang were busiest in removing the earth from the line, down came another storm of even greater violence and hurled another 110,000 cubic metres of earth upon the permanent way. As a result of this, on Wednesday last the engineer in charge wired to Rio that several days would be needed to clear the line. The night trains were suspended but the day trains still run with a transfer at the obstructed point. As a natural result of this trouble the mails to and from São Paulo and Minas have been much disorganised.

— There seems to be a good market down this coast for Italian cruisers which are somewhat antiquated. A short time ago the *Dogali* was sold to the Uruguayan Government for a price somewhere about £20,000 and now rumours are abroad to the effect that the *Puglia*, which left this port a few days ago, will also be sold to that Government. It is a cheap but somewhat ineffective way of increasing a navy, but we suppose our neighbours know their own business best and if the vessels are not of great draft they will be useful for police work on the River, which is presumably the purpose for which they have been acquired.

— Under the heading of "Coaling the American Fleet" the *Times* brings the following:—

"Two or three months ago, while the United States Government was making preparations for the despatch of its fleet to the East, Press messages from New York and Washington drew attention to a controversy which had been raised concerning the nationality of the tonnage to be employed for the transport of coal to the fleet while on its passage. Objections had been raised to the employment of foreign tonnage, and it was held apparently in some quarters at the time that the coaling navigation laws of the United States were fatal to the chartering of any but American owned coilers; but, whatever may have been the importance attached to these objections two or three months ago, and whatever the national prejudices that may have been excited by the suggestion that alien vessels would be utilized for the coaling of the fleet, the fact remains that practically all the tonnage taken up by the United States Government is foreign and almost exclusively British. In consequence of the secrecy with which the chartering arrangements have been carried through, it is impossible to state precisely the quantity of tonnage which has been taken up, but it is very considerable, and includes between 40 and 50 British steamers, representing an average cargo-carrying capacity of about 25,000 tons. The difficulties of identifying the vessels engaged are as great as they were during the Russo-Japanese war, when, as in the present instance, the British shipowners claimed the lion's share of the business of coaling the rival fleets. There is reason to believe that the following particulars are approximately correct. Under charter to deliver in the Havana, six vessels with 25,500 gross deadweight at a freight rate of \$1 50c. and three vessels of 11,500 deadweight at \$1 55c. For Trinidad two vessels of 7,500 deadweight at \$1 75c.; for Punta Arenas four vessels of 4,000 deadweight at \$4 40c.; for Callao one vessel 5,500 deadweight at \$ 50c., one of 5,200 deadweight at \$5 65c. and four vessels of 22,200 deadweight at \$5 70c.; for Mare Island, Magdalena Bay, and San Francisco two vessels of 12,000 deadweight at \$5 70c., five vessels of 33,100 deadweight at \$5 75c., three vessels of 21,000 deadweight at \$ 80c., three vessels of 20,500 deadweight at \$5 85c., four vessels of 20,000 deadweight at \$6, and one vessel of 6 800 deadweight at \$6 05c. There are probably other vessels chartered, but these have all been officially reported in the various shipping freight lists published in this country. All the coal carried is American, shipped chiefly at Philadelphia and Norfolk News."

— On Tuesday last the new notes of the value of 200\$000 each, made by the American Banknote Company, and those of the value of 50\$000 from the National Mint were put into circulation.

— The new alarm apparatus which have been ordered by the Rio police in Berlin will shortly arrive in Rio and be duly installed. It appears that the alarms are much the same as the apparatus in use in London for calling the fire brigade, police, district messenger boys etc. except that those to be used here will be erected in the street and are to have divisions marked "Police", "Fire" etc. into which a key may be fitted and the alarm thus given. There are to be six Central stations where alarms will ring and 40 sub-stations and for the present 580 machines have been ordered. By this means also the police at headquarters will be able to ascertain if the various officers are on their beats at the proper time. These alarm posts will be lit up at night so that there will be difficulty in finding them. Later the alarms are to be connected in some way with the Central Telephone Office so that details may be given and the proper measures taken in accordance as the alarm is for fire, burglary, or what not. The cost of the installation is put at 1,500,000\$000.

— News from the naval manoeuvres state that the gunnery practice has been attended with the best results and that everyone engaged in the manoeuvres is keen and good work is being done. The Minister of Marine is also hurrying on the repairs that are being made to the *Tymbara*, *Carlos Gomes* and *Pernambuco* and other naval units in this port. The Minister has appointed a committee to examine the plans for electric installation, drawn up by one of the engineers of the navy, and to decide whether or not they shall be adopted in the new *Dreadnoughts* being built in England.

— The theatres in New-York have just made an innovation which might with advantage be followed all the world over. This consists in a special row of stalls for deaf people; each stall being fitted with an apparatus something analogous

to the receiver of a telephone and by this means the deaf are able to hear every word of the play which previously has been to them mere pantomime. We trust that all theatres will eventually adopt this measure, for the deaf deserve consideration as well as the rest of the world. No extra charge is made for the stalls in question.

An English doctor has declared that playing cards are a most dangerous medium for the transmission of disease, particularly of influenza. There are very few things that it will be safe to do ere long if the scientists are to be believed. Kissing has long ago been condemned as little short of murder and suicide to the osculators and now even card playing is barred. The future man will probably go about in something resembling a diving dress if he considers his life of any value at all, though we should think that life under such conditions would be hardly worth living. *Pace* all the croaking of scientists the main essential to health is cleanliness and we doubt if a "Bridge suit" of close fitting indiarubber will be adopted yet awhile.

One of the finest buildings on the Avenida was opened last Tuesday, namely that to be occupied by the Companhia das Docas de Santos. The facade, which is very imposing, was designed by Dr. Ramos de Azevedo, whilst the construction of the building was carried out by the well known architects Messrs. Jannuzzi. The whole building is most luxurious throughout, from its beautifully carved and massive doors and its ground floor of Cariara marble to the splendid rooms and halls carried out in the Louis XIV style.

The new Swiss Consul General and Charge d'Affaires, Sr. Albert Gertsch, has now received his *exequatur*. According to *O Jornal do Commercio*, the first Swiss Consul in Rio de Janeiro was appointed in 1828 and the post has been held by remarkably few people since that date for Sr. Raffard who was appointed in 1858 held the post until his death in 1901. During half that time he was doyen of the Consular Corps in Rio. Sr. Wezelin who has just retired was appointed in 1902. He is giving up the post on the plea of advanced age and a desire to retire into private life, greatly to the sorrow of his compatriots by whom he is much liked and respected.

On the 30th ult the Baron Rio Branco, Minister of Foreign Affairs, entered on his duties as President of the Historical and Geographical Institute of Brazil, in succession to the Marquez de Paranaguá.

Last week the sale by the Lamport and Holt line of their s.s. *Buffon* to the C. N. Navegação was completed and the Brazilian flag was hoisted on the vessel on Friday last. The English Captain and crew are returning to England as a Brazilian crew has already taken possession.

A new shipping line has been definitely organised in Amsterdam, called the Royal Dutch Lloyd. The line will run a service of vessels between Amsterdam, Brazil, Uruguay and the Argentine.

**Rio de Janeiro.** The people of Petropolis have some cause for alarm if the stories about the water supply are true. Telegrams from that City state that the *Tribuna de Petropolis* had protested against the soiling of the water by the workmen employed on the springs from whence the water is drawn. As a result of this protest Engineer José H. Bastos, Federal Fiscal appointed to the Guinle Company, went up to the point known as Caxambá where he was much disgusted by what he found. It seems that at that point, quite close to where the water is collected for distribution to the town, the workpeople are in the habit of performing their personal and domestic ablutions. As a result of this discovery, by order of the Government of the State, complied with by Messrs. Guinle, the gang of workmen was withdrawn from that point. Dr. Bastos suggests that the Company should be fined.

The Cardinal Archbishop of Rio de Janeiro, accompanied by the Bishop of São Paulo, has been visiting Petropolis where he was entertained by the Papal Nuncio, Monsignor Bavona.

The Japanese Minister left Petropolis on the 27th ult for the interior of Minas with a view to studying the localities where it is proposed to settle Japanese immigrants.

**Minas Geraes.** The new reservoir at Bello Horizonte is a fine piece of work. It has an area of some 3,108 square metres and capacity for 15,000,000 litres of water. The depth of the water in the reservoir is 5 metres. In its construction 3,000 cubic metres of stone, 520,000 tiles and 4,370 barrels of cement have been employed.

**São Paulo.** Dr. Miguel Calmon, Minister of Public Works, has telegraphed to the President of the State, Dr. Jorge Tibiriçá, stating that the inauguration of the wide gauge between Rio and São Paulo on the Central of Brazil Railway will be made by the President of the Republic early this month. On the same occasion several sections on the Sorocabana Railway will be opened to traffic. Dr. Calmon will accompany the President during his trip. On their arrival in São Paulo the President and the Minister will be lodged at the Prates Palace and the President of the State will give a banquet in the Palace of the Governor. The whole town will be en fête and the streets in the central zone will be brilliantly illuminated.

São Paulo is entering with great spirit into the preparations for the Exhibition in June. So far no less than 1,164 Paulistas have declared their intention of being represented at the show.

The Prefect of São Paulo has opened a credit of 1,082,503\$ for the continuation of work on the new Municipal Theatre. This theatre when completed will be one of the finest

on the Continent and in some ways will vie with that of Rio though perhaps not quite equal it in splendour.

During the week there were 225 births, 109 deaths and 37 marriages in the City of São Paulo. Of the deaths no less than 58 were children under two years of age.

Dr. Luiz de Souza Mattos has been appointed by Dr. Miguel Calmon, Minister of Public Works, to proceed to Iguape to report on what improvements he considers may be made to the port.

The German Engineer Jaenicke, who won a travelling scholarship at Hanover, is now in São Paulo. He will later visit the States of Paraná, Santa Catharina and Rio Grande do Sul.

The 25th ult was the 354th anniversary of the foundation of the City of São Paulo and as a result the day was observed more or less as a holiday. The Historical and Geographical Institute held a solemn meeting in commemoration of the occasion.

The Banco da Provincia of Porto Alegre is stated to be about to open a branch in the City of São Paulo. The Banco da Provincia is one of the oldest establishments of the kind in the State of Rio Grande do Sul and does a considerable business with the City and State of São Paulo.

It is probable that special trains will be run from São Paulo during Carnival so as to allow Paulistas to take part in the revels in Rio. During the visit of the American fleet a great many people availed themselves of the special trains run by the Central of Brazil Railway at reduced fares. It is to be hoped that the handclaps will be a thing of the past by the time Carnival arrives.

On the 25th inst Santos was en fête for the inauguration of the Statue of Braz Cubas the founder of the City. The ceremony took place in the *praça da Republica* where the statue has been erected and a very large number of guests took part, many people coming down from São Paulo for the occasion. Five specially appointed persons pulled the cords which unveiled the statue amidst general enthusiasm. After the ceremony a lunch was given in the Municipal Palace.

It has been discovered that the fiscalisation at Santos of ships arriving with trachoma patients on board has not been sufficiently rigorous and as a result much of the work done in the interior to stamp out the disease has been nullified. The Secretary of Public Works of the State has now petitioned Dr. Calmon to request the Minister of Justice to see that the regulations are more strictly observed.

The Municipal Chamber of Santos has paid to the German Bank a sum of 150,000\$ for the expropriation of the premises on the rua 15 de Novembro at the corner of the rua 11 de Junho.

A new work by Dr. Campos Salles entitled *Da Monarchia a Republica* will shortly be printed in Lisbon.

**Rio Grande do Sul.** On the 25th inst Dr. Carlos Barbosa assumed the Presidency of the State in succession to Dr. Borges de Medeiros. Both the new and the ex-President sent a telegram to the President of the Republic declaring their continued adhesion to the general policy of the Federal Government. The ex-President after handing over the reins of government to his successor was presented with a magnificent automobile by his friends and admirers. It is proposed later to present him with a house, in recognition of his services to the State.

On the 28th ult the first trials were made of the new electric tramway in Porto Alegre. The results were most satisfactory and the English Engineer, Mr. Williamson, was heartily congratulated on the success of his work. The system will be formally inaugurated on February 24th.

**Bahia.** Dr. Araujo Pinho has been elected Governor of the State by a very large majority over his opponent Dr. Ignacio Tosta. Dr. Araujo has been for many years in public life, having been elected as Deputy for his Province at the early age of 22. Later he was President of the Province of Sergipe. He was Secretary to the Governor of Bahia from 1874 to 1875 and later was State Senator and leader of the House. In 1905 he was appointed Director of the Banco Agricola.

The Municipal Council of the City of Bahia is considering the advisability of creating a Municipal guard which for some time has been demanded by the public. The measure will probably go through.

People in Bahia are not only suffering from want of water but also from the bad quality of the small quantity which is doled out to them, and it is high time that the Municipality took drastic measures to ensure a liberal supply of good water. After all the money that the public has had to stump up they should have had water as pure as that from the Castalian spring in unlimited quantities.

**Pernambuco.** The German cruiser "Bremen" is paying a visit to this port.

The s.s. "Camocim" when entering the inner harbour on the 27th ult collided with the British steamer "Julia Park" with the result that both vessels were damaged.

