

# The Brazilian



# Review

A WEEKLY RECORD OF TRADE AND FINANCE

VOL. XI

RIO DE JANEIRO, TUESDAY, FEBRUARY, 11TH, 1908

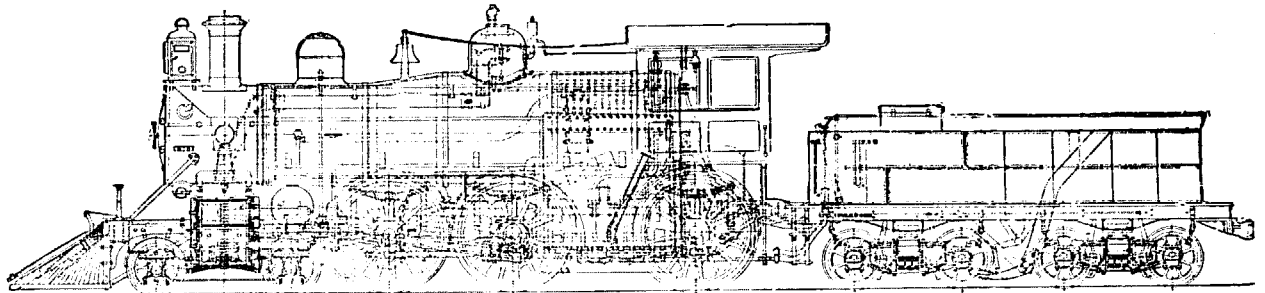
No. 6

**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.

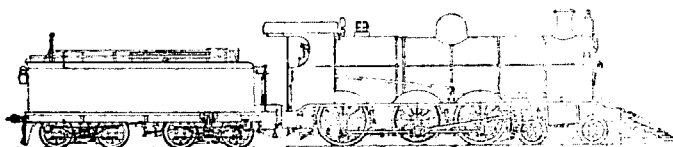
Sole Representatives in Brazil: **NORTON, MEGAW & CO. Ld., N. 58, Rua Primeiro de Março, Rio de Janeiro**

**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. Ld. - 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.

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**ALFRED CAILLER C. E.**

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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 ROSARIO — Rio de Janeiro — BRAZIL

# RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED

Telegraphic Address "Epidermis"

Post Office Box No. 486

Mills. Rua da Gambôa, No. 1

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BRANCHES:

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ROBARTO: 1086, Calle Santa Fé.

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AGENCIES:

Viatoria, Bahia, Maceió, Pernambuco,

Ceara, 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"

"BUDA-NACIONAL"

"BRAZILEIRA"

"SAVOIA"

"SEMOLINA"

Daily production of Flour and Bran: 10,000 Bags

Office: 57, Rua do Rozario, Rio de Janeiro

Mc. LAUHLAN 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, MASON & CO.

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ENGINEERS, MERCHANTS

— AND —

Contractors for Building Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION — LONDON"

Pernambuco — Nathan & Co., Rua do Vigario, 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 13 de Março, 73

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

# The Brazilian Review

VOL. XI

RIO DE JANEIRO, TUESDAY, FEBRUARY 11TH, 1908

No. 6

## Neuchatel Asphalte Company, Limited

RUA SENADOR VERGUEIRO No. 67  
RIO DE JANEIRO P. O. Box 1,185

HEAD OFFICE—LONDON

Constructors of all classes of Natural Asphalte Pavements

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



### 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,  
MOLLEDO, CALLAO, LIMA

#### AGENCIES.

The Western Telegraph Co., Ltd.  
RUE CAUMARTIN 37, 9<sup>th</sup> ARR<sup>t</sup>,  
PARIS.  
MONSIEUR LOUIS PERRIGNON,  
AVENUE MARIE 61,  
ANTWERP

AND  
9, RUE HENRI MAUS (BOURSE),  
BRUSSELS. KESTER WILSON SEPTON  
Caixa 13 PORTO ALEGRE

FURTHER INFORMATION, AND TELEGRAPH FORMS CAN BE OBTAINED  
AT ABOVE CABLE STATIONS

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

#### \* TARIFF. \*

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

THE CABLE CHARGES TO ALL PLACES  
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 Inhauma 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 . . . . . 1\$200  
Back numbers . . . . . 2\$000

## AGENTS:—

Rio de Janeiro: CRASHLEY & Co., rua do Ouvidor No. 38  
São Paulo: EVERARDO KIEBL, 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	52 Insertions Per Insertion	26 Insertions Per Insertion	12 Insertions Per Insertion	6 Insertions Per Insertion	Single Insertion
One Page.....	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Half Page.....	3 10 0	4 0 0	4 10 0	5 0 0	5 10 0
Third Page.....	1 15 0	2 0 0	2 5 0	2 10 0	2 15 0
Quarter Page.....	1 3 0	1 7 0	1 10 0	1 14 0	1 17 0
1 1/2 inch x 8 inch	4 0	5 0	5 6	6 6	7 6
1 1/2 inch x 4 inch	2 0	2 6	3 6	3 6	4 0

The 52 and 26 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 "

Dane 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., 38 Ouvidor.

## MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
FOR EUROPE			
Feb. 12	Avon	Royal Mail	Southampton
18	Orissa	P. S. N. C.	Liverpool
19	Magellan	Messageries Maritimes	Bordeaux
20	Danube	Royal Mail	Southampton
26	Esmeralda	Messageries Maritimes	Bordeaux
26	Amazon	Royal Mail	Southampton
Mar. 4	Thames	do	do
11	Amazons	Messageries Maritimes	Bordeaux
11	Oravia	P. S. N. C.	Liverpool
11	Aragon	Royal Mail	Southampton
17	Oronsa	P. S. N. C.	Liverpool
18	Clyde	Royal Mail	Southampton
18	Chili	Messageries Maritimes	Bordeaux
25	Aranguaya	Royal Mail	Southampton
April 1	Nile	do	do
1	Atlantique	Messageries Maritimes	Bordeaux
2	Orissina	P. S. N. C.	Liverpool
8	Avon	Royal Mail	Southampton
14	Orissina	P. S. N. C.	Liverpool
15	Danube	Royal Mail	Southampton
16	Cardiff	Messageries Maritimes	Bordeaux

## FOR THE RIVER PLATE AND PACIFIC

Feb. 15	Amazon	Messageries Maritimes	B. A.
18	Thames	Royal Mail	do
18	Pacific S. S.	P. S. N. C.	Valparaiso
24	Aragon	Royal Mail	B. A.
Mar. 2	Chili	Messageries Maritimes	do
8	Clyde	Royal Mail	do
8	Pacific S. S.	P. S. N. C.	Valparaiso
9	Aranguaya	Royal Mail	B. A.
16	Atlantique	Messageries Maritimes	do
17	Nile	Royal Mail	do
18	Pacific S. S.	P. S. N. C.	Valparaiso
23	Avon	Royal Mail	B. A.
29	Cardiff	Messageries Maritimes	do
31	Pacific S. S.	P. S. N. C.	Valparaiso
31	Danube	Royal Mail	B. A.
April 6	Amazon	do	do
12	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. 15	Voltaire	Lampert & Holt	New York
Mar. 4	Tennison	do	do
18	Vendi	do	do
April 2	Avon	do	do
18	Velasquez	do	do
May 2	Tennison	do	do
19	Voltaire	do	do

## Notes

The earliest impression produced by the bare cable narrative of the events accompanying the assassination of King Carlos and his son was that of another anarchist outrage. It was under this impression that we wrote last week. Further advices go to show that the anarchists had nothing to do with it and that the motives were purely political. Had we known this at the time we should have written differently. Nothing can excuse assassination, not even the abuse of power, and as a mere party manoeuvre it is particularly detestable.

There is, to our way of thinking, a clear distinction between the motives that prompt partisans and anarchists to assassination.

Partisans chiefly seek class or personal aggrandisement. Anarchists seek to destroy because on destruction they have

# Clark

The perfection of  
strength  
and flexibility  
combined with  
lightness and  
durability



Complete assortments of British Footwear, Leggings and Waterproofs

RUA DO OUVIDOR 67 B--Rio de Janeiro

Praça Dr. Antonio Prado 7 - S. Paulo

RUA FORMOSA 31 - BAHIA

AGENTS IN ALL THE PRINCIPAL CITIES OF BRAZIL

FACTORY -- RUA DA MOÓCA, 131 -- SÃO PAULO



## Dannemann & Co.

### SÃO FELIX (BAHIA) — BRAZIL

Established in 1873

AWARDED THE GRAND PRIZE AT THE ST. LOUIS EXHIBITION

*The Leading Cigar Manufacturers in Brazil*

Reg 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.**

founded their only hope of social improvement. It is the doctrine of despair and assassination but its logical outcome. The anarchist is a monomaniac like every bigot. We may, nay must, condemn the methods without ceasing to pity the instrument of a vengeance Society has brought on itself by centuries of misgovernment.

If those of our countrymen who proposed a "round robin" repudiating the sentiments expressed in the *Review* of February 4th on this subject will read our paragraph carefully they will, anyhow, avoid making a public exhibition of their foolishness.

On the return to Lisbon from Villa Vicosa 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 unhurt.

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 mistaken a conception of duty.

The wording is clear and unmistakable. Whilst condemning the act in language that admits of no misinterpretation we pity the instruments, as we pity the poor and miserable everywhere. Pity for the wrongdoer does not imply sympathy with the wrong.

"Pity weakness and ignorance", said Law, "bear with the dullness of understandings or perverseness of tempers," we will add, yea, even that of consuls!

**Paper Money in circulation, exclusive of the convertible notes issued by the Caixa de Conversão, amounted on January 31st to 643,245,585\$ as against 643,531,727\$ on December 31st a decrease of 286,142\$. On August 31st 1898, the total amount in circulation was 788,361,614\$500 so that the total amount withdrawn from that date to January 31st of 1908 is 145,116,029\$500.**

**The Rio de Janeiro Tramway Light & Power Co.** The company announces that owing to increasing business in Europe, it has opened offices at 46, Threadneedle-street, E.C., and that the registers, &c., will be transferred on 14th February to the above address from the offices of the British Empire Trust Company, Ltd., which has hitherto acted as secretaries and registrars in Europe. The company also announces that, owing to the pressure of other engagements, Mr. William Mackenzie, of Toronto, has resigned the Presidency, but will remain Chairman of the Board. Dr. F. S. Pearson has been elected President and Mr. R. M. Horne-Payne and Mr. E. R. Wood additional Vice-Presidents. Mr. George Flett, managing director of Dick Kerr and Co., Ltd., has also been elected an additional director.

**The Leopoldina Railway.** The President of the Republic has signed a decree approving the final plans for the section, 30 kilometres in length, starting from the station of Moniz Freire and linking up the South of Espírito Santo Railway and the Santo Eduardo Railways at Cachoeiro de Itapemirim. The definite estimates for the cost of the work are mentioned in the decree as being 6,303,274\$268.

#### THE ROYAL MAIL

The *Financial Times* brings the following which shows that the efforts of the Royal Mail are as much appreciated in England as in South America:—

"The Royal Mail Steam Packet Company has made a magnificent addition to its already admirable fleet by the construction of the 'Asturias' which now lies at Tilbury, preparing for her first ocean flight on the 24th instant.

The 'Asturias' is the largest and most elaborately equipped vessel yet built for the R. M. S. P., her tonnage being no less than 12,500. She is fifth sister in the fine 'A' group of mail steamers evolved by the company within the past two years, and all travellers to South American ports must

pray that there may be more of them presently. The other day a party of guests travelled by the vessel from Belfast to Tilbury, on the kind invitation of the Board and under the genial conduct of Messrs. S. H. Curtis and W. C. Kenny (two of the directors) Mr. R. L. Forbes (secretary) and Mr. Mayhew of the official staff, who proved a most genial custodian of the visitors to the vessel. The unanimous verdict was that the 'Asturias' was a 'ship-de-luxe'—and this although the weather was boisterous and the temperature beyond words for chilliness. But the vessel is like an hotel on skates; one never feels the slightest suggestion of marine motion.

The 'Asturias' is a triumph of shipbuilding and reflects enormous credit on both the Royal Mail Steam Packet Company for giving the order and on Messrs. Harland and Wolff for executing it so soundly. The vessel is in length 535 ft and in beam over 62 ft. A cricket match might be played on either side of the promenade decks. One might almost play billiards on board this boat, for vibration has been reduced to the absolute minimum by Messrs. Harland and Wolff's "balanced" quadruple type of engines, working the twin-screws.

The staterooms, or cabins, are quite exceptional—lofty, and affording every facility that mechanical ingenuity can devise for the comfort and room afforded to the passengers. The decorative idea is white enamel, picked out with narrow lines of gold and embossed with classical medallions in bas-relief. The furniture is mainly oak, and the general effect is admirably clean and cool for the tropical voyages the vessel has got to undertake—this time to Australia, and afterwards to the River Plate. The staterooms are decorated with most artistic photographs in sepia tint and the smokeroom with landscapes on Dutch tiles that make the mouth of the connoisseur water. Electric fans, a laundry, a library, baths ad libitum—well, there is nothing conceivable missing (except *mal de mer*). There are two-bedded staterooms; there are single staterooms that can be run in a row by intercommunicating doors, if desired; in fact, there is everything that any human being can desire. You may wander for hours over her six decks, and unless you find a kindly man in uniform who will assist you, you probably will not discover your bunk in this Hotel Metropole gone adrift. The accommodation, first class, is 300; second-class, 84; and third-class, 1,200. Our advice to those who wish to travel by the 'Asturias' is to look first at the third class and then work upwards. Every detail is worked out perfectly in every class. It is simply a social question."

## THE BRAZILIAN COAL COMPANY, LIMITED

REPRESENTATIVES OF

**CORY BROTHERS & C. LTD of Cardiff and London**

Colliery Proprietors

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

Prompt delivery at reasonable prices.

Tugboats always ready for service  
 Engineering Works.

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

#### OFFICES:

Edifício da Bolsa Salas 26 and 27

Entrance: Rua Gen. Camara.

Depot: ILHA DOS FERREIROS

P. O. Box 774.



## 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 powder 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 B. 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,

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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 kos. — De Luxe CARS —  
Licencee **Rochet-Schneider**. — Blum & Co., 52 Rua 1º de Março  
— Rio. 12-2-07

### Coffee Merchants

Ornstein & Co. — Rio — 15, Rua Acre. Cable address: Ornstein.  
3-8-06 A

### Curiosities

A. Jacobson, 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 1º de Março — Rio. 19-2-07

### Electrical goods

M. Smyth. — English Electrical Supplies. 115, Rua do Rosario — Rio.  
37-7-06

### 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 1º de Março — Rio. 12-3-07

### 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.  
12-3-07

### Watches and Jewellery

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

# LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

## LAMPORT & HOLT LINE

Passenger service for New York  
Average passage Rio to New-York 17 days  
VOLTAIRE..... 18th Feb.

## VOLTAIRE

sails on 18th February for  
Bahia, and New York  
Taking 1st, & 3rd class passengers for above ports  
and for  
BARBADOS

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

For freight apply to the Broker  
Wm. R. McNiven,  
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The Royal Hungarian Sea Navigation  
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Through fares to Paris 1st class..... f. gold 723  
do do 2nd..... f. 550  
do do 3rd..... f. 199  
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do do 3rd..... f. 364  
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Date	Steamer	Destination
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Mar. 5	Aachen	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp, and Bremen.

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Brazilian Governments for carrying  
the mails.

## TABLE OF DEPARTURES

Date	Steamer	Destination
Feb. 11	Amazon	Santos, Montevideo and Bue- nos Aires.
12	Avon	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
18	Thames	Santos, Montevideo and Bue- nos Aires.
19	Danube	Bahia, Pernambuco, St. Vin- cent, Lisbon, Leixões, Cher- bourg and Southampton.
24	Aragon	Santos, Montevideo and Bue- nos Aires.
26	Amazon	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.

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## S. PAULO RAILWAY

A telegram received by the *Jornal do Commercio* from São Paulo announces that arrangements have been come to between the Paulista and Sorocabana railways for construction of the branch from Campinas to Itatuey to link the Sorocabana with the narrow gauge system of the Paulista and Mogiana railways, which will be completed in two years.

When this link line is completed goods can be sent through by narrow gauge lines to São Paulo, without transfer at Campinas to the wide gauge, and so the São Paulo railway will lose most of its traffic between Jundiahy and São Paulo. Naturally this will not be surrendered without a struggle. This will mean a war of rates, and the São Paulo railway will be obliged in this indirect manner to comply with the demands of its customers for a reduction of rates. Another telegram states that the terms offered by the São Paulo to the Mogiana railway to desist from construction of its extension to Santos have been rejected. The São Paulo Railway is reported to have offered to abandon the extension of its Bragançinha branch to Socorro and allow 10% on all goods carried up and down on the São Paulo line for transport by the Mogiana Railway as also to favour the latter by special tariffs.

The fact that such an offer has been refused shows what the loss of the Mogiana traffic will mean to the São Paulo Railway. Even supposing the Sorocabana do not make use of its undoubted right to go to Santos, the São Paulo Railway stands to lose nearly all its up and down country traffic between Jundiahy and São Paulo and all the Mogiana traffic from São Paulo to Santos and to be reduced to running trains exclusively to serve the City of São Paulo and its neighbourhood. It is melancholy to see a great Company reduced to this position by sheer inability of the directors responsible for its policy to grasp the situation.

These reports, which seem only too well founded, can scarcely be known in London or shares would not have risen in a few days from 192 to 200 as they have done.

## THE CREDIT OF THE WORLD

From *The Financial News*:-

Makingup price Dec. 27, 1907	STOCK	Yield per cent., allowing for accrued interest and where marked * for redemption
89 3/4	Consols 2 1/2 p.c.	£ 2 19 10
95	French Renten 3 p.c.	3 8 8
93 3/4	Canada 3 p.c., 1908	8 6 10 *
101 7/8	India 3 1/2 p.c.	8 9 4
105	New Zealand 4 p.c., 1929	8 14 5 *
81	German 3 p.c.	8 14 9
102 1/2	Italian 3 3/4 p.c.	8 15 2
95 1/4	Victoria 3 1/2 p.c., 1929	8 16 10 *
96	Queensland 3 1/2 p.c., 1924	8 17 8 *
85	New South Wales 1905	8 19 8 *
100	Egyptian Unified	4 0 6
80	Natal 3 p.c., 1929-49	4 0 11 *
81 1/2	Cape 3 p.c., 1932-43	4 1 1 *
92	Spanish 4 p.c.	4 7 10
92 3/4	Turkish Unified	4 9 6 *
95 1/4	Chinese 4 1/2 p.c.	4 18 6 *
87	Argentine Reression	4 19 0 *
80	Brazil 4 p.c.	5 1 2
100	Mexican 5 p.c.	5 1 9 *
66	Portuguese	5 2 2 *
82	Russian 4 p.c.	6 4 10 *
66 3/4	Uruguay	5 5 8
96 1/2	Japan 5 p.c., 1907	5 5 11 *
87	Chilian	5 6 1
102 1/2	Bulgarian	6 0 3

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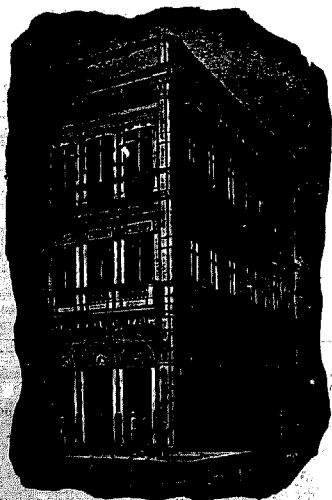
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### FIRST NINE MONTHS 1906 AND 1907