**Pará.** The persons implicated in the recent robberies of money at the Belém Custom House have now been sentenced by the Federal Judge in that Capital. Five of the accused were found guilty and sentenced to two years and ten months imprisonment each. The Treasurer, who was amongst the five, was also sentenced to pay a fine of 1200\$ on the money which he robbed. The five other prisoners were acquitted and promptly discharged.

## LONDON AND BRAZILIAN BANK LIMITED

Capital.....	£ 2,000,000
Capital paid up.....	» 1,000,000
Reserve fund.....	» 910,000

HEAD OFFICE : -- LONDON.

Branch Office in Rio de Janeiro :

X X X X X

RUA DA ALFANDEGA, 10

Draws on Head Office and the following Branches and Agencies :

LISBON, OPORTO, MANAOS, PARA, PERNAMBUCO, BAHIA, SANTOS, S. PAULO,  
RIO GRANDE DO SUL, PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES, ROSARIO DE SANTA FE  
AND NEW YORK

Also on :

Messrs. Glyn, Mills, Currie & Co. — London.  
Messrs. Mallet Frères & Co. — Paris.  
Messrs. Joh. Horenberg, Gossler & Co. — Hamburg.  
Credito Italiano. — Italy.

Granet, Brown & Co. — Italy.  
Crédit Lyonnais — Spain.  
Anglo-Oesterreichische Bank — Austria-Hungary  
(Anglo-Austrian Bank)  
Banco de Portugal — Portugal.

## THE LONDON & RIVER PLATE BANK LIMITED

ESTABLISHED 1862

Subscribed Capital.....	£ 2,000,000
Realized do.....	£ 1,200,000
Reserve Fund.....	£ 1,200,000

19 and 21, RUA DA ALFANDEGA and 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

Manaos, Maranhão, Ceará, Maceló, 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.

## BRAZILIANISCHE 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 REALIZED . . . . 10,000,000 MARKS

Branch Office in Rio de Janeiro:—

RUA DA QUITANDA No. 109 (Caixa 103)

Branch Offices in: — São Paulo, Caixa 520 — Santos, Caixa 185 — Porto Alegre, Caixa 27  
Cable Address: ALLEMANNA.

Correspondents in:—Para, Manaos, Maranhão, Ceará, Pernambuco, Parahyba, Bahia, Maceló, Victoria, Rio Grande,  
Pelotas, Curitiba, Paranaíba, Santa Catharina, &c.

Draws on:—

Germany. { Direction der Disconto Gesellschaft, FRANKFURT  
Frankfurt a M. Bremen } and correspondents.  
Norddeutsche Bank in Hamburg  
HAMBURG

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

Opens accounts current. Pays interest on deposits for fixed periods. Executes orders for purchases  
and sales of stocks shares etc., and transacts every description of banking business.

France. { Crédit Lyonnais, PARIS, and branches  
Hoine & Co. PARIS  
Comptoir National d'Escompte de Paris PARIS  
Lazard Frères & Co. PARIS  
De Neufville & Co. PARIS

Italy. { Credito Italiano.  
Banca Commerciale Italiana.

Portugal. — Banco Lisboa & Açores and correspondents.  
and any other countries.

# The British Bank of South America, Ltd.

HEAD OFFICE: 2 A, MOORGATE STREET  
LONDON, E. C.

Capital..... £ 1,000,000  
Idem paid up..... £ 500,000  
Reserve fund..... £ 425,000

Office in Rio de Janeiro: 31-A, Rua Primeiro de Março, 31-A  
and 1, Rua do Hospício, 1

Branches at: **SAO PAULO, BAHIA,  
BUENOS AIRES, MONTEVIDEO and  
ROSARIO.**

Santos Agents:

F. S. Hampshire & Co., Limited.

Correspondents in: — Pernambuco, Pará, Manáos, Ceará, Victoria, Macaé, Maranhão,  
Santa Catharina, Paranaguá, Curitiba, Rio Grande do Sul, Pelotas and Porto Alegre

Draws on its Head Office in London:

The London Joint Stock Bank Limited..... London.  
and all principal towns in United Kingdom.  
Messrs. Heine & Co..... Paris.  
Banque de Bordeaux..... Bordeaux.  
J. Berenberg Gossler & Co..... Hamburg.  
and Correspondents in Germany.  
Messrs. Ressi & Co..... Milan.  
Banca Commerciale Italiana..... Genoa.

Also draws on South Africa, Australia, New Zealand and principal cities on Western coast of South America. Opens  
Current accounts.

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

Società Bancaria Italiana..... Genoa.  
and Correspondents in Italy.  
Messrs. E. Sainz & Hijos..... Madrid.  
" Garcia Calamarte & Co..... Madrid.  
and Correspondents in Spain.  
Crédit Franco-Portugais..... Oporto.  
Banco de Portugal..... Lisbon.  
and Correspondents in Portugal.  
The Bank of New York N. B. A..... New York.

## Personal News

Arrivals and Departures during the week:—

### ARRIVALS

By the s.s. *Avon*, from Southampton on January 26th.—  
G. Roth, G. Puyton, E. Campbell, B. Courtney, E. F. Price,  
W. T. Ginns, G. T. Myers, A. O. Dormell, Mr. and Mrs. C.  
Quiney, A. S. Griffiths, B. Williams.

By the s.s. *Ionic*, from Wellington and Montevideo on  
January 27th.—C. Hopkins, B. Hamilton.

By the s.s. *Nile*, from Buenos Aires on January 29th.—  
G. Brodie, C. J. Wagner, S. M. Parker, A. Rogers, B. Born,  
F. Ashton, Mr. and Mrs. E. Arnott, J. Shine, Miss Sydney,  
E. Greene.

### DEPARTURES

By the s.s. *Itaituba*, for Porto Alegre, on January 26th.—  
Miss Hill.

By the s.s. *Avon*, for Buenos Aires, on January 27th.—  
A. G. Sidney, Mr. and Mrs. Eugen Urban, J. H. Cayford,  
W. Holland, P. A. Lartigan, H. N. Guinness, E. Carn, A.  
Altgell.

By the s.s. *Nile*, for Southampton, on January 29th.—  
O. E. Waddell, Dr. E. Dodsworth, P. Erhardt, K. Benjamin,  
T. Cochrane, Captain H. L. Mack, Dr. and Mme. Afonso  
Ariños.

## 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.  
G. WINTER, A. S. A. A. | T. C. E. FOWLER, A. S. A. A.

And a large staff of Competent Assistants and Experts

Undertake Investigations and Reports on Public Companies' Accounts in  
the Argentine, Uruguay, Chilean, Brazilian  
and other South American Republics; also legal representation of  
Companies, Firms, or others.

HEAD OFFICE:

64 Northern Insurance Building

441 Bartolome Mitre, Buenos Aires

A. B. C., Al & Lieber's Codes, Cable Address "QUITANCE"

Union Telephone 83

## Money Market

QUOTATIONS DURING WEEK CLOSING JANUARY 31st 1908.  
MARK AS FOLLOWS:—

(COMPILED, BY PERMISSION, FROM THE FIGURES GIVEN DAILY IN THE  
JOURNAL DO COMMERCE)

OFFICIAL RATE																
Maximum and Minimum. Bank Counter Drawing Rates																
January	90 d				3 d				30 d				SIGHT			
	London	Paris	Hamburg	Italy	Portugal	New York	London	Paris	Hamburg	Italy	New York	London	Paris	Hamburg	Italy	New York
	d.	réis	réis	réis	o/s	réis	d.	réis	réis	d.	réis	d.	réis	réis	réis	réis
Sat. 26	15 1/8	631	779	632	643	358	15 5/16	630	777	15 1/16	643	3.982	640	789	642	3.982
Mon. 27	15 1/8	631	778	631	640	358	15 5/16	630	777	15 1/16	643	3.915	641	780	642	3.915
Tues. 28	15 1/8	631	779	632	640	358	15 5/16	630	777	15 1/16	643	3.918	641	780	642	3.918
Wed. 29	15 1/8	631	778	632	643	358	15 5/16	630	777	15 1/16	643	3.912	640	780	642	3.912
Thurs. 30	15 1/8	631	779	631	640	358	15 5/16	630	777	15 1/16	643	3.918	640	788	642	3.918
Fri. 31	15 1/8	631	778	632	640	358	15 5/16	630	777	15 1/16	643	3.915	640	780	642	3.915
Av. Jan. 1908	15 1/8	631	779	641	630	358	15 5/16	630	777	15 1/16	643	3.918	640	780	642	3.918
1907	15 5/16	631	766	631	630	358	15 10/16	630	761	15 11/16	630	3.937	631	778	634	3.937

Extremes at which business was done during the week ended Jan. 31st, were 15 1/4 d. — 15 1/4 d. for 30 d/s Bank paper and 15 1/4 d. — 15 1/4 d. for private.

The average Bank 30 d/s counter drawing rate for the week comes out at 15 1/4 d. the corresponding sight rate being 15 1/4 d. against 15 1/4 d. the average sight rate of the *Câmara Syndical*.

The average depreciation for the week, calculated on the basis of the Bank's sight rate, is 4.21 % and the premium on gold 79.25 % against 44.21 % and 79.25 % last week. At these rates:

	was worth	159934	against	159934	the week before
1 shilling.....	8797		8797		
1 penny.....	8066		8066		
1 franc.....	8535		8535		
1 mark.....	8782		8782		
1 U. S. Dollar.....	34262		34262		
1 "GOLD" coin.....	354861		354861		

## THE BRAZILIAN REVIEW

Saturday, February 1st 1908.

Monday, January 27th.—The market opened with the Bank of Brazil still drawing at 15 3/16d., other banks at 15 1/8d. and 15 3/16d. with private paper quoting at 15 3/16d. and 15 13/64d. Movement was more or less regular.

Tuesday, January 28th.—With its rate unaltered the Bank of Brazil in the afternoon discontinued drawing for today's mail. Other rates continued the same and, with but little movement, the market closed completely paralysed.

Wednesday, January 29th.—The Bank of Brazil drew for the mails on February 5th and 12th with its rate unchanged. Other banks drew at 15 1/8d. and 15 5/32d. and private paper was quoted still at 15 3/16d. and 15 13/64d.

Thursday, January 30th.—With no alteration in rates the general movement of the market was small.

Friday, January 31st.—Rates continued the same and the market was destitute of interest.

Saturday, February 1st.—The market closed at the usual hour without any alteration to report.

There is nothing to report about exchange, rates have been unaltered, the Bank of Brazil continuing to draw at 15 3/16d. the foreign Banks at 15 1/8d. to 15 5/32d., whilst private paper was offering at 15 3/16d. to 15 13/64d.

The coffee shipments fell off slightly last week to £492,600 as against £547,100 for the previous week. £680,000 last year and £291,100 in 1906.

From Pará and Manóas reports are most discouraging.

In the U. S. A. many rubber factories have closed down altogether and no improvement whatever is noticeable in general conditions of trade and industry in that country. Indeed as liquidation proceeds it takes a more and more disastrous aspect and new failures in many instances of old established concerns that seemed above suspicion are announced daily.

Conditions in the U. S. A. affect the whole world and trade is failing everywhere. Naturally articles of luxury suffer first and the crisis in the diamond trade has been followed by another in the automobile industry that has reacted on rubber and caused a general falling off in demand.

We hear that even at the present very low prices it is almost impossible to sell rubber at Pará and that both there and at Manóas failures are now day to day occurrences.

The fact that the situation in the North is extremely grave cannot be disguised, nor that it must materially affect our already not too stable economic equilibrium. It is quite possible under such circumstances that revenue may show some falling off, as the custom houses at Pará and Manóas are said to be choked with imports that cannot be dispatched for want of money.

So far the Amazon has given very few bills to this market, all the supply being wanted to meet local demand.

Rio Light and Power Company shares have been steady at 33½ throughout the week, a sign that negotiations for a new issue of £2,000,000 to complete the works are in a fair way of realisation. Besides, the French Railways will be sending at least £1,000,000 and part if not all the issue of £3,750,000 under negotiation for the Santos Dock Co. will be placed abroad and so help to swell the supply of bills.

The unhappy assassination of Dom Carlos will certainly affect trade here and probably result in countermarching orders to a considerable extent and thus help to reduce remittances later on.

The political situation here is by no means satisfactory and requires careful watching, as with £6,000,000 stored up in gold coin in the *Caira*, the temptation in some quarters to provoke disturbances must be almost irresistible.

Quotations on the London Stock Exchange generally show improvement compared with the previous Saturday. 1889 four-per-cent rose 2 to 83½, 1895 fives declined 2 points to 94, but 1903 fives rose 1 to 96½. Fundings improved 1½ to 104½ and seem well on the way to reach, if not to beat, last year's record of 106.

Rio de Janeiro Municipal £20 bonds rose 2 points to 92 and Bello Horizonte improved 1 point to 92.

1888 five-per-cent of S. Paulo were stationary at 93, but those of 1889 improved 1 point to 94 and 1904 1 point to 90.

Leopoldinas continued their upward course, improving 2½ points to 80½ Dumonts were stationary at 1½ as also Rio de Janeiro Tramway Light and Power shares at 33½. S. Paulo Tramway Light and Power shares improved 2 points to 117 whilst S. Paulo Railway (English) had a phenomenal rise of 5 points to 197½.

Coffee shipments (*embarques*) here and at Santos yielded £492,600 for the week against £547,100 for the previous week and £680,000 last year.

For the crop, clearances up to January 31st show 1,859,941 bags less than last year, and sterling value £5,088,541.

Revenue at the port of Rio de Janeiro for the month of January amounted to 7,800:139\$796 of which 2,984:565\$325 gold and 4,815:574\$471 paper. If the gold is reduced to paper we get 3,357:635\$990 so that the total sum collected expressed in currency amounts to 8,173:210\$461 or at 15d exchange £510,825. For the corresponding month last year Revenue amounted to 8,813:608\$812.

Messrs H. Alves, Toledo & Co. advise us that on 31st December last year they took over all the assets and liabilities

of the firm of Salles, Toledo & Co. The *socios solidarios* of the new firm are Col. Joaquim de Toledo Piza Almeida and Dr. José Martiniano Rodrigues Alves and the *socios comanditários* Dr. Antonio de Padua Salles and Col. Virgilio Rodrigues Alves.

Both *socios solidarios* will sign for the new firm.

**Correction.** In our issue of January 28th, the value in currency of Exports from the port of Santos for 1906 should read 308,164:603\$, not 608,164:603\$.

The balance sheet of the *Caixa de Conversão* shows fresh issues during the week ended 1st February to have been 85:720\$ and withdrawals 230:930\$, leaving a net loss to the *Caixa* of 195:210\$ or £12,200. The value of the gold in deposit on 1st February was 100,519:486\$749 or £6,282,466 as against £6,294,612 the week before, against which convertible notes are in circulation to the value of 100,506:290\$ and 13:196\$749 in subsidiary coinage.

## BUSINESS DONE ON THE RIO STOCK EXCHANGE

During the week ended January 31st, 1908

DESCRIPTION	Males	Highest	Lowest	This week	Previous	
GOVERNMENT SECURITIES						
Apollonia geras 5%.....	1,171	1:0240	1:0100	1:0168	1:0138	Jan. 24
do Fractions.....	7,210	1:0240	1:0100	1:0168	1:0138	" 24
State of Minas order.....	126	8150	8150	8150	8150	" 24
do bearer.....	135	8170	8150	8150	8170	" 24
Municipal Loan bearer.....	60	1930	1920	1930	1900	" 17
do order.....	1	2000	2000	2000	1920	" 16
do 1903.....	51	1:0120	1:0050	1:0100	1:0050	" 24
do 20.....	5	2300	2300	2300	2300	" 24
do 1906 bearer.....	721	1800	1750	1750	1750	" 20
do order.....	273	1800	1800	1800	1800	" 4
Government Loan 1897	94	1:0180	1:0140	1:0180	1:0160	" 22
State of Rio de Janeiro						
4%.....	877	6485	6485	6485	6385	" 24
do 6%.....	19	4250	4150	4150	4100	" 8
BANKS						
Banco do Brazil.....	948,214/40	1130	1170	1170	1200	" 22
Commercial.....	402	1165	1150	1150	1160	" 22
Lavoura e Comercio.....	75	1240	1240	1240	1240	" 21
U. de Comercio.....	20	400	400	400	400	Nov. 6
Comercio.....	10	1520	1520	1520	1500	Jan. 17
RAILWAYS & TRAMWAYS						
Jardim Botânico.....	236	2150	2140	2150	2150	" 22
do 40%.....	39	800	800	800	800	" 17
Vilação de Nupuculy.....	1,500	240	240	240	240	" 24
Minas de S. Jeronymo.....	601	1650	1360	150	1250	" 17
COTTON MILLS						
Alliança.....	20	2000	2000	2000	2000	" 23
Brazil Industrial.....	100	2450	2450	2450	2450	" 24
Confiança Industrial.....	75	2500	2400	2500	2500	" 24
S. Joaquim.....	15	1800	1800	1800	1650	Nov. 29
INSURANCE						
Garantia.....	15	1660	1660	1660	1650	Jan. 13
MINERAL RESOURCES						
Loterias Nacionais.....	1,400	1250	11875	120	1250	" 23
Dicas de Santos.....	380	3240	3240	3240	3240	" 24
Terras e Colonização.....	500	5025	5025	5025	500	" 24
DEBENTURES						
Mercado Municipal.....	916	2010	1950	2010	2000	" 24
Rodrigues & Co.....	80	1910	1910	1910	1910	" 24
Jardim Botânico order.....	107	2100	2140	2100	2140	" 24
do bearer.....	23	2100	2140	2100	2140	" 16
Ordem de Pontência.....	800	2250	2250	2250	2250	" 24
A. dos E. no Comercio	50	510	510	510	5050	" 24
Carrie Urbanos 2000.....	67	2020	2020	2020	2020	" 24
America Fabril.....	60	1950	1950	1950	2100	Feb. 24
Carloca.....	50	2000	2000	2000	2000	Jan. 9
S. Bento.....	60	2100	2100	2100	2000	" 14

The total business done on the Rio de Janeiro Stock Exchange amounted to 3,003:867\$000 distributed as follows:—

Government securities.....	1,782:027\$000
Bank shares.....	587:857\$000
Railway & Tramway shares.....	118:904\$000
Cotton.....	37:473\$000
Insurance.....	2:988\$000
Miscellaneous.....	141:200\$000
Debentures.....	333:454\$000
Mortgage Bonds.....	—

Total, week ending Jan. 31st, 1908...	3,003:867\$000
" " " Jan. 24th, 1908...	2,173:427\$000
" " " Feb. 1st, 1907...	1,976:722\$000

## CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE

Montreal Prices

	Jan. 10	Jan. 9
Mexican Light and Power Co.....	49 1/2	49 1/2
Do 5%.....	83 1/2	85 1/2
Rio Paulo Tramway Light and Power Co. Limited.....	110	116
Do 5%.....	91 1/2	91 1/2
Rio de Janeiro Tramway Light and Power Co. Ltd.....	57	56 1/2
Do 5%.....	78 3/4	78 1/4

**BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE**  
 During the week ended January 30th 1908

DESCRIPTION	Sales	Highest	Lowest	CLOSING	
				This week	Previous
GOVERNMENT SECURITIES					
Apollon 5th.....	9	9008	9008	9008	—
S. Paulo 7th.....	50	985	985	985	Jan. 10
Capitany.....	19	8985	8985	8985	Dec. 19
Mococa Municipal.....	20	9885	9885	9885	Oct. 8
Ribeirão Preto Munic...	80	965	965	965	Jan. 4
INSURANCE					
Faullista 40 %.....	190	315	315	315	—
RAILWAY SHARES					
Faullista.....	874	2785	2785	2785	2885
BANKS					
Italiano del Brasil 5 % de S. Paulo.....	210	415	405	415	405
Comercio e Industria	112	3545	3545	3545	3455
MISCELLANEOUS					
Comp. Melhoramentos..	5	1165	1165	1165	1175
Companhia Mac Hardy.	100	185	185	185	205
MORTGAGE BONDS					
Banco de Credito Real.	112	95	8875	8875	985
União.....	283	705	685	705	675

The business done on the São Paulo Stock Exchange during the week ended January 30th 1908 amounted to Rs. 380,890,000, distributed as follows:

Government Securities.....	19,250,000
Insurance.....	5,800,000
Railway Shares.....	242,932,000
Banks.....	67,428,000
Miscellaneous.....	2,380,000
Mortgage Bonds.....	43,010,000
Total, week ended Jan. 30th 1908.....	380,890,000
Jan. 23rd 1908.....	313,699,000
Jan. 31st 1907.....	594,034,000

**Balance of the Caixa de Conversão Saturday February 1st**
*Debit Balances*

Note Account (Total ready for emission).....	50,985,650,000
Subsidiary Coins, Balance in Hand.....	4,803,8251
	80,990,453,8251

*Credit Balances*

Cash, Gold in Deposit 5,825,257-0-0=93,204:1128000	
Rcs. 10,575,960.....	420,356-11-4=6,725:7058902
Dollars 120,505.....	24,822-10-10=379:1098704
Marks 80.....	5-8-6=628807
Rs. 103:3155.....	11,622-18-8=185:9678000
Pesos 1,105.....	237-9-8=3:7098755
Liras 3,980.....	158-3-9=2:5318016
Crowns 110.....	4-11-7=738333
Pesetas 90.....	3-11-6=578232
6,282,456-15-10=	100,519:4868740
	181,509:9408000

*Credit Balances*

Emission, Notes issued.....	115,542:6605	100,506:2008000
Less retired paid.....	15,036:3705	
Notes emittable (reed).....	80,985:6505	81,003:6508000
Federal Treasury (reed in subsidiary coin).....	18:0005	
		181,509:9408000

**Closing Quotations of Brazilian stocks and shares on the Paris Bourse**
**FOR WEEK ENDED**

DESCRIPTION	Dec. 21st 1907	Jan. 4th 1908
State of Minas Geraes 5 %.....	592	608
do Bahia.....	499	500.25
do Espírito Santo.....	477	486.50
do Pernambuco 5 % 1905.....	410	401
do Alagoas 5 % 1906.....	382	372
do Pará 5 %.....	439.50	437
do Amazonas 5 % 1906.....	487.50	487.50
do Paraná.....	391.50	410
do São Paulo 5 %.....	450	488
City of Bahia.....	427	427
São Paulo Rio Grande do Sul ex-c 1st series.....	446	448
do ex-c 2nd series.....	443	445
Victoria and Minas 1st series.....	434	434
do 2nd series.....	428.60	429.25
North of Brazil Railway.....	395	394
North of Paraná Railway.....	422	412
Goyaz Railway 5 %.....	431	437
Bahia Docks and Fort Company 5 %.....	456	456
Port of Pará.....	419	446
Brazilian Rubber.....	16.50	15
North West of Brazil Railway.....	388	385

**Closing Quotations of Brazilian stocks and shares on the Brussels Bourse**  
 FOR WEEK ENDING

DESCRIPTION	Dec. 21st 1907	Jan. 4th 1908
Minas paper.....	253	256.75
Rescision Bonds 4 %.....	83	85.90
Port of Rio de Janeiro 5 %.....	92.25	91.20
City of Pará.....	357	370
Auxiliare de Chemins de Fer au Brésil Pref.....	567.50	560
do do do Ord.....	842.50	835
Rio de Janeiro Light & Power Debs.....	399.50	403.50
do do Shares.....	200	190

**E. JOHNSTON & Co. Limited**  
**SANTOS**
**Coffee Exporters.**
**Steamship Agents.**
**General Commission Agents.**
**Estate Agents.**
**BRANCH OFFICES IN THE STATE OF S. PAULO AT**
**S. Paulo.**
**Amparo.**
**Espirito Santo do Pinhal.**
**Ribeirão Preto.**
**S. Carlos do Pinhal.**
**S. Manoel.**
**Taubaté.**
**Open to accept sole representation of manufacturers**
**Agents for the Hamburg South-American Steamship Co.**
**Agents for the Hamburg America-Linie New Orleans service**
**Agents for the Guardian Assurance Co.**
**HEAD OFFICE:**
**6, GREAT ST. HELEN'S**
**LONDON, E. C.**

**C. J. LEECH AND CO'S. — Coffee Statistics 1907-1908.** On Sale at "The Brazilian Review", offices rua Visconde de Inhauma No. 42. — Price: 10\$000.

**Coffee Market**
**COFFEE ENTRIES**

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Jan. 31 1908	Jan. 24 1908	Febr. 1 1907	Jan. 31 1908	Febr. 1 1907
By Central R'y.....	6,986	15,382	82,194	666,368	1,599,197
do Leopoldina R'y.....	45,910	29,747	18,675	1,336,699	1,123,118
do Inland.....	5,374	1,405	1,068	154,212	127,146
Coastwise, discharged.....					
Total.....	58,270	46,534	51,857	2,156,269	2,849,465
Transferred from Rio to Niteroy.....	2,147	2,981	223	74,622	67,843
Net Entries at Rio.....	56,123	43,553	51,634	2,081,647	2,777,613
Coastwise, in transit.....					45,509
Niteroy from Rio & Leopoldina R'y.....	9,509	18,724	3,105	298,095	214,218
Total Rio including Niteroy & transit.....	65,632	62,277	54,739	2,379,742	3,037,335
Santos.....	70,317	97,426	199,790	5,837,472	10,396,530
Total Rio & Santos.....	135,949	159,703	254,469	8,217,206	14,033,945

The coast arrivals for the week ended January 31st were from:—

Maché.....	2,606
S. João da Barra.....	1,385
Iapemirim.....	665
Parna.....	590
Victoria.....	118

Total..... 5,374

The total entries by the different S. Paulo Railways for the Crop to January 31st 1908 were as follows:—

	Per	Per	Per	Per	Per
	East	Sorocabana	Total at	Total at	Remaining
	Jundiahy	and others	S. Paulo	Santos	at S. Paulo
1907/1908.....	4,913,443	931,327	5,844,770	5,837,473	7,298
1906/1907.....	9,524,806	1,502,715	11,027,521	10,996,520	30,801

#### COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1908 Jan. 31	1908 Jan. 24	1907 Febr. 1	1908 Jan. 31	1907 Febr. 1
Rio.....	72,585	61,760	88,711	2,520,071	2,874,784
Niteroy.....	6,763	5,000	11,561	281,317	216,765
in transit.....	—	—	—	—	45,609
Total Rio including Niteroy & transit.....	79,348	66,760	95,372	2,801,388	3,137,158
Santos.....	177,216	218,200	261,798	6,379,723	8,666,816
Total Rio & Santos.....	256,564	284,960	347,070	9,281,111	11,803,974

#### Rio de Janeiro, February 1st 1908.

Entries at Rio and Santos for the week ending January 31st were bags 23,724 less than for the previous week and 118,490 less than for the corresponding week last year.