## IMPORTS

MERCHANDISE	INCREASE OR DECREASE IN 1907	PERCENT- AGE
	Kilos	
Jute Yarn.....	+ 4,671,503	59.0
Coal, coke and briquettes.....	+ 71,962,518	7.4
Cement.....	+ 12,639,621	10.8
Hides and skins.....	+ 119,062	23.9
Steel and Iron, Raw and prepared.....	+ 2,524,647	10.0
"    Manufactures of.....	+ 39,900,710	26.1
Cotton, Raw and prepared.....	+ 433,248	28.5
"    Goods.....	+ 2,222,591	26.4
Wool Raw and prepared.....	+ 275,729	54.7
Woolen Goods.....	+ 329,082	59.8
Earthenware, Porcelain &c.....	+ 2,090,544	18.9
Machinery, Apparatus &c.....	+ 11,860,967	43.0
Paper of all kinds.....	+ 826,039	4.6
Chemicals, Drugs &c.....	+ 2,774,819	20.1
Kerosene.....	+ 8,202,537	16.2
Cod-Fish.....	+ 776,284	4.4
Lard.....	+ 2,227,062	146.9
Potatoes.....	+ 2,125,486	15.6
Preserved meat, fish, fruit &c.....	+ 860,571	22.6
Wheat flour.....	+ 28,446,951	27.2
Wheat.....	+ 4,450,120	36.2
Beans.....	+ 1,590,145	14.6
Salt.....	+ 9,046,443	55.1
Wine.....	+ 8,905,933	19.9
Jerked Beef ( <i>Xarque</i> ).....	+ 491,031	2.0

## DESTINATION

CUSTOMS DISTRICTS	1906	1907
	£	£
Amazonas.....	8,004,493	1,146,597
Pará.....	1,942,419	2,352,040
Maranhão.....	9,76,682	963,747
Piauí.....	4,050	63,412
Ceará.....	306,613	383,660
Rio Grande do Norte.....	21,426	26,359
Paraíba.....	119,254	134,670
Pernambuco.....	1,132,072	1,506,914
Alagoas.....	200,579	271,818
Sergipe.....	27,624	40,868
Bahia.....	1,267,79	1,878,018
Espirito Santo.....	4,816	69,737
Rio de Janeiro.....	9,219,120	11,440,276
S. Paulo.....	4,531,543	6,334,329
Paraná.....	289,230	320,527
Santa Catharina.....	215,89	310,192
Rio Grande do Sul.....	1,018,878	2,105,174
Mato Grosso.....	124,581	185,107
Total.....	22,933,454	29,169,517

## ORIGIN

COUNTRY	1906	1907
	£	£
Germany.....	9,222,900	4,360,143
Argentina.....	2,620,627	2,861,240
Austria-Hungary.....	352,656	494,352
Belgium.....	911,200	1,041,214
Chile.....	32,250	25,022
China.....	22,676	26,644
Cuba.....	6,773	4,207
Denmark.....	40,521	48,845
United States.....	2,739,242	3,870,493
France.....	2,071,919	2,516,009
Great Britain.....	6,288,544	8,708,848
Greece.....	465	1,222
Spain.....	150,426	200,484
Holland.....	10,053	162,803
Italy.....	165,469	1,051,233
Japan.....	9,053	8,446
Paraguay.....	16,257	9,674
Peru.....	1,467	4,189
Portugal.....	1,564,391	1,819,336
Canada.....	186,830	192,698
India.....	176,052	183,306
New Zealand.....	802	4,886
Newfoundland.....	284,533	317,381
Other British Possessions.....	18,542	24,026
Russia.....	81,246	31,968
Sweden.....	80,298	92,294
Norway.....	211,193	201,469
Switzerland.....	196,297	267,816
Turkey in Asia.....	4,489	4,489
"    Europe.....	4,513	11,685
Uruguay.....	784,621	810,225
Other countries.....	20,641	26,378
Total.....	22,923,554	29,469,517

## EXPORTS

MERCHANDISE	UNIT	INCREASE OR DECREASE IN 1907	PERCENT- AGE
Scrap Iron & Steel.....	kilo	- 1,681,434	-37.442
Raw Cotton.....	"	+ 1,657,488	+ 7.000
Monazite Sand.....	"	+ 2,64,463	+26.836
Sugar.....	"	-44,869,079	-83.531
Rubber ( <i>Serings</i> ).....	"	+ 1,982,618	+ 8.377
Cacao.....	"	+ 167,983	+ 1.078
Coffee in bean.....	bags	+ 4,504,453	+61.863
Cotton Seed.....	kilo	+ 1,009,103	+ 3.815
Chestnuts.....	hectol.	+ 83,512	+86.862
Carnauba Wax.....	kilo	+ 285,661	+13.626
Hides.....	"	+ 151,983	+ 0.571
Brain.....	"	+ 5,446,756	+25.587
Tobacco.....	"	+ 6,083,350	+27.108
Herba Matto.....	"	+ 2,761,141	+ 6.902
Manganese.....	tons	+ 71,179	+68.640
Gold Bar.....	grammes	+ 69,442	+19.825
Skins.....	kilo	+ 813,299	+18.624

## ORIGIN

CUSTOMS DISTRICTS	1906	1907
	£	£
Amazonas.....	5,081,067	5,777,178
Pará.....	4,864,176	4,345,494
Maranhão.....	513,497	615,776
Piauí.....	434,996	655,584
Rio Grande do Norte.....	61,967	73,538
Paraíba.....	306,969	391,436
Pernambuco.....	940,437	1,048,369
Alagoas.....	867,966	221,108
Sergipe.....	8,819	8,819
Bahia.....	2,791,476	3,755,537
Espirito Santo.....	628,286	649,702
Rio de Janeiro.....	4,707,190	5,479,694
S. Paulo.....	10,948,951	16,406,989
Paraná.....	754,660	754,660
Rio Grande do Sul.....	278,537	126,690
Santa Catharina.....	1,192,853	1,200,659
Mato Grosso.....	260,800	321,850
Total.....	33,772,707	42,149,063

## DESTINATION

COUNTRY	1906	1907
	£	£
Germany.....	5,509,733	7,009,982
Algiers.....	64,318	11,544
Argentina.....	1,333,029	1,200,408
Austria-Hungary.....	1,170,000	1,021,748
Belgium.....	130	8,640
Belgium.....	727,798	2,388,367
Polivia.....	128	82
Bulgaria.....	2,079	2,561
Cape Verde.....	83	—
Channel for orders (*).....	125,569	—
Canada.....	6,965	1,018
Canada.....	672	789
Chile.....	75,044	89,456
China.....	1,067	1,357
Cape Colony.....	185,307	98,556
Creta.....	908	203
Dakar.....	908	173
Denmark.....	90,556	22,414
Egypt.....	98,047	7,715
United States.....	11,579,353	18,611,844
France.....	9,205,611	5,727,567
Gibraltar.....	24,352	4,237
Great Britain.....	6,625,206	7,061,250
Greece.....	12,503	4,993
Spain.....	152,894	132,672
Holland.....	1,100,200	1,432,664
Italy.....	359,621	285,995
Italy.....	2,613	1,697
Delagoa Bay.....	—	20
Madeira.....	7,000	8,968
M. Ita.....	752	237
Morocco.....	17,440	6,868
Norway.....	2,757	21,164
Paraguay.....	12,147	8,555
Peru.....	—	826,628
British ports for orders.....	238,025	308,641
Portugal.....	13,146	1,650
Roumania.....	103,117	51,132
Russia.....	—	35
Senegal.....	40,036	28,014
Sweden.....	518	—
Newfoundland.....	246	—
Tunis.....	8,249	784
Turkey in Asia.....	91,532	41,019
"    Europe.....	22,384	67,725
Uruguay.....	602,141	587,681
Total.....	33,772,707	42,149,063

\* This destination is included in "British ports for orders" for 1907.

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## Books Received and Notices

*The Compt-Bureau Business Calendar for 1908.* This useful diary has been much expanded and improved. In its present form it will prove extremely useful to merchants and bankers. An idea of its expansion may be gained from the fact that the Calendar has grown in a year from 165 to 244 pages. Besides giving the business holidays day by day all the world over this Calendar has useful tables showing natural weight of grain; equivalents of quotations in sterling per cent and in the leading currencies and weights of the United States, Germany and France, a comparison of Metric and British weights and measures, of British and foreign monies, Harvest times for principal commodities &c. &c. Copies can be obtained of Mr. C. Evers of the Compt-Bureau Co, rua São Pedro 21, price \$3000.

— *Folhas de Café.* A collection of articles published in the S Paulo papers in defence of the São Paulo Railway. We noticed these articles when they appeared.

*Financial Review, 1907,* issued by the Swiss Bankverein. This able summary of events is, in consequence of the crisis in the United States, particularly interesting this year and we regret that want of time and space prevent us from giving any but very brief extracts. The American crisis was foreseen and fortunately in many places provided for.

"Coming events" says *The Review* "cast their shadows before." "The growing money famine already in the Autumn of 1906 foreshadowed the approaching decline of the long spell of world-wide prosperity. True, the pulse of economic life still continued to beat with full vigour—factories were still fully booked up with orders and working at their utmost capacity, wholesale as well as retail business remained active, the prices of raw materials touched new records, and in many countries the scarcity of labour and of the means of transport daily made themselves more strongly felt. All these features only served to divert attention from the real underlying feature governing the whole situation, viz., 'the condition of the financial markets—the insufficiency of the money supply.'"

We will not discuss now whether it was want of money or of capital that provoked the crisis. As the course of events lately clearly showed there is plenty of money; in a few weeks Europe supplied £25,000,000 in money to the United States, but that is not capital and it is capital rather than money that the United States want.

Owing to excellent banking systems and the sound financial policy of the British Government England was able to weather the storm with far less difficulty or sacrifice than at first seemed likely. The testimony of *The Review* is all the more valuable because it represents the opinion of competent foreign critics and is influenced by party leanings.

"In England doubts as to the policy of the Liberal Government exercised during a considerable part of the year a deterring influence on sentiment and unfavourably affected the disposition of the stock markets. These misgivings and apprehensions, however, gradually made way for a better understanding and growing confidence in the Government's political aims and principles. Already, in the spring, when the Budget was laid before Parliament, the Government's endeavours in the direction of a more equitable adjustment of the burden of taxation, and its transference to those best able to shoulder the load, were heartily welcomed. The relief afforded, it is true, was but slight, but it was accompanied by an evident determination to introduce economy in the country's finance. In the forefront of the ministerial programme stood the reduction of the National Debt by immediate resumption of amortisation. No measure could be better calculated to restore the credit of the country, for the depreciation of British Government securities had proceeded uninterruptedly and out of proportion to the decline registered by other gilt-edged investment stocks, and this at a period when the country's foreign trade had exhibited constant and considerable progress both in value and in volume."