For the crop, entries reached 8,217,206 bags against 8,081,227 at the end of the previous week and 14,033,845 bags at the corresponding date last year.

Shipments (embarques) were 28,376 bags less than for the previous week and 90,486 bags less than for the corresponding week last year.

The average price for Rio No. 7 was \$3.597 for the Market against \$3.547 in the previous week; and at New York it was 6.25 cents against 6.19 cents for the previous week and 7.02 cents last year.

Stocks decreased 129,231 bags and are 1,744,146 bags less than last year and 559,489 bags more than in 1906.

Santos entries are 27,109 bags less than in the previous week, and smaller than shipments by 106,929 bags. The daily average for the week (6 days) was 11,191 bags as against 19,485 for the previous week and 33,288 last year.

In another column we give the decree of the São Paulo Government establishing the conditions for propaganda. This no doubt is a step in the right direction as it is only by a very considerable extension of consumption that we can ever hope to place all our production at lucrative prices.

It is hard to understand on what Dr. Lins founds his assertion that consumption is already large enough to use up all nominal production seeing that at the close of the season for 1905/06 the visible supply exceeded 10,100,000 bags. Mr. Lins, we imagine, is again not very particular as regards accuracy when he says that coffee bought by Government at 7,000 per arroba and carried at vast expense for a whole year could be disposed of without loss at to-day's prices.

The best hopes of reaction in prices lie in the continuous shrinkage of stocks, which fell again 129,231 bags, to 1,875,238 as against 3,619,384 last year and 1,315,749 the year before for both Rio and Santos.

The stock of coffee at the Vianna island included in our "Stocks at Niteroy and afloat" now exceeds 6,000 bags. So far none appears to have been shipped.

Up to 31st January entries for the last eight years were as follows:—

1908.....	8,217,206
1907.....	13,987,863
1906.....	8,315,922
1905.....	8,357,643
1904.....	8,614,619
1903.....	9,012,901
1902.....	11,583,669
1901.....	7,774,019

The ratio of this crop's entries to those for 1906/07 fell to 58.7 % from 58.6 % last week and 58.9 %, the previous week. In relation to the 1905/06 crop the ratio was 98.8 % against 98.1 % last week and 97.2 % the previous week. Compared with 1900/01 crop entries to 31st January show 443,187 bags more.

A telegram from Mr. Ferreira Ramos at Antwerp to the Government of São Paulo states that an agent of the Minas Government is offering coffee in that and other markets. This, he says, has produced an impression that Convenio coffees are being sold. To this the São Paulo Government replied that all the coffee of the Convenio belongs to São Paulo with which neither Minas nor Rio de Janeiro have anything to do nor has anyone been authorised to sell them.

As a matter of fact the Convenio does not exist any longer except as regards the 3 franc surtax which is religiously recovered by all three States.

As regards the employment given to the proceeds, each

State does as it likes. São Paulo alone sticks to the Convenio and pays the receipts scrupulously over for service of the loans; Minas is supposed to be using it for propaganda and Rio simply as revenue. It is probably to some of this coffee, acquired by Minas for propaganda purposes, that the telegram of Mr. Ferreira Ramos refers.

What truth there may be in it we cannot say, but the rumour is insistent that coffee is being bought again on account of the State of São Paulo for valorisation purposes. *Quos d'us vult perdere demulat prius.*

		Commissaries Prices	Market Prices
January	27.....	58300 to 59400	58200 to 58300
"	28.....	58200 to 58300	58200 to 58300
"	29.....	58200 to 58300	58100 to 58200
"	30.....	58200 to 58300	58100 to 58200
"	31.....	58300 to 59400	58200 to 58300
February	1.....	58300	58300

S. Paulo, January 31st, 1908.

The week started very auspiciously with a rise but heavier entries on Monday and Tuesday acted somewhat as a damper on the consuming markets; besides the advance had been sufficient to offer inducement for realizing profits. When, however, *passagens* and receipts fell off on the three following days, new spirit was infused and good orders could be booked from pretty well every-where, but especially from Europe.

The Santos market, so far as actual coffee is concerned, was not much perturbed by this change of mood and disposition, dealers continuing to ask high prices, withdrawing from the market when they could not obtain them. The demand was again chiefly for fine and finest qualities for which fancy prices were sometimes paid. Good desirable coffees equal to type 4 fetched from 4\$450 to 4\$600. Peaberries, which had long been neglected, were bought for Hamburg account at prices which, though better, are still attractively low, provided the quality be good.

The future market was a trifle more volatile and slight fluctuations took place. We quote for the week the following extremes:— January 4\$375 to 4\$425, February 4\$375 to 4\$450, March 4\$400 to 4\$475, April 4\$425 to 4\$475 for type 4.

The amount of outstanding contracts has dwindled down to about 250,000 bags (a very healthy feature) apart from a certain number of contracts, of difficult estimation, not registered with the "Companhia Registradora."

February | March are most in demand, whilst later months are touched by buyers only with a certain reluctance.

Receipts, or better said *passagens*, fell off considerably in the middle of the week, most probably owing to torrential rains, which had fallen in S. Paulo (town) and which interfered with transfer from the Sorocabana and Central Railroad trucks into those of the S. Paulo Railway, as well as with the dispatch of goods from S. Paulo town stores.

Deliveries at Jundiahy were quite normal during these days, although it is reported from everywhere in the interior that the roads are in very bad condition. In point of fact, hardly a day has passed without its shower more or less heavy. Only since yesterday is better weather generally reported from the interior and along the coast.

To judge from the present indications we have to reckon with at least 300,000 bags during the month of February, whilst our estimate for January lagged behind by about 200,000 bags.

Shipments have again been heavy and the stock suffered a further reduction of 106,929 bags and, as we hear that the owners of a large quantity of coffee bought during January are going to start shipments next week, no time for fresh accumulation will be given, even should other shippers fall behind owing to the impossibility of meeting sellers' views just at present.

There were no further advices from the interior about the growing crop.

In their circular of 4th January Messrs Norta & Co. remark:—

The news received from Brazil leaves no doubt whatever on the gravity of the situation as regards both the insignificance of the crop and lowness of prices. In our opinion their consequences will be even more serious than those that may result from Valorisation of which the less said the better.

We believe that coffee may be bought with confidence. Prices are low and the fact that everyone is against the article seems to exclude any chance of a reaction for the moment.

February 4th, 1908 ]

## THE BRAZILIAN REVIEW.

139

**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 February 1st 86,000 bags.  
Closing quotations for February..... 48425  
" " " March..... 48440  
" " " April..... 48475  
" " " May..... 48500

## MANIFESTS OF COFFEE

During the Week ended January 31st, 1908

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPER	BALES	TOTAL
Jan. 21	Alagoas	Maranhão	Sundry	1	
"	do	do	Pinto & Co.	155	
"	do	Pará	J. Dias & Irmão	30	
"	do	Santarém	Eugen Urban	16	
"	do	Mãndos	J. Dias & Irmão	20	261
24	Cardá	Maranhão	Pinto & Co.	800	
"	do	do	Sundry	200	
"	do	Ceará	J. Dias & Irmão	200	
"	do	Pará	do	50	780
24	Cap Verde	Hamburg opt.	Carlo Pareto & Co.	1,000	
"	do	do do	Eugen Urban	2,500	
"	do	do do	Gustav Trinks & Co.	80	3,580
24	Isle	Antwerp opt.	Carlo Pareto & Co.	250	
"	do	do do	Ornstein & Co.	1,750	
"	do	do do	Pinto & Co.	250	
"	do	do do	Eugen Urban	5,250	
"	do	do do	Carlo Pareto & Co.	1,000	
"	do	Rotterdam	Pinto & Co.	230	9,096
"	do	Leizões	Sundry	230	
24	Acra	Pará	Pinto & Co.	—	1,030
"	do	New York	Sundry	3,000	3,001
"	do	do	Eugen Urban	—	
26	Olinda	Macéio	Pinto & Co.	10	
"	do	Maranhão	do	76	
"	do	Itacombi ra.	J. Dias & Irmão	50	
"	do	Mãndos	Zenba, Ramos & Co.	440	
"	do	do	Eugen Urban	60	
"	do	do	J. Dias & Irmão	30	
"	do	Pará	do	45	711
26	Itatuba	Bio Grande	M. Plácido Teixeira	74	
"	do	do	Castro Silva & Co.	250	
"	do	do	Siqueira & Co.	200	
"	do	do	Sundry	90	
"	do	do	Zenba, Ramos & Co.	180	
"	do	Polotas	Castro Silva & Co.	445	
"	do	do	Sundry	275	
"	do	do	Zenba, Ramos & Co.	100	
"	do	do	Siqueira & Co.	40	
"	do	do	do	275	
"	do	Porto Alegre	Zenba, Ramos & Co.	600	2,427
27	Avon	Buenos Aires	Ornstein & Co.	900	
"	do	do	Zenba, Ramos & Co.	100	
"	do	do	M. P. Teixeira	250	
"	do	Montevideo	Pinto & Co.	50	1,300
27	Tyne	Havre opt.	C. Dablow	4,500	
"	do	do do	Pierre Pra'ez & Co.	500	
"	do	do do	Eugen Urban	500	
"	do	do do	R. do Couto & Co.	2,000	7,500
29	Nile	Port Elizabeth	Norton, Megaw & Co.	750	
"	do	East London	do	350	
"	do	Mossel Bay	Eugen Urban	200	
"	do	Cape Town	Clarkson & Cross	300	
"	do	Durban	Hard, Rand & Co.	100	1,700
29	Jaguaribe	Macéio	Siqueira & Co.	50	
"	do	Pernambuco	Ornstein & Co.	330	
"	do	do	Siqueira & Co.	60	
"	do	Ceará	Ornstein & Co.	80	
"	do	Maranhão	Eugen Urban	150	
"	do	do	Siqueira & Co.	577	
"	do	Mãndos	Zenba, Ramos & Co.	145	
"	do	do	Eugen Urban	40	
"	do	do	Siqueira & Co.	50	
"	do	Pará	Zenba, Ramos & Co.	490	
"	do	do	Ornstein & Co.	525	
"	do	do	Pinto & Co.	225	2,727
29	Bellarden	Hamburg	Ornstein & Co.	—	1,500
29	Itauna	Pernambuco	Zenba, Ramos & Co.	—	1,500
30	Sicilia	Tremonde	Carlo Pareto & Co.	250	
"	do	Cesmetch	do	250	
"	do	Kastendje	do	250	
"	do	Genoa	Hard, Rand & Co.	500	
"	do	do opt	Theodor Wille & Co.	500	
"	do	Smyna	Pinto & Co.	500	
"	do	Palermo	Eugen Urban	125	
"	do	Sancun	Gustav Trinks & Co.	125	
"	do	Constantinople	Theodor Wille & Co.	500	4,250
30	Jupiter	Corumbá	Sundry	—	100
31	Duma	Trieste	Theodor Wille & Co.	5,250	
"	do	do	Ornstein & Co.	8,572	
"	do	do	Pinto & Co.	1,750	
"	do	do	Carlo Pareto & Co.	500	
"	do	Venice	Theodor Wille & Co.	250	11,306
31	Terence	New York	Hard, Rand & Co.	12,000	
"	do	do	Carlo Pareto & Co.	7,500	
"	do	do	Ornstein & Co.	5,000	
"	do	do	Pinto & Co.	3,500	
"	do	do	Roberto de Couto & Co.	1,000	
"	do	do	Gustav Trinks & Co.	636	
"	do	do	Eugen Urban	500	20,196
			Total		82,984

DATE	NAME OF VESSEL	DESTINATION	SHIPPER	BALES	TOTAL
Jan. 24	Tyne	Havre opt.	Theodor Wille & Co.	5,500	
"	do	do do	G. da Fonseca & Co.	4,000	
"	do	do do	Mich. Wright & Co. Ltd.	2,500	
"	do	do do	Hard, Rand & Co.	2,465	
"	do	do do	Krische & Co.	1,502	
"	do	do do	N. Gepp & Co. Ltd.	1,182	
"	do	do do	Nossack & Co.	1,800	
"	do	do do	Cunha Bueno & Co.	250	
"	do	do do	E. Johnston & Co. Ltd.	3,000	30,964
24	Equita	Flume opt.	Nossack & Co.	1,000	
"	do	do do	Baldwin & Co.	500	
"	do	do do	G. da Fonseca & Co.	125	
"	do	do do	Sundry	1	
"	do	Naples	do	16	
"	do	Jaffa	Mich. Wright & Co. Ltd.	250	1,883
25	Bellarden	Hamburg	N. Gepp & Co. Ltd.	22,750	
"	do	do	Baldwin & Co.	1,794	
"	do	Rotterdam	N. Gepp & Co. Ltd.	4,791	29,375
27	Duma	Trieste	Theodor Wille & Co.	5,750	
"	do	do	Hard, Rand & Co.	2,522	
"	do	do	N. Gepp & Co. Ltd.	2,500	
"	do	do	Mich. Wright & Co. Ltd.	1,750	
"	do	do	Krische & Co.	1,500	
"	do	do	S. F. et C. Franco	1,500	
"	do	do	Bréaillonne	1,000	
"	do	do	E. Johnston & Co.	750	
"	do	do	Prado Chaves & Co.	600	
"	do	do	Levy Alvaro & Co.	360	
"	do	do	Nossack & Co.	250	18,022
27	Lewisham	Rosario	F. Mattarazzo & Co.	—	1,574
28	Nile	Delegos Bay	Fili Martinelli & Co.	—	80
28	Avon	Buenos Aires	Krische & Co.	369	
"	do	do	Alves Lima & Co.	305	674
28	B. El Grande	San Sebastian	Mich. Wright & Co. Ltd.	409	
"	do	Santa-der	N. Gepp & Co. Ltd.	250	
"	do	do	Hard, Rand & Co.	200	
"	do	do	S. F. et C. Franco	125	
"	do	do	Bréaillonne	125	
"	do	do	Krische & Co.	250	
"	do	Gijon	Holworthy Ellis & Co.	40	
"	do	Vigo	Sundry	500	
"	do	Seville	N. Gepp & Co. Ltd.	37	
"	do	do	Krische & Co.	100	
"	do	do	Nossack & Co.	30	
"	do	Huelva	G. da Fonseca & Co.	125	
"	do	Cádiz	N. Gepp & Co. Ltd.	500	
"	do	Almeria	Sundry	23	
"	do	Malaga	Krische & Co.	500	
"	do	do	Sundry	250	
"	do	Valencia	N. Gepp & Co. Ltd.	100	
"	do	do	Nossack & Co.	100	
"	do	do	Zerrenner Bulow & Co.	27	
"	do	Barcelona	do	1,770	
"	do	do	Prado Chaves & Co.	1,500	
"	do	do	N. Gepp & Co. Ltd.	1,350	
"	do	do	E. Johnston & Co.	1,000	
"	do	do	Hard, Rand & Co.	250	
"	do	do	Nossack & Co.	250	10,012
29	Terence	New York	Prado Chaves & Co.	12,500	
"	do	do	Mich. Wright & Co. Ltd.	12,000	
"	do	do	Hard, Rand & Co.	4,983	
"	do	do	Hard, Rand & Co.	4,848	
"	do	do	Barbosa & Co.	3,000	
"	do	do	Holworthy Ellis & Co.	2,500	
"	do	do	Nossack & Co.	250	89,976
29	Sicilia	Genoa opt.	Prado Chaves & Co.	500	
"	do	do do	Barbosa & Co.	250	
"	do	do do	Sundry	2	
"	do	Naples	do	176	928
31	Jupiter	Asuncion	Sundry	—	40
31	Provence	Buenos Aires	Malta Carquinhos & Co.	400	
"	do	do	Fer Jun'ora ariv.	240	640
31	Colombia	Havre	Baldwin & Co.	22,000	
"	do	do	Prado Chaves & Co.	16,500	
"	do	do	Hard, Rand & Co.	3,000	
"	do	do	Theodor Wille & Co.	2,500	
"	do	do	Nossack & Co.	2,000	
"	do	do	S. F. et C. Franco	1,000	
"	do	do	Bréaillonne	1,000	
"	do	do	Barbosa & Co.	500	
"	do	do	Raphael Sampaio & Co.	500	
"	do	do	Levy Alvaro & Co.	250	
"	do	do	Sundry	6	
"	do	Nantes	E. Johnston & Co. Ltd.	125	48,983
31	Tachman	Rotterdam	Barbosa & Co.	5,750	
"	do	do	Hard, Rand & Co.	5,000	
"	do	do	Mich. Wright & Co. Ltd.	4,525	
"	do	do	Theodor Wille & Co.	4,000	
"	do	do	Prado Chaves & Co.	3,500	
"	do	do	N. Gepp & Co. Ltd.	3,000	
"	do	do	S. F. et C. Franco	2,000	
"	do	do	Bréaillonne	1,750	
"	do	do	Levy Alvaro & Co.	1,000	
"	do	do	Holworthy Ellis & Co.	750	
"	do	do	E. Johnston & Co.	500	
"	do	do	Nossack & Co.	500	
"	do	do	Raphael Sampaio & Co.	500	
"	do	do	Krische & Co.	575	
"	do	do	S. F. et C. Franco	500	
"	do	Hamburg	Bréaillonne	13,125	
"	do	do	Krische & Co.	4,625	
"	do	do	Holworthy Ellis & Co.	2,750	
"	do	do	Levy Alvaro & Co.	2,150	
"	do	do	Prado Chaves & Co.	2,000	
"	do	do	E. Johnston & Co. Ltd.	2,150	
"	do	do	Nossack & Co.	1,381	
"	do	do	Hard, Rand & Co.	1,125	
"	do	do	Mich. Wright & Co. Ltd.	500	
"	do	do	Zerrenner Bulow & Co.	844	62,981
			Total		285,280

The coffee sailed during the week ended January 31st, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	83,197	37,231	9,585	1,900	—	1,700	82,964	2,832,900
Santos.....	89,976	182,316	—	2,214	—	10,768	285,262	6,411,941
Total 1st/1908	73,173	219,545	9,585	3,514	—	12,468	318,246	9,244,841
1st/1907	101,088	107,565	8,315	4,384	—	—	211,167	11,108,426

### VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

	Jan. 31	Jan. 21	Jan. 31	Jan. 21	Crop to Jan. 31
	Reas.	Reas.	£	£	Reas.
Rio.....	78,428	60,849	117,598	96,402	2,688,573
Santos.....	235,262	242,419	475,396	487,186	5,872,810
To 1st/1908.....	308,690	303,268	592,994	583,587	9,066,188
do 1st/1907.....	212,555	420,258	416,808	887,169	10,916,124

### MONTHLY ENTRIES

IN BAGS OF 60 KILOS

MONTHS	RIO		SANTOS		BOTH	
	1907-1908	1906-1907	1907-1908	1906-1907	1907-1908	1906-1907
July.....	151,668	260,860	708,792	859,317	858,465	1,120,177
August.....	329,145	309,726	836,641	1,530,424	1,226,598	1,380,149
September.....	473,227	591,243	1,165,508	1,842,187	1,839,735	2,433,280
October.....	544,070	575,289	1,296,297	1,983,423	1,840,367	2,559,012
November.....	359,863	508,168	870,846	1,576,955	1,280,306	2,185,023
December.....	255,328	390,735	820,840	1,579,284	775,943	1,970,019
January.....	266,443	247,657	310,954	1,432,086	677,397	1,740,208
February.....	—	370,907	—	784,383	—	1,041,040
March.....	—	397,063	—	894,101	—	1,264,158
April.....	—	263,788	—	1,001,384	—	1,336,447
May.....	—	207,131	—	953,296	—	1,187,004
June.....	—	—	—	806,490	—	1,013,621
Total for the crop.....	2,879,734	4,439,968	5,537,472	15,392,170	8,217,206	19,832,138

### Companhia Paulista de Armazens Gerais

#### SANTOS

#### WEEKLY COFFEE MOVEMENT

Warehouse No. 1 Warehouse No. 2

	BAGS	BAGS
Stock on January 24th.....	20,322	71,379
Entries during the week.....	1,000	4,035
Withdrawals during the week.....	21,322	75,414
Stock on January 31st 1908.....	19,060	62,984
Warrants to the number of 50, representing 35,869 bags of coffee were in circulation on January 31st 1908.		
Santos, January 31st 1908.—Harry G. Estill, Manager.		

### OUR OWN STOCK

RIO: Stock on January 24.....	416,011
Entries during week ended January 31.....	56,123
Loaded (Embarques) for the week and consumption for the month.....	77,585
Stock in Rio on January 31.....	394,549
Stock at Nitheroy and Abano on January 24.....	80,722
Entries at Nitheroy plus total embarques including transit.....	88,877
Deduct: embarques at Nitheroy and sailings during the week.....	89,717
Stock at Nitheroy and Abano on January 31.....	79,882
Stock in 1st and 2nd hands and those at Nitheroy and Abano on January 31.....	474,431
SANTOS: Stock on January 24.....	1,507,736
Entries for week ended January 31.....	70,317
Loaded during same week.....	1,578,053
Stocks in Santos on January 31.....	1,400,807
Stocks in Rio and Santos on January 31st, 1908.....	1,875,238
do do on January 24th, 1908.....	2,004,460
do do on February 1st, 1907.....	3,619,684

### FOREIGN STOCKS

	Jan. 25/1908	Jan. 18/1907	Jan. 26/1907
United States Ports.....	3,496,000	3,504,000	3,443,000
Havre.....	3,339,000	3,348,000	2,232,000
Both.....	6,837,000	6,852,000	5,675,000
Deliveries United States.....	122,000	92,000	151,000
Visible Supply at United States ports.....	3,864,000	3,907,000	3,946,000

### COFFEE PRICE CURRENT

For the week ended January 31st, 1908

DESCRIPTION	January 25	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31	Average
<b>RIO—</b>							
Market N.6. 10 kilos	3.818	3.818	3.744	3.744	3.744	3.744	3.826
• N.7. • •	3.676	3.676	3.606	3.606	3.606	3.606	3.597
• N.8. • •	3.472	3.472	3.404	3.404	3.404	3.404	3.461
• N.9. • •	3.836	3.836	3.268	3.268	3.268	3.268	3.225
<b>SANTOS—</b>							
Superior per 10 kilos.	4.800	4.800	4.200	4.200	4.200	4.200	4.260
Good Average.....	4.000	4.000	3.900	3.900	3.900	3.900	3.940
<b>N. YORK per lb.</b>							
Spot N.7..... cent.	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6.25
• N.8.....	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6.00
<b>Options.....</b>							
• March.....	6.10	6.10	6.05	6.00	6.05	6.10	6.07
• May.....	6.20	6.20	6.15	6.10	6.15	6.20	6.17
• Sept.....	6.40	6.40	6.35	6.30	6.35	6.40	6.37
<b>HAVER. per 50 kilos</b>							
Options..... francs.							
• March.....	43.00	43.00	43.00	43.00	43.00	43.25	41.87
• May.....	43.00	43.00	43.00	43.00	43.00	43.50	41.42
• Sept.....	43.35	43.25	43.25	43.25	43.25	43.50	43.29
<b>LONDON per 50 kilos</b>							
Options..... pence.							
• March.....	33.25	33.25	33.25	33.00	33.00	33.25	33.17
• May.....	33.60	33.75	33.75	33.50	33.50	33.75	33.63
• Sept.....	34.00	34.25	34.25	34.00	34.00	34.25	34.12
<b>LONDON per cent.</b>							
Options..... shillings							
• March.....	31/-	31/-	31/-	31/-	31/-	31/-	31/-
• May.....	31/8	31/8	31/8	31/8	31/8	31/8	31/8
• Sept.....	32/8	32/8	32/8	32/8	32/8	32/8	32/8

### SALES OF COFFEE for the week ending

	Jan. 31st/08	Jan. 24/1908	Feb. 1/1908
Rio.....	67,000	76,000	97,000
Santos.....	118,284	84,868	276,560
Total.....	185,284	160,868	373,560

A little rain fell on the Leopoldina on the 24th., 25th., and 28th, the rest of the week being fine.

### State of São Paulo

#### PLANTING CONDITIONS IN DECEMBER

DISTRICT	RAINFALL		TEMPERATURE	
	Normal	Total month	Normal	Average for month
Taubaté.....	185.0	314.9	23.5	22.4
Campinas.....	248.6	105.0	22.8	23.3
Ribeirão Preto.....	293.0	295.5	23.2	23.8
S. Carlos do Pinhal.....	378.2	451.0	21.7	20.0
Botucatu.....	222.7	242.0	21.9	22.2
Santos.....	209.7	—	24.5	—

### Sugar Market

The following are the closing quotations at Rio on January 31st for Campos, Sergipe, Pernambuco and Bahia.

	Campos	Sergipe	Pernambuco	Bahia
White Crystal.....	510—520	500—570	510—520	510—520
Yellow crystal.....	—	440—450	—	—
Mascavinhos.....	—	400—460	—	—
Mascavo good.....	—	320	320	—
• regular.....	—	300—310	300—310	—
• medium.....	—	—	—	—
Segundo jacto.....	—	—	—	—
White usina.....	—	—	—	—
White 3 <sup>a</sup> sorte.....	—	—	520—530	—
Somenos.....	—	—	420—440	—
Entries at Rio from 1st inst to date.....			92,558 bags.	
Clearances ditto.....			117,206	
Stock.....			271,857	

— Market steady.

Pernambuco, 22nd January, 1908.

The entries continue small and planters have succeeded in getting a further advance on most qualities. Sales are reported as having been on a better scale past week for Southern markets, and altho the amount of sugar left past fortnight has been small there are several steamers nearly ready to sail with fair quantities. For this month up to 18th the entry has been 50,888 bags against 133,422 bags same time last year.

To-days quotations are as under:—

Usinas.....	64600 to 68800	per 15 kilos on shore
Crystal white.....	68200 to 68400	" "
" yellow.....	58200	" "
Whites 3a. hos.....	68500 to 68700	" "
" 3a. Reg :..	68300 to 68400	" "
Somenos.....	58200 to 58400	" "
Clayed.....	48000	" "
Bruto secco.....	38700 to 38800	" "
" melado.....	28000	" "

Nominal

Shipments have been Rio 13,500 bags. Santos 28,000 bags. Rio Grande 800 bags. River Plate 1,250 bags.