"There can be no doubt that the moderation and caution observed in the United Kingdom during the past five years have borne excellent fruit, inasmuch as the universal strain of credit has not affected this country to anything like the same extent as other communities. The United Kingdom has certainly had its full share of the world's prosperity. Its industries were engaged up to their full capacity, and in many branches there is evidence not only of increased business but also of enhanced profits."

"It is clear that the trade and business situation of the United Kingdom would not, by itself, have produced any considerable appreciation in the value of money nor any such strain of credit as we have witnessed during the past year. The extreme stringency experienced here is the penalty paid—and notwithstanding the hardships it inevitable inflicts on trade and finance, endured with philosophic resignation—for England's supremacy as the monetary centre of the world. All the requirements of the world's trade concentrate on London, where the conditions on which they are to be met are arranged and settled. For credit also London is the Clearing House of the world."

With regard to ourselves *The Review* remarks:—

"Brazilian Loans, which had materially receded in the course of the year, on fears aroused by the abortive valorisation scheme, marked a recovery when it became known that

Messrs. Rothschild would undertake the issue of a £3,000,000 Loan."

"Amongst Brazilian Rails the only decline of importance to be recorded is in S Paulo. Leopoldinas were well maintained."

As regards the future *The Review* enquires:—

"And how will the funds released through this contraction seek and find other employment, and what will be the effect on the markets for securities? Will capital, disillusioned and rendered apprehensive by recent experiences, spoilt by the exceptional opportunities as regards interest and security offered during the prevalence of abnormal conditions, prove too exacting and demand unreasonable remuneration? We venture to doubt it. With the advent of normal conditions appreciations will likewise be modified. Security rejected during the prevalence of suspicion and distrust will again be judged on its merits and found adequate; interest rates which yesterday were considered insufficient, will to-morrow be accepted as ample. Thus will the setback in the world's activity bring about a less severe, a more friendly attitude towards investment securities, and thus new life will be infused into the stock markets, under the stimulating and fertilising influence of peace amongst the nations."

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Visconde de Sapucahy, 104-142

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Gold Medal S. Louis 1904

RUA

Visconde de Sapucahy, 104-142

RIO DE JANEIRO

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CAIXA 1205

Gold Medal S. Louis 1904

## General News

**Local Items.** The returns of the Director General of Public Health for the week ended Feb. 22nd, 1908 are as follows: Yellow fever 0; bubonic plague, 0; small-pox, 13; measles 1; scarlet fever 0; diphtheria, 1; whooping cough, 0; influenza, 0; typhoid fever, 1; dysentery, 2; beriberi, 4; leprosy, 1; erysipelas, 1; marsh fevers, 6; pulmonary diseases, 47. Total infectious diseases, 86. Violence (including suicides) 6. Non-infectious diseases, 165. Total deaths from all causes, 257; equal to an annual death rate of 21.37 per 1,000 inhabitants. Mortality of infectious diseases to total number of deaths 33.85%. Under treatment in hospitals: yellow fever, 0; small-pox, 48; and bubonic plague, 11, under observation 23.

Naturally the absorbing topic of the week has been the tragedy enacted at Lisbon on Saturday the 1st. The whole city has worn an aspect of mourning as flags were hoisted at half mast on most buildings, some of them being also draped in black crape whilst the doors and shutters of all places of business were half closed. The terrible news, of course, came as

an especial shock to Brazil for more than two million Portuguese subjects are settled here and Portugal is after all the Mother Country. In addition to this Dom Carlos was to have visited Brazil in the month of June next and already vast preparations were being made for his reception. We hear that no less than £35,000 was to have been spent on a pyrotechnic display under the direction of Mr. Pain himself, whilst the sum to be spent on electric fittings for illuminations was to have been £100,000. As the Government was to have a free hand in the question of money to be spent, the country would certainly have had to foot a bill of at least £1,000,000 which it would have done willingly enough for the reception of so popular a prince as Dom Carlos. But *homme propose Dieu dispose*. Providence has decided that Dom Carlos should answer a Higher call and pass into the shadows of eternity leaving two sister nations to mourn his loss with equal sincerity.

From a letter addressed by Dom Carlos to a friend in Paris he seems to have felt that he needed a rest from the cares of State for a time and would have liked to take two months holiday in *Bellevue*. He wrote: — "I should like to have taken a rest in France for two months, but that is not possible; I have another voyage to make which is of the highest political

importance and essential to the work I have in hand. I am going to Brazil. What will my Brazilian relatives think of it? But I must consider that in that country there are 2,000,000 Portuguese subjects and that they are amongst the most intelligent and the richest people in the country. I think furthermore that my visit will be welcomed with satisfaction by the whole colony." Alas! the voyage which Dom Carlos had to take was a longer one than even to Brazil, for he has set out for the bourns from which no traveller returneth.

— To Englishmen the death of the King is specially to be regretted for he was a staunch friend of King Edward's and at the time of Queen Victoria's death hastened to London to do all in his power to help the Royal Family in their days of mourning and trial. He stayed on for some weeks in London and became a familiar and popular figure in that Capital whilst by his true friendship and sympathy to King Edward he won all hearts. The Crown Prince too, who was brutally assassinated at the same time as his father, had made himself much beloved by Britons beyond the sea for he had just returned from a tour in Africa where he met with as hearty a welcome from the British Colonies as he did from his own.

— The following is a translation of the telegram sent by the President of the Republic to His Majesty Dom Manoel II:—"I send to Your Majesty, the Royal Family and the Portuguese Nation the expression of the profound feeling of surprise and grief with which the Government and People of Brazil received the news of the barbarous attack of which King Dom Carlos and the Prince Royal were the victims.

"The remembrance of the august father of Your Majesty who showed so much sympathy for Brazil and whom we had hoped soon to welcome as our guest and loyal friend has ever been an object of affection and gratitude to this country.

"Whilst expressing the hope that peace and prosperity may ever be the lot of the noble Portuguese Nation I at the same time express the hope that your Majesty's reign may be as happy as that of your glorious predecessor of the same name. Affonso Penna.—President of the United States of Brazil."

— The President also despatched the following telegram to Queen Amelia:—"I trust that Your Majesty will permit me to convey to you the sympathy which the Brazilian People feel for Your Majesty in your terrible bereavement and the respectful admiration which we feel for the admirable fortitude which Your Majesty has shown in such sad circumstances."

— A telegram in reply was received from King Dom Manoel to the following effect:—"Deeply moved, in the name of the whole Royal Family I thank you for the telegram which so nobly expressed the sentiments of the Government and People of Brazil for the memory of my dear father and brother and for the expressions of hope for the peace and prosperity of my reign which same peace and prosperity I hope from the bottom of my heart will ever be the lot of the whole Brazilian Nation. Manoel."

— Queen Amelia replied as follows:—"Deeply grateful I thank you and all Brazilians for the sympathy extended to me in my great grief.—Amelia."

— Already some *battons d'essai* are being sent up by the press and it has been said that the "King of Portugal will come to Brazil after all." This, we should imagine, is mere midsummer madness, for charity begins at home and the young prince summoned so suddenly and in such a tragic manner to assume the reins of Government will hardly be able to leave his country during the next few months. We do not think that he will be seen in Rio yet a while.

— In memory of the Dom Carlos I the Prefect of the Federal District has decided that the *rua* Santo Amaro, in which the Hospital da Beneficencia Portuguesa is situated, shall henceforth be known as the *rua* Dom Carlos.

— By order of the President of the Republic on Saturday last, the day of the funerals of Dom Carlos and his son, the National flag was hoisted at half mast on all public buildings and at 9 a.m. all forts and ships of war throughout the Union fired a salute.

— After the first shock of the news was over people in Rio began to think seriously as to what would be the practical effects of the tragedy on Brazil herself. As far as can be gathered the Exhibition will not be interfered with, for we hear that the Prefect has declared that all the orders which he has given for the preparation and furnishing of the Municipal Pavilion will hold good. From this it would appear that it is the intention of Government to go on with their preparations. The natural result, of course, will be that the number of people coming to this country for the show will be much diminished and, so far, we have not heard whether or not the Portuguese Pavilion will be continued. At any rate we may be certain that the Exhibition will be much more a National affair than ever and that it will be now practically confined to Brazil. That numbers of people will still come is to be expected but the rush will not be so great as it would have otherwise been. The question of the new hotel on the Avenida is not yet, we believe, decided, as the plans for its installation have been somewhat upset by recent events. Altogether the effects of the tragedy will be felt as acutely in Brazil from a financial point of view as in Portugal.

— The President of the Republic and the Minister of Public Works telegraphed to the President of the State of São Paulo to the effect that owing to the death of the King of Portugal they had decided to postpone their visit to São Paulo which had been the object of the inauguration of the wide gauge line between Rio and São Paulo on the Central of Brazil Railway

as well as the opening of sections on the Sorocabana and North East of Brazil Railways. The visit has now been fixed for tomorrow and the President and his Minister will return to Rio on the 18th inst.

— On Monday night last (Feb. 3rd) a perfect deluge of rain fell over the Federal District and many parts of the town were flooded, the Mangue as usual leading the way in this respect, with the result that the Villa Isabel Company had to suspend the electric service and resort to the humble necessary mule cars to carry passengers from the Mangue station to town and vice-versa. We understand that the water has to rise no less than six inches in that thoroughfare before it can find an exit and then if the canal itself is choked the water cannot possibly get away quickly through the drains and the consequence is a rapid flood. The fault in no way lies with the Villa Isabel Company but we imagine that the Municipality is responsible for not arranging sufficient outlets for the water. At any rate it is a scandalous thing that every time there is an exceptionally heavy and continuous shower one of the main car services of the City should be obliged to suspend its electric service. In other parts of the City there were also floods, especially in the Catumbi district where the water came down at such a pace and in such volume that the Avenida Mem de Sá was flooded and the tram service was suspended altogether.