Rains have continued all thro the week on a more or less heavy scale and the young canes are now flourishing.

Shipments of Sugar from Pernambuco in tons, of 1,000 kilos:—

	Brazil			Other Countries	Grand Total
	North	South	Total		
1906					
September....	2,629	1,930	4,559	395	4,954
October.....	1,343	2,100	3,443	5,341	8,784
November.....	1,317	3,574	4,891	9,986	14,877
December.....	2,123	8,168	10,291	9,049	19,340
1907					
January.....	1,540	11,773	13,313	4,585	17,898
February.....	778	12,448	13,226	38	13,264
March.....	1,348	5,581	6,929	175	7,104
April.....	2,131	2,271	4,402	368	4,770
May.....	726	2,420	3,146	99	3,245
June.....	123	2,469	2,772	437	3,209
July.....	1,748	4,192	5,940	182	6,122
August.....	1,231	4,479	5,710	—	5,710
Total crop 1906/07.	17,047	61,405	78,452	30,655	109,277
September....	1,468	2,077	3,545	—	3,545
October.....	926	1,934	2,860	3,537	6,397
November.....	1,679	7,955	9,634	1,013	10,647
December.....	812	792	1,604	184	1,788

## Cotton

Pernambuco, 22nd January, 1908.

Since my advice of 17th the market has continued to advance, altho for two days a certain amount of indecision was manifest, both Buyers & Sellers holding off, former wanting the article at old price of 148,000 whilst latter asked 158,000, but yesterday an Exporter came into market and offering 148,500 secured about 3,500 bags, at same price a Fabrica took 400 bags, and a small lot of 50 bags mediums were sold at 148,000, but last thing in the evening another exporter bought 600 bags *sertões* at 158,000, this morning market opened with 148,500 frankly offered for any kind of cotton and this notwithstanding that the advices from Liverpool came 15 points lower, but there are no sellers under 158,000 and very little could now be secured at this figure the general opinion being that 168,000 will ere long be paid. Last night's quotation from Liverpool for *sertão* cotton was 7 7/8d., this being very nearly the highest point of last year. Entries continue small and for present month to 18th are only 9,852 bags compared with 21,814 bags same time last year.

From Macaé the advice is that the amount of cotton left there is not more than sufficient for the requirements of the various Fabricas there Penedo, Aracajú and Bahia are all short and all three have past week been trying to buy up North.

Shipments have been Rio 540 bags. Santos 1,463 bags and 100 Pressed Bales. Rio Grande 250 bags. Bahia 800 bags. Leixões 602 bags and 200 bales. Liverpool 55 bales.

Imports of Cotton Textiles and Jute from Great Britain  
FOR THE 12 MONTHS JANUARY TO DECEMBER

DESCRIPTION	1905	1906	1907
Cotton Piece goods grey or unbleached..... yds	2,869,900	1,642,900	3,759,600
do. bleached.....	37,189,800	36,500,800	32,684,800
do. printed.....	48,901,300	44,018,200	58,368,900
do. dyed.....	42,543,800	41,105,800	54,435,100
do. mixed..... yds	181,508,700	124,166,700	144,247,900
Value..... £	185,616	200,723	170,465
Jute Yarn..... lbs	21,662,200	31,180,000	36,005,300
Jute manufactures: Piece goods of all kinds..... yds	364,700	902,700	317,200

## Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO  
During the week ended January 31st, 1908

DATE	NAME OF VESSEL	FLAG	NO.	TON- NAGE	FROM
Jan. 25	Chacuer.....	British.....	S. S.	1,737	Antwerp
25	Luisiana.....	Italian.....	do	3,000	Genoa
25	Ternero.....	Argentine.....	do	533	La Plata
25	Itaitaya.....	Brazilian.....	do	403	Porto Alegre
25	Ilanema.....	do	do	568	do
25	Industrial.....	do	do	300	Laguna
25	Cap Koca.....	German.....	do	2,650	Hamburg
25	Jaguaribe.....	Brazilian.....	do	1,003	Santos
25	Jupiter.....	do	do	1,900	Buenos Aires
25	Lufton.....	British.....	do	1,959	Santos
25	Parahyba.....	Brazilian.....	do	790	Mannas
25	Ilanema.....	do	do	401	Porto Alegre
25	Swedish Prince.....	British.....	do	2,378	New York
25	Tyne.....	do	do	1,854	Santos
25	Mayrink.....	Brazilian.....	do	976	S. Mathews
25	Corrientes.....	German.....	do	2,418	New York
25	Savona.....	Italian.....	do	3,000	Genoa
25	Conselheiro.....	Brazilian.....	do	195	Itajahy
25	Avon.....	British.....	do	6,583	Southampton
25	Flamini.....	Italian.....	Barque	898	Marseilles
25	Marconi.....	British.....	Schooner	199	Passaglia
25	hellander.....	do	S. S.	1,770	Santos
25	Paraná.....	Brazilian.....	do	863	do
25	Ionic.....	British.....	do	7,825	Wellington
25	Samara.....	do	do	2,040	Glasgow
25	Vencedor.....	Brazilian.....	Schooner	27	Macaé
25	Pensamento Feliz.....	do	do	24	Cabo Frio
25	Sirio.....	do	S. S.	930	R. G. do Sul
25	Triton.....	British.....	do	2,637	Santos
25	Duma.....	Austrian.....	do	1,999	do
25	Kellardien.....	British.....	do	1,770	Hamburg
25	Itaitaya.....	Brazilian.....	do	461	Pernambuco
25	Maqui.....	do	do	359	S. Christovão
25	Pinto.....	do	do	209	S. João da Barra
25	Provence.....	French.....	do	2,480	Marseilles
25	Nile.....	British.....	do	8,229	Buenos Aires
25	Itaitaya.....	Brazilian.....	do	707	Porto Alegre
25	Rosetti.....	British.....	do	4,120	Liverpool
25	Nordpol.....	Norwegian.....	do	2,425	New York
25	Amazonas.....	Brazilian.....	do	927	Mannas
25	União.....	do	do	650	Rio G. do Sul
25	Maranhão.....	do	do	1,343	Mannas
25	Nicita.....	Italian.....	do	3,231	Buenos Aires
25	N. El Grande.....	Spanish.....	do	2,179	do
25	Terence.....	German.....	do	2,894	Santos
25	Paraguaná.....	German.....	do	1,813	Rio G. do Sul
25	Santa Lucia.....	do	do	2,701	Hamburg
25	Aracaty.....	Brazilian.....	do	681	Monsoró
25	Albatroz.....	Portuguese.....	Barque	741	Lisbon

SAILINGS FROM THE PORT OF RIO DE JANEIRO  
During the week ended January 31st, 1908

DATE	NAME OF VESSEL	FLAG	NO.	TON- NAGE	FOR
Jan. 25	Amoré.....	Brazilian.....	S. S.	389	Aracajú
25	Guarani.....	do	do	643	do
25	Luisiana.....	Italian.....	do	3,000	Buenos Aires
25	Itaitaya.....	Brazilian.....	do	509	Porto Alegre
25	Vencedor.....	do	do	317	Antanina
25	Corrientes.....	French.....	do	1,972	Santos
25	Margurida.....	Portuguese.....	Schooner	963	New Orleans
25	A. Saldanha.....	Brazilian.....	do	53	Cabo Frio
25	Despique.....	do	do	30	do
25	Activo II.....	do	do	85	do
25	Schachtel.....	do	do	30	do
25	Brantwood.....	British.....	S. S.	2,296	New York
25	Fagundes Varela.....	Brazilian.....	do	710	Florianopolis
25	Guajará.....	do	do	927	Buenos Aires
25	King Idwal.....	British.....	do	2,821	do
25	Estrela do Norte.....	Brazilian.....	Schooner	24	Cabo Frio
25	Moscar.....	S. S.	do	524	Santos
25	Atina.....	do	Schooner	33	Cabo Frio
25	Venice.....	Italian.....	do	1,400	Gulf Port
25	Itaitaya.....	Brazilian.....	S. S.	717	Porto Alegre
25	Savona.....	Italian.....	do	3,009	Buenos Aires
25	Olinda.....	Brazilian.....	do	1,210	Mannas
25	Satellite.....	do	do	852	Pernambuco
25	Avon.....	British.....	do	6,893	Buenos Aires
25	Gorsfield.....	do	do	2,417	do
25	Nadia.....	do	do	1,562	do
25	Ionic.....	do	do	7,825	London
25	Tyne.....	do	do	1,854	Havre
25	Kara.....	do	do	1,007	Rotterdam
25	Santa Cruz.....	Brazilian.....	do	511	Macaé
25	Washington.....	British.....	do	1,946	R. G. do Sul
25	Itaitaya.....	Brazilian.....	do	899	Porto Alegre
25	Byron.....	British.....	do	3,526	Santos
25	Triton.....	do	do	2,637	do
25	Belusden.....	German.....	do	2,001	do
25	Clotilde.....	Brazilian.....	Schooner	1,770	Hamburg
25	N. Francisco.....	do	do	80	Cabo Frio
25	Itaitaya.....	do	do	84	do
25	Nile.....	British.....	S. S.	3,229	Southampton
25	Jaguaribe.....	Brazilian.....	do	1,003	Mannas
25	Industrial.....	do	do	300	Porto Alegre
25	Maqui.....	do	do	359	Itajahy
25	Hidgard.....	German.....	Schooner	1,610	Pennacola
25	Julio Macedo.....	Brazilian.....	do	83	Cabo Frio
25	Gama.....	do	do	64	do
25	Paraná.....	do	S. S.	403	Antanina
25	Ilanema.....	do	do	401	Pernambuco
25	Provence.....	French.....	do	2,480	Buenos Aires
25	Monsalade.....	British.....	do	1,783	do
25	Jupiter.....	Brazilian.....	do	1,900	do
25	Nicita.....	British.....	do	3,231	Genoa
25	N. El Grande.....	Spanish.....	do	2,179	Barcelona
25	Vencedor.....	German.....	do	2,301	Santos
25	Pensamento Feliz.....	Brazilian.....	Schooner	27	Macaé
25	Pinto.....	do	S. S.	259	S. João da Barra
25	Duma.....	Hungarian.....	do	1,799	Fiume
25	Notisement.....	British.....	do	2,492	Bahia Blanca
25	Terence.....	do	do	2,890	New York

PURGEN — The ideal aperient.

# LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

## LAMPART & HOLT LINE

Passenger service for New York  
Average passage Rio to New-York 17 days

BYRON..... 5th Feb.  
VOLTAIRE..... 18th "

## BYRON

sails on 5th February for

Bahia, and New York

Taking 1st, 2nd and 3rd class passengers for above ports and for

HARBADON

"Tennyson," "Byron," "Voltaire," "Verdi" and "Velasquez" have also superior 1st class accommodation

For freight apply to the Broker

Wm. R. McNiven,

18, RUA DE S. PEDRO

For passages and further information apply to the

Agents: NORTON, MEGAW & Co., Ltd.

88, RUA PRIMEIRO DE MARÇO

# WILSON SONS & CO. (LIMITED)

Steamship Agents and Proprietors of

## COAL DEPOTS AT

MADEIRA.  
LAS PALMAS.  
ST. VINCENT, C. V.  
PERNAMBUCO!  
BAHIA.  
RIO DE JANEIRO.

SANTOS.  
SAO PAULO.  
MONTEVIDEO.  
LA PLATA.  
BUENOS AIRES.  
ROSARIO.  
BAHIA BLANCA.

Also Branch Establishments at CARDIFF and BARRY

Workshops at Las Palmas, St. Vincent (C.V.), Pernambuco, Bahia and Rio de Janeiro.

Contractors to British and Foreign Governments and all the chief Transatlantic Steamship Companies.

Coal.—Stocks of only the very best description of South Wales Steam Coal kept. Also Stocks of Nut Coal, Foundry Coke, Patent Fuel and Anthracite Pea Nuts for Gas Engines.

Tug boats always ready for service.

Cargo Lighters.—ditto.

Stevedoring undertaken.

Ballast supplies to ships.

Repairs to Ships and Machinery

Having large workshops fitted with efficient modern plant, repairs of all descriptions undertaken.

## AGENTS OF THE

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

Inquiries as regards prices etc. should be addressed to

WILSON, SONS & CO. LTD.

2, Rua de S. Pedro

RIO DE JANEIRO

Head Office:—Salisbury House, Finsbury Circus, London E. C.

# Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

## CAP FRIO

Expected from Santos on the 12th March will leave 13th for

Bahia, Lisbon, Leixões and Hamburg

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

All steamers of this Company are illuminated with electric light and have splendid accommodation for 1st, 2nd, and 3rd, class passengers.

Free conveyance on board supplied for passengers and luggage.

For freight apply to the Broker.

Wm. R. Mc Niven

18, RUA DE S. PEDRO, 18

For passages and further information apply to the agents

Theodor Wile & Co.

AVENIDA CENTRAL, 79

so-bl-ca

x x

# BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Limited

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

## DEPARTURES FOR TRIESTE

MORAVIA..... 20th Feb.  
B. KEMENY..... 13th Mar.  
INDIA..... 10th Apr.

For freight apply to the Broker.

Wm. R. Mc Niven,

18, RUA DE S. PEDRO.