— We are glad to see that the new Municipal regulation with regard to bread exposed for sale is being faithfully observed. Instead of the bread being exposed on counters or on shelves without any covering as of old it is now placed in large metal lined baskets which are securely fastened so that no flies or dust can penetrate. This an excellent thing and the housewife may be sure that she is purchasing a perfectly clean article when she sends to the baker for bread. The men who are sent out by the bakers to make the delivery every day are also obliged to carry the bread in closed baskets. Now that this innovation is a *fait accompli* we would like to call the attention of the Prefect to something which might be rectified with regard to the retailing of milk. Lately having been detained by work in the City until the small hours of the morning we several times observed that milk was poured out of the cans into carts which were to retail it at the same time as dust and refuse was being dumped close by into the dustcarts, which are the receptacles for all kinds of filth. It surely cannot be healthy for the milk to be thus exposed and the consumer all unwittingly run risks of which one shudders to think. Now that we are advancing so rapidly along the lines of proper hygiene and cleanliness we think that this small matter might with advantage be looked into. The dairies are carefully fenced and the retail business should be as carefully looked after in the interests of public health.

— The latest amusement which has captured the imagination is roller skating on an open rink that has been arranged close to the Moorish Pavilion at the end of Botafogo. We should have thought that such exercise erred on the warm side in such weather as we have been experiencing lately but at night when festoons of lights are gaily shedding lustre on the scene and pretty girls and their escorts are swinging up and down on the "ice" one is for the moment transported to other scenes such as the Palais de Glace in Paris or the Princes Skating Club in London and almost naturally begins to shiver and think how cold it is. So much for suggestion which is a stronger force than many people wot of in this curious world.

— Last week we mentioned that the Lamport and Holt s.s. *Buffon* had been sold to the C. N. Navegação and that the English crew were being sent home. In this connection it is a fact almost without parallel, we should imagine, that the Chief Engineer has been on the ship ever since she was built, some 25 years ago and that he has never been to sea on any other vessel and indeed has known no other home than the steel walls of the *Buffon*. Now his home has been sold over his head and we hear that he was deeply affected when he stepped down the gangway for the last time. The Company will no doubt give him another berth but it must have been a wrench to leave a vessel that had been his home for so long. As we said we think the case must be almost unique.

— The largo da Carioca is now beginning to assume a more imposing appearance than it has had since the old Penitencia Hospital was pulled down. The new building, which is rising on the old hospital site, is somewhat flamboyant in style and is, of course, of stucco, but it is better than we had ventured to hope from the general appearance of the foundations. The next move will be to pull down most of the buildings on the East side of the square which at present are a veritable eyesore and the pity of it is that there will rise on their sites a row of houses, apparently of the same type as those at the corner where the Jardim Botânico trams now pass. It is a pity that more has not been made of the largo da Carioca when there was so good a chance, but perhaps the status of Jo.é do Patrocinio, which is to take the place of the *pâté warmer*, will improve matters.

— One of the finest buildings on the City will be that of the *Jornal do Commercio* which is now rapidly rising at the corner of the Avenida and the Ouvidor. The pictures of the proposed building show that it will be very fine indeed and the marbles and carvings which will adorn the ground floor are of the best. We understand that when the edifice is finished the printing machinery will work slightly below the level of the street in full view of the public, who will be able to watch it to their heart's content through the massive plate glass windows of the ground floor. This is the same idea as that carried out in the offices of the *New York Herald* in Herald Square where the whole of the printing is done in full view of the public and

a very fine sight it is to see the huge machines working so silently and turning out miles of reading matter for the edification of the public. The new *Jornal do Commercio* building will be one of the show places in Rio and will undoubtedly be the finest and best equipped newspaper office in South America as is only fitting for the premier journal of the Continent.

— When the Prefect has a few *contos* to spare it would not be a bad move on his part to order the repaving of the *ruas* Uruguanana and Carioca. At present those thoroughfares are more like miniature switchbacks than new and improved wide streets in the heart of one of the finest cities in the World. We understand that when the Light and Power's unification scheme is completed some of the main line trams will run along the *rua* Uruguanana whilst it is well known that they will also traverse the *rua* Carioca. This may be the reason why the Prefect is dealing the repaving of the streets in order to avoid the necessity of pulling the same to pieces twice. At the same time the cars are not likely to be running there for some little time at least so the roads might be patched up for the time being with advantage to the public and with but small outlay for the Prefecture.

— We regret to notice that the backs of the seats at the garden end of the Avenida have been let out to the enterprising advertiser who has duly painted the name and advantages accruing from the use of his wares on the same. This practice is being carried too far and we can only hope that the seats along the Avenida Beira Mar will be spared this indignity and the public allowed to enjoy the natural beauties of the scene without being rudely awakened from the contemplation of nature to the fact that So and So's table water will cure everything from heart disease to housemaid's knee. It would be a real pity to fine so fine a sea drive with these legends which are so useful in their place and so objectionable out of it.

— The Minister of Public Works has, in view of the representations which have been made to him, instructed the Director of the Central of Brazil Railway to draw up plans and estimates for a new station at São Francisco Xavier which will join the station at that point on the Central Railway to that at the same point on the Leopoldina Railway. The expense of the work is to fall on the Leopoldina, as it is to be presumed that the innovation will be to its advantage. Some time ago we said that the station where the Central and the Leopoldina meet, belonging to the latter, was distinctly shabby and cheerless and, apparently, the diplomats and Ministers who use it, when not employing the *barca*, are of the same opinion. It will be to the advantage to the Leopoldina to have a more modern and comfortable station than that which at present forms their Rio terminus.

— Sr. Crisforo Canseco has been appointed Mexican Charge d'Affaires in Brazil. He entered the diplomatic service in 1898 when he was appointed as attaché to the Mexican Foreign Office. Since that time he has served in Paris, Lima, London and Washington, from which last capital he was appointed 1st Secretary of Legation in Brazil and now he has been promoted to the position of *chargé* of that legation.

— Apropos of undesirable British immigrants to Canada Dr. Arthur Shadwell has been opening out in no measured terms in the columns of the *Times*. He says that the man who is not wanted is the unemployed from London who is no good at home or anywhere else and is sent off for that reason. He cannot get or keep work and does not want to. He is a loafer bred by sentimental Socialism and indiscriminate charity. Dr. Shadwell says that shiploads of these men sent to Canada have spoilt the reputations of immigrants from home amongst the native Canadians. What is wanted in Canada, Dr. Shadwell says, is skilled and industrious workmen from the Midlands, the North and Scotland. There are places waiting for these men simply for the asking and good wages to be earned. We give these observations of a competent authority since they bear out what we have always maintained that the cockney is not as useful a man *qua* immigrant as the workmen from the North. Apparently the authorities of the immigration department here are not working the United Kingdom much as a source from which to draw immigrants but when they do it is to be hoped, as much in the interests of the country as of the men themselves, that they will take the trouble to get the right stuff.

— It is stated that the Russian Volunteer Fleet is shortly to inaugurate a service of steamers from Libau to Rio de Janeiro and Santos. The establishment of this service is due to the efforts of Count Prozor, the Russian Minister to Brazil and Argentina. As a contemporary points out, this will establish a direct line under the Russian flag which can carry Brazilian coffee to the Moscovite Empire and aid in the work of propaganda. The Russian Empire offers a rich field for the propaganda of coffee, for if the Russian could be made to understand the benefits of drinking coffee, and took to it kindly, consumption would increase by leaps and bounds and the halcyon days anticipated by Dr. Carlos Botelho, when the vast area of the State of São Paulo would be covered with new coffee trees, arrived. The establishment of this steamship service may be the first step towards the goal.

— Some time ago the Italian Consul addressed a letter to the Chief of Police asking him to look into the matter of the Italian workmen who had been contracted for work on the São Paulo—Rio Grande Railway. As a result of this the Minister of Public Works ordered an enquiry to be made and he has now informed the Consul that the complaints made in his letter have no foundation in fact. One of the complaints was that the men were receiving only from 30000 to 40000 per *diem*

which was insufficient for them to live on. As a matter of fact the minimum wage paid by the Railway is 40000 whilst cost of living is reduced to a very small figure by the retailing of food etc. by the Company at the lowest possible prices. The Consul further complained that many of the labourers came back from the works and were given no assistance from the Company in the matter of fares or transport. This the Company state to be a groundless complaint. After the attack of the Indians to which we referred a short time ago there was some thing like a panic amongst the workmen and they went off without the Company having any cognisance of the fact until they were found to be missing. Now, however, confidence has been restored owing to the presence of a Federal force to protect the labourers and most of the truants have returned.

— The President of the Engineers' Club has been invited by the Minister of Public Works to organise a committee composed of members of the Club to act for Brazil in the work of unifying the names and classification of electric apparatus and machinery, a work which has just been initiated by the International Electrotechnical Commission in London.

— The number of torn and spoilt notes exchanged at the Caixa de Amortização during the month of January was 537,566 of a value of 13,955,402\$ which will shortly be verified, and then destroyed. All notes of the value of \$500 each are now subject to a discount of 4% or 20 *réis* each. The Caixa de Amortização has received 10,000 new notes of the value of 50\$000 each from the Mint.

— Mr. Charles Wiener, who was appointed by the French Government to study conditions in Brazil and who has been out here for some months now, in accordance with orders received by him from Paris left on Saturday last for the State of Espírito Santo. He will later proceed to Minas Geraes by the Victoria to Diamantina Railway.

— The new Federal Department for the Fiscalisation of Railways has taken up its quarters at Avenida Central No. 145. Dr. Fröntin is the Director of the new Department.

— The President of the Republic has signed a decree authorising the Para Public Works Company Limited to operate in the Republic. He has also signed a decree authorising the Minister of Public Works to open a credit of 8,000,000\$ for the expenses of the new water supply for the City during the present fiscal year. Last week we gave some account of the work that had been done in 1907 on the new supply and showed how the 12,000,000\$ then voted had been spent. Probably more than 8,000,000\$ will be required for the work during 1908 if it is to be approximately near completion by the end of the year.

— The Brazilian Consul in Glasgow has now been promoted to the position of Consul General for the whole of Scotland, whilst the Vice Consulate at Vigo has been raised to the position of a full Consulate.

— The new Hamburg Sudamerikanische Dampschiffahrts Gesellschaft s.s. *Cap Frio* of 10,465 tons, which left Hamburg for Rio on January 30th, is the first vessel running from Europe to Brazil to be fitted with a wireless telegraph installation of the Telefunken system for the use of passengers. All the new vessels of this line will be similarly equipped. The Germans have thus shown their customary energy in moving with the times and to them belongs the honour of initiating this useful innovation on this route. We trust that their example will ere long be followed by the Royal Mail and Pacific Companies, since such means of communication are not only of great use to passengers but also are invaluable in the case of disasters at sea. We hope that in this respect the English lines will wake up, for, as they have the finest ships on the route, they should not be behindhand in the matter of wireless telegraphy.

— The fête which was to have been held in the Flower Market in commemoration of its first anniversary was postponed owing to the tragedy at Lisbon.

— Dr. J. C. Branner, the well known geologist left Rio for Buenos Aires on the s.s. *Danube* on Tuesday last. He will return to the United States by way of Chile, Peru, Bolivia, Panama and Cuba.

— The Tornesi Italian opera company has arrived from São Paulo and is now performing in the Palace Theatre.

— Telegrams from Punta Arenas show that the American sailors are having a very good time at that port though the attractions must somewhat few and far between in so isolated a place. It has been decided that the fleet will not touch at Valparaíso.

— Some time ago the German s.s. *Assencion* was on fire in this port and after the fire had been duly extinguished and things had cooled down one of the Federal Judges gave an order for the sale of the damaged cargo. The auctioneer appointed to undertake the sale proceeded to put the goods up in the ordinary course but to his surprise he was suddenly informed that the Inspector of the Customs House had decided to annul the sales already made and stop the continuation of the auction. As a result the auctioneer appealed to the Judge again, who decided that the Inspector had no right to interfere in view of the order of the courts, since this was in no sense an administrative sale and, even if it had been, all that the Customs House could do would be to fix the duties payable on the various articles sold and he, therefore, ordered the sale to be continued, subject to the ordinary duties to be levied.

— A *Noticia* apropos of events in Lisbon calls attention to the fact that capital, with a population of some 450,000 can maintain no less than 15 daily papers whilst Rio with double

the population only supports twelve. This it attributes mainly to the number of political parties all of which have their own organs, whilst there are two great journals with a daily circulation of 200,000 each. Our contemporary thinks that party journalism in the true sense is extinct in Rio which to a great extent restricts the number of daily papers and makes for better journalism, to the exclusion of personal abuse and party violence and acrimony. Certainly few cities have a better paper than *O Jornal do Commercio* whilst *A Noticia* itself gives a service of telegrams every afternoon which is as good if not better than the majority of evening papers in Europe. Quality not quantity is what is wanted.

— The monument which his friends and admirers are about to erect over the tomb of Dr. Francisco Fajardo, one of the leading doctors in Rio who died about a year ago, was inaugurated on the 8th inst. The monument is the work of Sr. Rodolpho Bernardelli and in the form of the door of a tomb in which is placed a bronze bust of the dead man on a marble pedestal. The ceremony took place in the cemetery of São João Baptista and the date of the 8th was chosen as being the birthday of Dr. Fajardo.

— It appears that at Lloyd's, since the Russo-Japanese War, the special market concerned with war risks has been practically non-existent, but at the same time that it takes very little to revive interest in this class of risk. *The Financial Times* says that just lately inquiries have been made as to the rates of premium for insurance against war between the United States and Japan. An order has been booked and the rate charged was five guineas per cent to pay a total loss should war be declared between the two Powers within twelve months. It is stated that the underwriters look upon this as a far safer risk than the insurance of a first class steamer at the same rate, but the curious coincidence is that the same confidence was felt and the same rate charged before the war between Russia and Japan and between the United States and Spain. At the same time, according to our contemporary, the present situation is not looked at in a serious light since no extra rate is charged for war risk on the high seas except in the case of nitrate ships from the Pacific. At the moment, so far as we see, the political horizon is quite clear as regards the two great nations.

— We have referred before to the fact that a rat campaign is to be undertaken in England and it now appears that a regular association has been formed for the purpose. A meeting was held lately in London and Sir James Crichton Browne took the chair and also delivered an address on the subject. He said that the rat was the most destructive animal which existed and that nothing came amiss to its chiselling teeth and its insatiable maw. Corn fields, stack-yards, granaries and ships' cargoes alike were grist to its mill. It devoured eggs, killed poultry and game, devastated dairies and pastures, butcher's shops and bakeries, gnawed through leaden water and gas pipes, thereby causing floods and fires, and also nibbling the insulating material on crossing electric wires short circuited them and finally, and worst of all, it took an active part in the dissemination of disease, especially plague.

"In Japan some years before the war with Russia rats had become an intolerable pest. By the advice of the Minister for Agriculture a small sum, equivalent, he supposed, to the tenth of a farthing, was offered by the Government for each rat skin complete delivered to the officials appointed to receive them. As the result of that policy rats soon became scarce in Japan. The rat skins were not consigned to a destructor. When the war came, followed by the cold season, there were issued to the troops fine soft leather bags or pouches to cover the nose and the ears, a set for each man, and so prevent frost bite, and those bags or pouches it was found were made of rat skins. Some kind of use might be found, therefore, for the rat skin. But, whether the skins were of any utility or not, he pleaded for the extermination, or, at any rate, the decimation of the rat. The gun, the trap, the ferret, the terrier had each their place in their strategy. The fumigation of ships was of great importance, and poisons like phosphorus and arsenic under certain conditions were not to be despised. But of late there had been a new and a promising departure in the war against the rat. A modern St. Patrick or Pied Piper of Hamelin had come to their aid in the shape of science, and it seemed feasible to invoke the aid of the microbe as an auxiliary in their struggle with the rate. Dr. Danyasz, of the Pasteur Institute at Paris, had produced a bacteriological preparation containing, he alleged, disease germs to which only animals of the rat genus were susceptible. When the bait charged with that particular living organism or virus was eaten by these vermin, they contracted a disease from which they died in from eight to 14 days, and which they could communicate to other rats with which they might be brought into contact while in the locality in which the virus was epidemic was induced in the rats in the locality in which the virus was employed, an epidemic not communicable to man but one which ought to clear out the rats. It seemed certain that the virus, when in a fresh and active condition, did no harm to cats, dogs, fowls, or human beings but did kill rats which had partaken of it, and so effected them that they sought air and water and open spaces, and did not die in their holes or burrows or under floors or behind wainscots. There were several other bacteriological preparations on the market warranted to destroy rats. We had probably not yet reached the highest possible achievement in that matter. The suggestion of the Board of Agriculture that agricultural clubs should take the matter up and act simultaneously and on a large scale was an excellent suggestion, but a still better one was that the whole country should take the matter up, and that a national movement against the rat should be inaugurated."

This is good hearing, for in Rio a rat campaign is most essential for the extinction of the bubonic plague which of late years has been constantly with us. The name of Sir James Crichton Browne is so well known that we venture to call the attention of the health authorities to his valuable remarks.

— During the week there were 306 births and 77 marriages in the Federal District.

— Dr. F. Alves Vieira, Brazilian Consul General in London, delivered a lecture on Tuesday last in the hall of the Commer-

cial Museum on various subjects of the highest importance viz, cotton growing, coffee propaganda in London, trade in rubber and fruit in the British capital and the question of British emigration to this country. On the last question we have expressed our views above but as regards coffee propaganda in London and indeed throughout the whole of England, Scotland, Wales and Ireland there can be no question that Brazil has a practically virgin soil in which to delve. It is an old story but there is no reason why, if they were properly tackled, the British people should not become coffee drinkers to an extent which at present is unknown in the United Kingdom. What is somewhat hard to understand is the apparent reluctance of the propagandists to attack British markets and make the people drink Brazilian coffee. If once the British Workman (with a capital W) took to drinking coffee he would be vastly benefited and Brazil would have no need for valorisation. Dr. Vieira's words might be taken to heart by the authorities with advantage and though London may not be so attractive as Paris to the official on commission he will probably find that the results attained in the former city by hard work will be of vast advantage to his country, which is after all the reason he is in Europe at all.

**Rio de Janeiro.** The following are the returns for the Municipality of Niteroy during the last two years:—

	1906	1907
Amount collected during year.....	926:3018846	1,019:3313309
Ditto additional.....	13:0798103	18:2840553
Revenue collected.....	939:6808949	1,037:6063857
Balance carried forward from preceding year.....	68:5688196	3:9648928
Total Revenue.....	1,008:2498145	1,041:6312885

From these figures it will be seen that the actual increase in Revenue collected during the year 1907 was 97:9855408 though owing to a larger carry forward from 1906 the total Revenue for 1907 only exceeds that of 1906 by 33:2855140.

— The Leopoldina Railway is running special trains between the stations of Petropolis and Cascatinha for first class passengers. The trains leave Cascatinha at 6.20 a. m. every day and at 12 midday and 2.30 p.m. on Sundays and Holidays.

— Owing to the block on the Central of Brazil Railway caused by the land slip at kilometre 76 the City of Niteroy was for several days last week very short of meat.

— A few days ago the President of the Republic gave a lunch at Petropolis in honour of Dr. Ruy Barbosa at which he said that as Brazilian Delegate he had covered himself with glory at The Hague and raised the name of Brazil amongst the Nations. Dr. Ruy Barbosa maintained that the success of his mission was in the main due to the cordial support which he had received from the Baron de Rio Branco, Minister of Foreign Affairs. He thanked the President for his flattering remarks and recalled the fact that they had both entered public life in a year famous for the lawyers it had produced from the benches of the same school.

**S. Paulo.** During the month of January Revenue collected at the Santos Custom House amounted to 4,491:945\$660 of which 1,580:703\$487 gold and 2,911:242\$173 paper as against a total of 3,932:515\$841 during the same month in 1907, an increase of 559:429\$719.

— A service of mutual traffic has been established between the National Telegraph and the private lines belonging to the Mogyana Railway Company.

— The actual number of detached schools existing in the State is 1,179. When Dr. Tibiriça assumed office as President of the State the number was 757 so that during his term of office 522 have been added of which 181 during the Secretaryship of Dr. Cardoso de Almeida and 341 during that of Dr. Gustavo Godoy.

— Sr. Benjamin Motta has presented to the Prefect a request to be granted the privilege of running a service of automobile busses in the City of São Paulo. The Prefect has forwarded the request to the Municipal Chamber with a note somewhat unfavourable to the granting of the request. In a City like São Paulo where the tram service is so perfect it would hardly seem that the time had come for a service of busses of this nature which would, we should imagine, hardly pay, whilst interfering with the traffic, specially along the narrow streets in the central or business part of the town.