For passages and further information to the

AGENTS

Kombauer & Co.

RUA VISCONDE DE INHAUMA, 44

Rio de Janeiro.

RUA II DE JUNHO, 1 A.

Santos.

so-bl-ca

x x

# SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS FOR EUROPE

ITALIE..... 4th Feb.  
PROVENCE..... 22nd "

for

Marseilles, Barcellona, Genoa, and Naples

Through fares to Paris 1st class..... f. gold 728

do do 2nd ..... f. 550

do do 3rd ..... f. 199

Through fares to Paris return 1st class f. 1 149

do do 2nd .... f. 882

do do 3rd .... f. 364

Marseilles Genoa, Naples, 3rd class... 1140000

Barcellona 3rd class..... 1236000

Agents—Antunes dos Santos & C.

Rio de Janeiro—Avenida Central, 14.

S. Paulo.—29 Rua S. Bento

Santos.—1 Praça da Republica

c-bl-ca

x

# NORDDEUTSCHER LLOYD, BREMEN.

Capital.. 125,000,000 Marks

## NEXT DEPARTURES

Date	Steamer	Destination
1907		
Feb. 7	Coblenz....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp, and Bremen.
21	Erlangen...	Bahia, Madeira, Leixões, Rotterdam, Antwerp and Bremen.

## Passengers & Cargo accepted

Passenger rates	Cabin	Storage
Rio — Rotterdam, Antwerp, Bremen.....	Marks 500	£. 10/-
— Lisbon & Leixões.....	£. 19/-	Rs. 1600

For further information apply to

HEERM, STOLTE & C., Agents

Avenida Central, 56-74

so-bl-ca

Rio de Janeiro

x x

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

(South American Service)

The Blue Mail Steamer

## RUGIA

Expected from Santos on the 27th sails on the 28th Feb. 12 noon.

Bahia, Madeira, Lisbon, Leixões, Roulogue and Hamburg

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

All steamers carry a surgeon and a stewardess. Free conveyance on board supplied for passengers and luggage.

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

For freight apply to the broker

Wm. R. McNiven,

18, RUA DE S. PEDRO

And for passages and other information to

Theodor Wile & C.

Avenida Central, 79

so-bl-ca

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

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

## TABLE OF DEPARTURES

Date	Steamer	Destination
Feb. 4	Danube.....	Santos, Montevideo and Buenos Aires.
10	Amazon.....	Santos Montevideo and Buenos Aires.
12	Avon.....	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
19	Danube.....	Bahia, Pernambuco, St. Vincent, Lisbon, Leixões, Cherbourg and Southampton.

Special attention is drawn to the following:

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

For freight, passages, and other information apply.

Avenida Central Nos. 53 and 55.

E. L. HARRISON, Representative.

h-bl-ca

x x

### ARRIVALS AT THE PORT OF SANTOS

During the week ended January 31st, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Jan. 25	Jupiter	Brazilian	S. S.	567	Buenos Aires
25	Lynfield	British	do	1,935	New Castle
25	Strathgore	do	do	2,841	New York
25	Lauriana	Italian	do	3,000	Genoa
26	Cordillera	French	do	1,972	Havre
27	Servo	Brazilian	do	544	R. G. do Sul
27	Alexandria	do	do	300	Rio de Janeiro
27	Savona	Italian	do	3,099	Genoa
27	Gaspe	British	Schooner	249	Hallifax
27	Alonso	Brazilian	do	304	Pernambuco
27	S. Luis	do	do	1,925	Macao
28	Alegria	French	do	3,529	Marseilles
28	Clement IV	Brazilian	Schooner	29	Tijucas
28	Avon	British	S. S.	6,882	Southampton
28	Nile	do	do	5,238	Buenos Aires
28	Titian	do	do	2,654	Liverpool
29	Oceano	Brazilian	do	650	Macao
29	Sicilia	Italian	do	3,234	Buenos Aires
29	Byron	British	do	2,525	New York
29	Sienna	Italian	do	2,820	Genoa
30	Ita	Brazilian	do	887	Rio de Janeiro
30	J. Percy Hartman	British	do	316	Pasobiac
31	Provence	French	do	2,479	Genoa
31	Jupiter	Brazilian	do	567	Rio de Janeiro
31	Coblentz	German	do	2,001	Bremen
31	Dacia	do	do	2,201	Hamburg

### SAILINGS FROM THE PORT OF SANTOS

During the week ended January 31st, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Jan. 25	Bellard	British	S. S.	1,221	Hamburg
25	Buffon	do	do	1,439	Rio de Janeiro
25	Jupiter	Brazilian	do	567	do
25	Lauriana	do	do	3,000	Buenos Aires
27	Lewisham	British	do	1,784	Rosario Sta. Fd
27	Savona	Italian	do	3,099	Buenos Aires
27	Duna	Hungarian	do	1,797	Flume
27	Alexandria	Brazilian	do	300	Antonina
27	Servo	do	do	544	Rio de Janeiro
28	Algeria	French	do	3,529	Buenos Aires
28	Cordillera	do	do	1,972	do
28	Nile	British	do	5,238	Southampton
28	Tenoria	do	do	2,322	Bahia Blanca
28	B. El Grande	Spanish	do	2,103	Barcelona
28	Avon	British	do	6,882	Buenos Aires
28	Tenace	do	do	2,599	New York
29	Hasperby	do	do	2,599	Bahia Blanca
29	Sicilia	Italian	do	3,234	Genoa
29	Sienna	do	do	2,820	Buenos Aires
30	Polynesia	do	do	1,234	La Plata
30	Alonso	Brazilian	do	304	Macao
30	Ita	do	do	887	Porto Alegre
30	Oceano	do	do	650	Rio de Janeiro
31	Tuckman	German	do	3,035	Hamburg
31	Provence	French	do	2,479	Buenos Aires
31	Jupiter	Brazilian	do	567	do
31	Newburn	British	do	2,325	do
31	Colombia	French	do	1,761	Havre

### FOREIGN VESSELS AFLOAT

IN RIO DE JANEIRO HARBOUR

on January 31st, 1908

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Dec. 20	Sobriano..... Tons 1,541	May 15	Narcissus..... Tons 1,202
Jan. 9	Parigate..... " 2,050	Aug. 2	Boigen..... " 305
13	Kaisa..... " 2,485	14	Hans..... " 151
14	Graciana..... " 2,487	Sept. 21	Alba..... " 1,330
16	Folgate..... " 2,307	Nov. 17	Marina Madre..... " 1,408
17	Kingsway..... " 2,320	17	Fenice..... " 1,400
18	Tamar..... " 2,065	4	Canada..... " 2,337
18	Catadonia..... " 1,717	15	Emilie..... " 347
19	Chania..... " 1,755	20	Margarida..... " 363
20	Presfield..... " 2,012	21	Odd..... " 307
23	A. A. Crandall..... " 1,222	Jan. 5	King Country..... " 2,004
23	Chancer..... " 1,741	26	Mitani..... " 159
25	Tenorio..... " 2,322	26	Titania..... " 808
26	Cap Roca..... " 3,689	31	Albatros..... " 741
26	Buffon..... " 1,439		
26	Swedish Prince..... " 2,378		
26	Corrientes..... " 2,408		
26	Bellard..... " 1,770		
27	Samara..... " 2,030		
28	Titian..... " 2,657		
29	Roselli..... " 1,120		
29	Nordpol..... " 2,428		
31	Paranaguá..... " 1,813		
31	Santa Lucia..... " 2,701		
Total—Tons 59,000		Total—Tons 13,711	

### IN SANTOS HARBOUR

on January 31st, 1908

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Jan. 10	Dresden..... Tons 1,593	Jan. 27	Gaspe..... Tons 243
12	New Curran..... " 2,425		
20	Newton..... " 1,588		
21	Mecklenburg..... " 1,683		
21	Lynfield..... " 1,935		
22	Strathgore..... " 2,841		
28	Titian..... " 2,654		
29	Byron..... " 2,525		
31	Coblentz..... " 2,001		
31	Dacia..... " 2,201		
Total—Tons, 21,347		Total—Tons, 243	

### CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDED FEBRUARY 1ST, 1908

	Per 100 lbs.	Per 50 lbs.
Amsterdam.....	17/6 & 5 %	20/- & 5 %
Aden via Trieste.....	30/- & 5 %	—
Antwerp 1,000 kilos.....	17/6 & 5 %	17/6 & 5 %
Alexandria.....	54 fcs. in full.	54 fcs. in full.
Alicante.....	50 fcs. in full.	50 fcs. in full.
Algiers via Marseilles.....	53 fcs. in full.	46 1/2 fcs. & 10 %
Almeria.....	50 fcs. in full.	—
Aguilas.....	73.50 fcs. in full.	76 1/2 fcs. in full.
Basorah.....	76 fcs. in full.	84 fcs. & 10 %
Barcellona.....	35 fcs. in full.	38 1/2 fcs. in full.
Bilbao.....	56.50 fcs. in full.	54.50 fcs. in full.
Bremen.....	17/6 & 5 %	17/6 & 5 %
Bordeaux, 900 kilos.....	40 fcs. & 10 %	35 fcs. & 10 %
Bombay via Trieste.....	50/- & 5 %	50/- & 5 %
Braila.....	57.75 fcs. in full.	57.75 fcs. in full.
Brindisi.....	52 fcs. in full.	52 fcs. in full.
Buenos Ayres per bag. 60 kilos.....	18.200	18.500
Beyrouth.....	56.50 fcs. in full.	56.50 fcs. in full.
Cadix (Spanish line).....	3/- fcs. & 10 %	—
Calcutta via Trieste.....	55/- & 5 %	55/- & 5 %
Cartagena.....	50 fcs. in full.	50 fcs. in full.
Colombo.....	50/- & 5 %	50/- & 5 %
Corfu.....	55.25 fcs. in full.	55.25 fcs. in full.
Currahee.....	50 1/2 fcs. in full.	—
Coruna.....	53.50 fcs. in full.	53.50 fcs. in full.
Cavalla.....	55.25 fcs. in full.	55.25 fcs. in full.
Christiania.....	28/5 in full.	28/5 in full.
Copenhagen direct.....	26/- in full.	20/- & 5 %
Constantinople.....	52.75 fcs. in full.	52.75 fcs. in full.
Flume.....	40/- & 5 %	40/- & 5 %
Galatz.....	57.75 fcs. in full.	57.75 fcs. in full.
Genoa 1,000 kilos.....	40 fcs. & 10 %	40 fcs. & 10 %
Gibraltar via Genoa.....	55.25 fcs. in full.	55 fcs. in full.
Gijon.....	56.50 fcs. in full.	56.50 fcs. in full.
Hamburg.....	17/6 & 5 %	17/6 & 5 %
Havre, 900 kilos.....	30 fcs. & 10 %	25 fcs. & 10 %
Hongkong via Trieste.....	60/- & 5 %	60/- & 10 %
Kobe via Trieste.....	65/- & 5 %	65/- & 5 %
Liverpool.....	35/- & 5 %	35/- & 5 %
London 1,000 kilos.....	30/- & 5 %	25/- & 5 %
Do (options).....	30/- & 5 %	—
Malaga.....	35 fcs. & 10 %	38.50 fcs.
Malta, via Genoa & Marseilles.....	53 fcs. in full.	58 fcs. & 10 %
Marseilles 1,000 kilos.....	40 fcs. & 10 %	40 fcs. & 10 %
Messina.....	50 fcs. in full.	50 fcs. in full.
Metlino.....	57.75 fcs. in full.	57.75 fcs. in full.
Montevideo per bag. 60 kilos.....	18.200	—
Montaguem-Marseilles or Genoa.....	50 fcs. in full.	58 fcs. & 10 %
Naples.....	45 fcs. in full.	48 1/2 fcs. & 10 %
New York, Liners per bag.....	10/- & 5 %	10/- & 5 %
N. Orleans Liners.....	10/- & 5 %	10/- & 5 %
Odessa.....	55.25 fcs. in full.	55.25 fcs. in full.
Oran.....	53 fcs. in full.	56 fcs. & 10 %
Penang via Trieste.....	60/- & 5 %	60/- & 5 %
Palermo.....	50 fcs. in full.	—
Patras.....	55.25 fcs. in full.	55.25 fcs. in full.
Pireus.....	52.75 fcs. in full.	52.75 fcs. in full.
Port Said.....	54 fcs. in full.	54 fcs. in full.
Rotterdam.....	17/6 & 5 %	17/6 & 5 %
Rangoon via Trieste.....	55/- & 5 %	55/- & 5 %
Ran Sebastian.....	60 1/2 fcs. in full.	—
Santander.....	60.50 fcs. in full.	60 fcs. in full.
Samsoun.....	55.25 fcs. in full.	55.25 fcs. in full.
Seville.....	50 fcs. in full.	50 fcs. in full.
Shanghai via Trieste.....	65/- & 5 %	65/- & 5 %
Smyna.....	52.75 fcs. in full.	52.75 fcs. in full.
Southampton 1,000 kilos.....	30/- & 5 %	30/- & 5 %
Suez via Trieste.....	30 fcs. in full.	60 fcs. & 10 %
Do via Genoa or Marseilles.....	54 fcs. in full.	—
Salonica.....	52.75 fcs. in full.	52.75 fcs. in full.
Sulina.....	55.5 fcs. in full.	55.5 fcs. in full.
Singapore.....	55/5 in full.	58/5 in full.
Taragonne.....	30 fcs. in full.	30 fcs. in full.
Trebizond.....	55.25 fcs. in full.	55.25 fcs. in full.
Tripoli.....	40/- & 5 %	35/- & 5 %
Tunis.....	53 fcs. in full.	53 fcs. in full.
Valencia.....	50 fcs. in full.	50 fcs. in full.
Valparaiso (options).....	47/6 5 %	—
Varna.....	55.25 fcs. in full.	55.25 fcs. in full.
Venice via Trieste.....	52 fcs. in full.	40 fcs. & 5 %
Vigo.....	56.50 fcs. in full.	38.50 fcs.
Yokohama via Trieste.....	65/- & 5 %	65/- & 5 %
do Hamburg.....	58/5 in full.	58/5 in full.