— The Mogyana Railway Company commenced paying a dividend of 10\$000 per share on Tuesday last.

— The Commission appointed to prevent and treat trachoma has now presented a report for the year 1907. From this document it appears that during the past year 410,081 persons were examined of whom 104,482 were found to be suffering from the disease, 33,702 from other diseases of the eyes and 222,776 were passed as healthy. The number of persons who went blind in consequence of the disease was 500 of whom 78 lost the sight of one eye and 422 of both. The number of operations performed during the year was 1,404. With such figures as these before us we do not wonder that the Secretary of Public Works has appealed to Dr. Calmon to request the Minister of Justice to see that the regulations with regard to patients suffering from this disease shall be rigorously observed at Santos, the chief port of entry for the immigrant. Trachoma is not indigenous to Brazil but is an imported disease. It is, however, extremely difficult to stamp out and is virulently contagious, so that conditions at

many points in the interior help to foster its propagation. With the strong measures being taken, it is, however, to be hoped that ere long these conditions may be sensibly improved and a decrease in the number of patients suffering from the disease noted.

— Art. 101 of Decree No. 1,458 of April 14, 1907 dealing with immigration and colonisation in the State of São Paulo has been modified and now runs as follows:— "In order to have his passage money refunded it shall also be indispensable that the immigrant on being settled for the first time, shall have come direct from the Hostel in the Capital to the nucleus colony or shall have signed a contract as a labourer through the medium of the Official Agency of Colonisation and Labour."

— Now that Campinas has raised a loan it is proceeding to improve itself. The first move is the purchase of a large and commodious building for the Municipal Council which for some years has been moving from one private house to another. It is now proposed that the large house belonging to the Baroneza de Itapura should be purchased and converted into the Municipal Chamber. In addition to this, many streets are to be widened and a park built whilst the electric light company is presenting a project whereby the whole town shall be lit with electric light and electricity substituted for animal traction.

— During the week there were 123 deaths, 223 births and 39 marriages in the City of São Paulo. Of the deaths 69 were of children under two years old.

— It has now been decided, on the initiative of the Director of the Central of Brazil Railway and with the cooperation of the São Paulo Railway, that when the passenger trains are running on the wide gauge from Rio de Janeiro to São Paulo they shall arrive in the Luz station of the latter railway and not in the North station of the Central. This will be much more convenient for all concerned, since the Luz Station is much larger than the North and is also within easier reach of the centre of the City, whilst passengers bound for the interior will be able to take their trains from the same station at which they arrive instead of having to drive across the town.

— By the s.s. *José Gallart* 104 immigrants arrived at Santos and by the s.s. *Minas* 115, all destined for agricultural work in the State.

— It has been decided by the merchants, planters and manufacturers to hold a manifestation in honour of Dr. Tibirigá, the retiring President, to show their gratitude for the signal services he has rendered the State during his term of office.

— The following were the deaths from infectious diseases in the City of São Paulo during the year 1907:— tuberculosis 421, measles 58, typhoid fever 54, dysentery 43, malaria 45, syphilis 4, septecemia 37, whooping cough 28, erysipelas 20, diphtheria 10, cholera 4, plague 3, and scarlet fever 1.

**Rio Grande do Sul.** The number of passengers carried on the tram cars in the City of Porto Alegre during the year 1907 was 3,274,327 as against 2,873,871 for 1906, a falling off of 599,544. The main cause of this was that during the year electric traction was substituted for animal and as a result the streets were up for lengthy periods and traffic sometimes wholly suspended so that passengers were obliged to use automobiles, carriages, the railway, launches and rowing boats to get to their destinations. This year it is expected that a much larger number of passengers will be carried by the tram cars than ever before.

**Bahia.** Dr. José Marcelino, Governor of the State, has telegraphed to the Minister of Public Works informing him that he is leaving for the Rio São Francisco where he will inaugurate the river service from the upper Rio Preto to St. Marcello close to the frontiers of the States of Goyaz, Piahy and Maranhão.

— The Bahia Pavilion at the National Exhibition is to cost 400,000\$ and will be one of the finest at that show. The pavilion will be 33 metres high and will cover an area of some 400 square metres. It will stand in a garden near the National Palace and will overlook a garden 1,500 square metres in extent where pedestals will be erected on which will be placed blocks of the various metals produced by the State such as gold, silver, copper, iron, manganese and the matrix of diamonds. The pavilion will be decorated inside and out with frescoes and statuary representing men and events from the history of Brazil.

**Pernambuco.** The balance sheet of the Banco do Recife shows that on December 31st last the cash in hand amounted to 1,939,827\$493. This bank has a capital of 2,000,000\$ and a Reserve Fund of 200,000\$. Operations during the year amounted to 19,943,658\$490.

**Pará.** Telegrams from Belém state that the merchants of that place are much discontented that the Bank of Brazil has not, so far, established the promised branch. They are the more anxious about it as the general state of commerce in the City is somewhat critical.

— On February 1st Dr. Augusto Montenegro celebrated the 7th anniversary of his Governorship. During the seven years that he has been at the head of affairs he has done a vast amount for the State and a perusal of his last message to Congress, which we published some time ago, will show on what an excellent basis the finances of the State now are.

**Amazonas.** According to a telegram to *O Jornal do Commercio* there seems to have been some skirmishing between the respective frontier guards of Columbia and Peru not far from the borders of Brazilian territory. It is stated that some

time ago both Republics agreed to withdraw their troops, but shortly afterwards Columbia denounced the agreement and reoccupied its frontier posts, an example immediately followed by Peru. Early in January an encounter took place in consequence of the Peruvian Commander telling the Columbians to retire from a certain point, which they refused to do. The Peruvians were successful in the fight and took 50 Columbians prisoner, despatching them to Iquitos. From the news it looks as though there may have been further trouble since this first encounter. The Brazilian outpost at Ica has orders to allow vessels belonging to both parties to pass unchallenged, since Brazil has agreements with both nations to this effect.

— Dr. Constantino Nery having resigned the Governorship of the State in a telegram dated "On board s.s. *Ambrose* Dec. 2nd 1907" and addressed to the President and Members of the State Congress, Colonel Afonso de Carvalho was appointed in his stead and in his message to Congress says that owing to the financial crisis through which the State is passing he summoned Congress for the purpose of revising the Budget Law. He fears an enormous deficit owing to the fall in rubber prices which commodity cannot possibly give the revenue estimated.

— The Associação Commercial of Manaus having addressed a petition to the Minister of Finance asking that the branch of the Bank of Brazil in that place might help the rubber market in certain ways, Dr. Campista replied that the Bank could not undertake such operations since it was not authorised by law to issue hypothecary paper or operate in agricultural credit, whilst the maximum dates for discounting bills were four and six months, but that the Bank would do all in its power to help the market in such ways as lay in its province.

## FOWLER, SCROGGIE & CO.

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

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## Personal News

Arrivals and Departures during the week:—

### ARRIVALS

By the s.s. *Danube*, from Southampton, on February 3rd.  
— G. Hewitt, W. Tweedie, G. Cockburn, Dr. J. F. Page, C. C. Page, Dr. J. S. Rodman, E. Mager, H. W. Hiss, Dr. W. A. Holmes.

By the s.s. *Gronsa*, from Liverpool, on February 4th.  
— B. Liversage, M. P. Cockerill, L. Lisleway, M. Y. Barber, G. E. Willard, M. Willard.

By the s.s. *Cordillere*, from Buenos Aires, on February 6th.  
— M. E. B. Mitchell, M. Regan, W. J. Bren, C. Smith, A. W. G. Williams.

By the s.s. *Itaperuna*, from Porto Alegre, on February 6th.  
— J. Polluck, E. Fletcher, R. Hill.

By the s.s. *Venti*, from New York, on February 7th.  
— A. Hanson and family, Mr. and Mrs. J. C. Prior, H. Stetson, J. Pietri, Mr. and Mrs. H. L. Marter, J. Smith, C. A. Carson, C. J. Christoph, D. Sartorius, H. E. Meuger, R. Marke.

By the s.s. *Itaipara*, for Porto Alegre, on February 1st.  
— J. M. Giggin, F. Peters.

### DEPARTURES

By the s.s. *Danube*, for Buenos Aires, on February 4th.  
— J. C. Branner, L. Johnson, J. G. Cramer, M. Cramer, R. E. Brooking, P. F. Malcolm, C. E. Wood.

By the s.s. *Byron*, for New York, on February 5th.  
— Mr. and Mrs. C. M. Bradford, R. C. Crocker, H. Wyatt, Jessie Wyatt, Mrs. Slater, C. S. Fox, L. Wood, H. Brownmann, S. Greigson, W. B. Smith, Dr. and Mrs. Shaw.

By the s.s. *Oropesa*, for Liverpool, on February 6th.  
— G. S. Jenkins, A. Muir, J. Snelling.

By the s.s. *Titian*, for New Orleans, on February 6th.  
— Mr. and Mrs. J. C. Creamer.

## 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:

× × × × ×

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. Berenberg, Gossler & Co. — Hamburg.

Credito Italiano. — Italy.

Granet, Brown & Co. — Italy.

Credito Lyonnais — Spain.

Anglo-Oesterreichische Bank — Austria-Hungary.

(Anglo-Austrian Bank)

Banco de Portugal — Portugal.

## THE LONDON & RIVER PLATE BANK LIMITED

ESTABLISHED 1802

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,  
 Para, Buenos Aires, Rosario, Mendoza, Concordia, Bahia Blanca, Barriacas, Montevideo,  
 Paysandu, 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 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.

## BRASILIANISCHE BANK FÜR DEUTSCHLAND

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

CAPITAL REALIZED . . . . 40,000,000 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: ALLEMABANK.

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

Draws on:

Direction der Disconto  
 Gesellschaft, FRELIN  
 Frankfurt a M. Bremen  
 Norddeutsche Bank in Ham-  
 burg, HAMBURG

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

Credito Lyonnais, PARIS, and branches  
 Helme & Co.  
 Comptoir National d'Escompte de Paris  
 Lazard Frères & Co.  
 De Neufville & Co.

Italy: Credito Italiano.  
 Banca Commerciale Italiana.