### SOUTH AFRICA

Algoa Bay	via New York.....	42/6 & 5 %	} per ton of 1,000 kilos
and	do Southampton.....	42/6 & 2 1/2 %	
Cape Town	do Hamburg.....	42/6 & 2 1/2 %	
	do Antwerp.....	—	
	do Bremen.....	—	
Beira	via Hamburg.....	58/6 in full.	—
	do Southampton.....	—	—
	do Antwerp or Bremen.....	78/6 in full.	—
	do Hamburg.....	70/- & 5 %	—
Mosuel Bay	via New York.....	50/- & 2 1/2 %	—
	do Southampton.....	—	—
	do Hamburg.....	—	—
	do Antwerp.....	—	—
	do Bremen.....	—	—
East London	via New York.....	50/- & 5 %	—
	do Southampton.....	—	—
	do Hamburg.....	50/- & 2 1/2 %	—
	do Antwerp.....	—	—
	do Bremen.....	—	—
Durban	via New York.....	50/- & 5 %	—
	do Southampton.....	—	—
	do Hamburg.....	42/6 & 2 1/2 %	—
	do Antwerp.....	—	—
	do Bremen.....	—	—

Delagoa Bay	via New York.....	70/- & 5 %.
	» Southampton.....	
	» Hamburg.....	70/- & 2 1/2 %.
	» Antwerp.....	
	» Bremen.....	
	» Via Buenos Aires.....	
	» Alagoa Bay.....	42/6 in full
	» Cape Town.....	42/6 in full.
	» Durban.....	42/6 in full.
	» East London.....	47/6 in full.
	» Via Trieste.....	
	» Delagoa Bay.....	55/- & 5 %.
	» Durban.....	55/- & 5 %.

- To Delagoa Bay & Beira the freights must be paid here or in Hamburg.
- Royal Mail Steamers in combination with Moulder Bros..
- Conference rates via Marseilles, and 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 %.
Taital.....	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 %.	—

## LLOYD BRAZILEIRO

OWNERS

M. BUARQUE &amp; 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 &amp; 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.
STA. 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

Alagoas	Goyaz.	Florianopolis.
Brazil.	Sergipe.	Santos.
Manaos.	Mayrink.	Planeta.
Maranhão.	Victoria.	Satelite.
Olinda.	Aymoré.	Prudente de Moraes.
São Salvador.	Estrella.	Iris.
Pernambuco.	Eugundes Varela.	Amazonas.
Espirito Santo	Grão Pará.	Guarajá.
Bragança.	Diamantino	Ladario.
Matto Grosso.	Mercedes.	Nioac.
Morajó.	Rapido.	Itapemirim.
Coziço.	Rio Verde.	Cahy.

## 26 BUILDING

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

## THE FREIGHT MARKET

British. Fairplay, of January 9th says:—

The characteristic of the first week of the New Year has been the number of fixtures from Argentina for all positions, January to April next included. River Plate business must be on a gigantic scale this year, as with short supplies of grain from every other quarter the grain trade must be concentrated on Argentina. The question for consideration is whether steamship owners will reap their proper share in this prosperity.

The s.s. *St. Fillans* has been fixed South Wales to Rio at 11s. 6d., fuel; *Harmonic* 9s. 9d., *St. Bede* 9s. 3d., s.s. *Longscar* from Glasgow at 10s. and s.s. *Belle of England* from Leith at 10s.

**Argentina.** We note with pleasure that our repeated words of warning to shipowners with regard to the supplying of tonnage to this market, have had an excellent effect and are being repeated by owners of our English shipping exchanges, and are being even circulated by Owners themselves. To this diffusion we place the present healthy condition of the River Plate freight market. Owners have refused to send out their vessels in ballast, and reserved the supply until the demand has arisen.

Business has been brisker in the Brazilian trade, and we understand that higher rates have been paid than those recorded below, but in the absence of proper confirmation, we are unable to raise our figures.

The following are the current rates from B. A.  
To Bahia and Pernambuco 24/, to Pelotas 20/, to Porto Alegre 24/, to Desterro 12/, to Antonina 12/, to S. Francisco 14/, to Paranaíba 12/, to Rio Grande 12/, to Santos 12/, to Rio 12/.

With the usual 1/2 to 2/ extra from up-river ports. The Times of Argentina, January 20th 1907.

**Local Market.**—The following are the forward engagements for the week:—

Per S. S. Tucuman.....	for Hamburg.....	6,000 bags of coffee
» » Purunaguá.....	» ..... 6,500	» » »
» » Titian.....	» New-Orleans.....	16,050
» » Byron.....	» New-York.....	20,900
» » Oronsa.....	» West Coast-ports	1,140
» » Savoia.....	» Genoa (option).	750
» » Sicilia.....	» ..... 500	» » »
» » Coblentz.....	» Antwerp.....	1,250
» » Erlangen.....	» Hamburg.....	7,000

## Railway News and Enterprise

## SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported			Aggregate to date	
	1908	1907	Week or Month.	1907	1908	1907	1908
Rras. Gt. Month....	110	110	Nov.....	28,750\$	31,938\$	354,128\$	346,821\$
			Dec.....	49,666\$	36,458\$	397,794\$	382,279\$
Leopoldina	1,478	1,460	Jan. 25th	26,532	16,311	1908 1907	99,061 69,152

a Earnings reported in pounds, b in milreis.

On Thursday last the Minister of Public Works submitted for the signature of the President of the Republic the decrees transferring the contract for the construction of the Estrada de Ferro Madeira e Mamoré to the Madeira Mamoré Railway Company; and approving the surveys and estimates for the extension of the Central of Brazil Railway between Lassance and Pirapora.

— A Comissão de Estudos e Construções de Estradas de Ferro is preparing a map of very large dimensions of the whole of the Republic showing clearly the railway system of Brazil, constructed or in course of construction, with all the extensions and branches projected or being surveyed. This map is to be the show at Exhibition in June next.

— Last week the Minister of Public Works was visited by Dr. Cesar de Pina, Engineer of the Railway system of Rio Grande do Sul, who furnished him with information regarding the construction work which is being done by the Compagnie Auxiliaire des Chemins de Fer au Brésil. The section between Cachey and Alegrete is now open to traffic and as a result there is now direct communication from the cities of Rio Grande, Pelotas and Bagé to Uruguayana on the Argentine frontier. At present the trip from Rio Grande to Buenos Aires can be made in four days.

— **Leopoldina Railway.** Entries of coffee for the season up to January 31st amounted to 1,42,000 bags, of which the Leopoldina carried 1,366,388 bags, the Central 630,963 and 145,537 came coastwise.

The traffic returns of the Leopoldina for the week ended January 25th show an increase of 1,20,000\$, equivalent to £11,221 compared with last year, making the aggregate increase since 1st January 1908, £29,929.

## TRAFFIC RETURNS

Month	Rio de Janeiro Tramway Light and Power	S. Paulo Tramway Light and Power
	DOLLARS	DOLLARS
September.....	212,460	114,093
October.....	Not published	
November.....	213,600	117,860
December.....	231,800	124,500

## Market Reports

Pernambuco, 22nd January, 1908.

**Coffee.** The Trapiche has bought freely at 63200 to 63300 and sellers are very independent.

**Beans.** With larger entries than expected owing to rains and consequent desire of holders to realize have given way, and last sale was at 23800 which price cannot however be got any more and value is nominally 238000 to 242000 per bag.

**Milho.** Also weaker and last sale at 155 réis whilst today 150 is very doubtful.

**Fariña.** No enquiry and value quite nominal at 64800 to 73000 per bag.

**Freights.** No change, Liverpool rates are unaltered but there is very little cargo and the last steamer left 2,000 tons short.

**Exchange.** 151/11 to 15 3/32 Bank, private done in small amounts at 15 3/16, money is not quite so scarce but there are likely to be a large amount of coast Bills next week.

# THE SÃO PAULO TRAMWAY, LIGHT AND POWER COMPANY, LIMITED

HEAD OFFICE, TORONTO, CANADA — NEW YORK OFFICE, 25 BROAD ST.  
SAO PAULO, CASA MARTINICO — 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, 800 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 kilometers 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 1839)

### WEEKLY SAILINGS TO EUROPE AND THE RIVER PLATE

ASSETS		Tons		Tons		Tons	
Aven.....	11,000	Amazon.....	10,000	Danube.....	6,500	Clive.....	6,500
Araguaya.....	10,500	Aragon.....	10,000	Thames.....	6,000	Nile.....	6,000

Tel. OMARIUS—Rio P. O. B. 21

E. L. HARRISON—Representative—53 and 55, Avenida Central

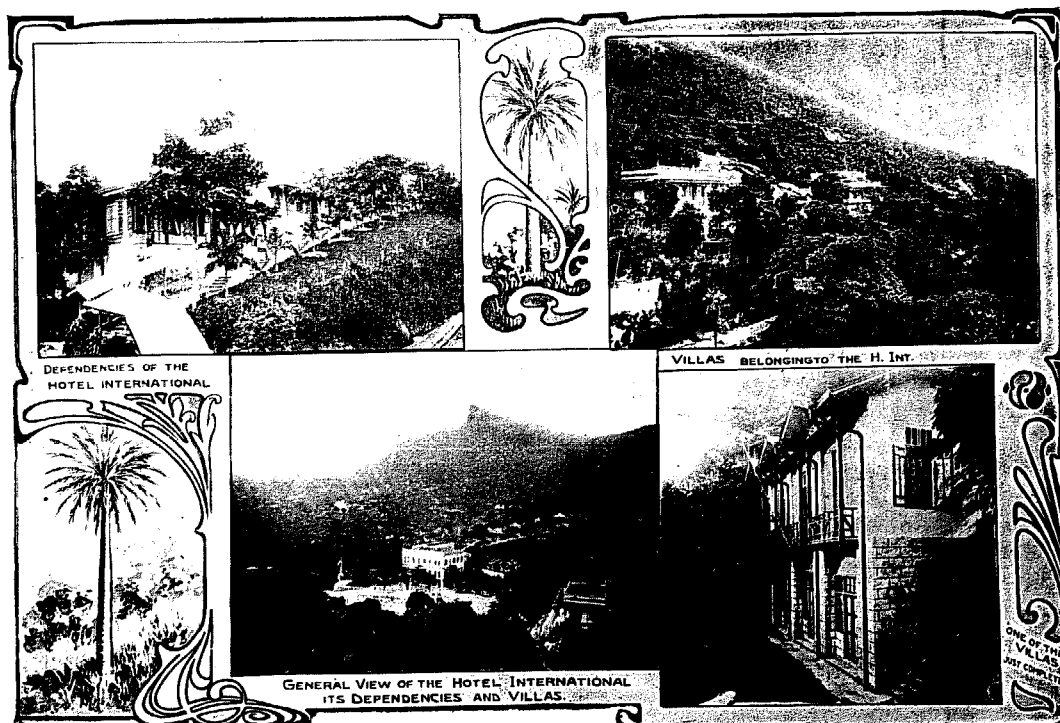
## GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108—SANTA THEREZA

RIO DE JANEIRO—Telephone No. 134

1,000 FEET ABOVE THE SEA

Telegraphic Address—MENTOES—RIO



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.

# CAXAMBU

AS MELHORES AGUAS DE MEZA  
UNICAS NATURALMENTE SUPERGAZEIFICADAS  
A VENDA EM QUALQUER PARTE DO BRAZIL

# LAMBARY

**SOCIÉTÉ FINANCIÈRE ET COMMERCIALE FRANCO BRÉSILIENNE**

Succs: of NATHAN & CO.

S. PAULO, Rua de S. Bento 43, Caixa do Correio (P. O. Box) K.  
Telegraphic Address: "LUPTON"

SANTOS, Rua Quinze de Novembro 13, Caixa do Correio (P. O. Box) 147  
Telegraphic Address: "WYSARD"

IMPORTERS, EXPORTERS AND GENERAL MERCHANTS

**SPECIALITIES:**

Railway Material,  
Agricultural and  
Industrial Machinery.

General Hardware,  
Gas and Water  
Pipes and Fittings.

Iron, Steel, Copper, Brass and  
other Metals



Cement, Belting, Paints,  
Calcium Carbide.

Sole representative in the  
State of São Paulo

OF

**The Standard Oil Co.,**  
OF NEW YORK

(Thompson & Bedford  
Department.)

CATALOGUES REQUESTED

HEAD OFFICE IN PARIS: RUE CHAUCHAT N<sup>o</sup>. 5

Open to accept sole Agencies in the State of São Paulo.