Portugal: Banco Lisboa & Açores and correspondents.

and any other countries.

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.

Messrs. Rossi & Co. .... Milan.  
Banca Commerciale Italiana ..... Genoa.      The Bank of New York N. B. A. .... New York.  
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.**

There can be no doubt that the action of the Bank of Brazil in drawing and taking at the same rate when bills are scarce has steadied the market and prevented speculation from working its usual havoc. Stability is of infinitely more importance to the trade and commerce of the country even than the profits of the private banks, for which the correspondents of the *Times* and the *Economist* seem so solicitous. When bills are plentiful there is no necessity of assistance from Government, but in the lean times it is indispensable, and the cheapest way of affording it is to face a moderate loss and to

draw and take at the same rate until equilibrium is re-established.

The *Caixa* last week lost £23,486. Most of this gold is for the exchange shops who resell to travellers and emigrants.

Cabled quotations in London of Brazilian bonds show renewed improvement almost all along the line, the result chiefly of the general recovery that has taken place. London suffered less, probably, than any other of the international markets and reaction when it came was rapid.

1889 four-per-cent improved 1/2 to 84 1/4; 1895 and 1903 five-per-cent rose 1 and 1/2 to 95 and 97 respectively whilst Fundings were steady at 104 1/2. Western Minas rose 3/4 to 97 1/4, but receded today (Saturday) to 97. Rio de Janeiro Gold bonds declined 1 point to 91, but Bello Horizonte were firm at 92. São Paulo 1888, 1889 and 1904 fives were all steady at 93, 94 and 90 respectively. Leopoldina's upward course continued until Thursday, when they reached 81 1/2 to 81 3/4, on Friday they declined to 80 1/2 but regained 1/2 point and closed to day at 81. Dumont Ordinary improved 1/4 to 1 1/4 but Rio de Janeiro Tramway Light and Power Co., after rising to 36 1/2 on Thursday, declined to 33 1/2 today. S. Paulo Tramway Light and Power improved 1 point to 118 and S. Paulo (English) Railway, after rising 2 1/2 points to 200 fell today to 199.

Bank of England rate unchanged 4%.

Consols improved 5/8 to 87 1/4.

Coffee shipments (*embarques*) here and at Santos yielded £366,300 for the week against £492,600 for the previous week and £563,600 last year.

For the crop, clearances up to February 7th show 2,012,346 bags less than last year, and sterling value £5,452,111 less.

The balance sheet of the *Caixa de Conversão* shows fresh issues during the week ended 8th February to have been 63,840\$ and withdrawals 439,620\$, leaving a net loss to the *Caixa* of 375,780\$ or £23,486. The value of the gold in deposit on 8th February was 100,144,369\$102 or £0,259,021 as against £0,282,456 the week before, against which convertible notes are in circulation to the value of 100,130,510\$ an 13,859\$102 in subsidiary coinage.

Entries of Rubber, 1st to 7th February.....	1,249 tons
Shipments of Rubber, 1st to 7th February.....	643 "
Stock.....	1,408 "
Prices—Para.....	38300 per kilo
Liverpool.....	3s. 3d. " lb.
New York.....	72 cents per lb.

The Balance Sheet of the Bank of Brazil for 31st January compared with 31st December shows the following alterations:—

ASSETS		Increase	Decrease
Accounts current guaranteed.....	4,503,963\$200		
Bills discounted.....	1,622,566\$388		
Bills receivable.....	65,594\$370		
Securities held in guarantee.....	262,484\$570		
do deposited by third parties.....	232,759\$620		
Agents in Brazil and in Europe.....	168,245,404\$902		
Sundry account.....	1,660,133\$162		
Cash.....	6,617,038\$445		
LIABILITIES			
Reserve Fund.....			
Current accounts without interest.....	14,125,984\$773		
do do with do.....	2,442,877\$521		
do do abroad do.....	257,022\$316		
do do fixed duties.....		52,347\$220	
Agents in Brazil and in Europe.....	157,285,494\$402		
Deposits at fixed dates.....	6,383\$400		
Judicial deposits.....		86,020\$885	
Deposits of Securities and values.....	495,244\$190		
Federal Treasury account current.....	244,688\$871		
Bonus.....		205\$000	
Dividends of the Bank.....		1,126,847\$000	
Sundry accounts.....	506,682\$359		
Profit and Loss.....			

Compared with 31st December, the balance sheet for 31st January shows an increase of 16,939 *contos* in deposits and current accounts, of which 14,126 in accounts current without interest whilst the credit with Agents and Branches has risen by 10,980 *contos* and Cash has increased 6,617,038\$ or together 17,576 *contos*, about the same as the increase in current accounts. These figures would seem to indicate that the large increase in current accounts without interest amounting to 10,126 *contos*, supplied probably by Government, went partly to buy bills or remit money for so doing to the Amazon and other agencies, and partly to increase the Cash holding.

Messrs. J. Henry Schröder and Co. announce the receipt of a cablegram from their Santos agents advising them that they have further encashed £19,200 in respect of the surtax collected weekly for the service of the State of S. Paulo Five-per-Cent. Exchequer Bonds, making a total of £529,700 encashed since August 1.

### Balance of the Caixa de Conversão Saturday February 8th

Debit Balances		
Note Account (Total ready for emission).....		80,921:810\$000
Subsidiary Coins, Balance in Hand.....		4:140\$808
		80,925:950\$808
£ s. d.		
Cash, Gold in Deposit 5,802,173- 0- 0=	92,834,816\$000	
Fcs. 10,563,820.....	419,874- 0-10=	6,717:284\$872
Dollars 121,450.....	25,017- 4- 0	400:275\$242
Marks 80.....	5- 18- 6	62\$807
Ra. 102:4708.....	11,527-17- 6=	184:446\$000
Pesos 1,195.....	237- 0- 8=	3:748\$755
Liras 4,040.....	176- 0- 3=	2:823\$577
Crowns 110.....	4-11- 7	7\$333
Pescetas 110.....	4- 7- 5=	69\$952
	6,259,021-19- 0=	100,144:369\$193
		161,070:320\$000

Credit Balances		
Emission, Notes issued.....	115,006:500\$	
Less retired paid.....	15,475:990\$	100,130:510\$000
Notes emittable (reced).....	80,921:810\$	
Federal Treasury (reced in subsidiary coin).....	18:000\$	80,939:810\$000
		161,070:320\$000

### BUSINESS DONE ON THE RIO STOCK EXCHANGE

During the week ended February 7th, 1908

DESCRIPTION	Sales	Highest	Lowest	This week	CLOSING	
					Previous	
GOVERNMENT SECURITIES						
Apollon gervais 50/.....	623	1:021\$	1:014\$	1:018\$	1:016\$	Jan. 31
do Fractions.....	2 9/10	1:010\$	1:002\$	1:010\$	1:010\$	" 30
State of Minas order.....	66	817\$	812\$	817\$	816\$	" 31
Municipal Loan bearer.....	20	195\$	194\$	195\$	195\$	" 31
do 1903.....	21	1:010\$	1:007\$	1:007\$	1:007\$	" 31
do 2 20.....	120	262\$	258\$	262\$	262\$	" 29
do order.....	10	262\$	252\$	262\$	260\$	" 23
do 1906.....	73	180\$	177\$	180\$	178\$	" 31
Government Loan 1897	102	1:017\$	1:015\$	1:016\$	1:016\$	" 31
State of Rio de Janeiro						
4 9/10.....	137	64\$	63\$	64\$	64\$	" 29
do 6 9/10.....	13	43\$	43\$	43\$	41\$	" 31
State of E. Paulo.....	20	61\$	61\$	61\$	61\$	" 16
BANKS						
Banco do Brazil.....	710	123\$	117\$	123\$	117\$	" 31
Commer. clal.....	73	116\$	115\$	116\$	116\$	" 31
Lavoura e Comercio...	13	126\$	126\$	126\$	124\$	" 25
RAILWAYS & TRANWAYS						
Jardim Botânico.....	2	214\$	214\$	214\$	215\$	" 30
do 40 9/10.....	560	84\$	84\$	84\$	84\$	" 30
Vincos de Supulchry.....	115	20\$	27\$	29\$	29\$	" 30
Minas de S. Jeronymo.....	1,020	156\$	14\$	14\$	156\$	" 31
COTTON MILLS						
Alliance.....	65	290\$	290\$	290\$	290\$	" 31
Progresso Industrial.....	60	250\$	215\$	250\$	215\$	" 30
Conecta.....	25	300\$	300\$	300\$	300\$	" 24
Petropolitana.....	100	260\$	260\$	260\$	260\$	Dec. 6
MISCELLANEOUS						
Loterias Nacionais....	1,000	12\$	117\$	115\$	12\$	Jan. 31
Banco de Santos.....	5	818\$	818\$	818\$	820\$	" 30
Mercado Municipal.....	40	115\$	115\$	115\$	125\$	Nov. 25
Centros Pastorais.....	100	7\$	7\$	7\$	12\$	Sept. 1
Cervejaria Brabima.....	10	190\$	190\$	190\$	190\$	Jan. 18
DEBENTURES						
Mercado Municipal.....	1,620	203\$	200\$	202\$	201\$	" 31
Jardim Botânico.....	68	215\$	215\$	215\$	215\$	" 31
do order.....	110	215\$	214\$	216\$	216\$	" 31
A. dos E. no Comercio	50	51\$	51\$	51\$	51\$	" 29
Carta Urbana 20\$.....	24	202\$	202\$	202\$	202\$	" 29
Carica.....	21	20\$	20\$	20\$	20\$	" 30
Jornal do Brazil.....	490	193\$	192\$	193\$	192\$	" 24
Cantareira e V. Flumi-						
neuse.....	100	203\$	203\$	203\$	204\$	" 22
Brazil Industrial.....	9	203\$	203\$	203\$	203\$	" 11
Concancia Industrial.....	20	215\$	215\$	215\$	—	" 11
Corcovado.....	10	203\$	203\$	203\$	203\$	Dec. 18

The total business done on the Rio de Janeiro Stock Exchange amounted to 1,681:277\$000 distributed as follows:—

Government securities.....	908:158\$000
Bank shares.....	95:269\$000
Railway & Tramway shares.....	65:443\$000
Cotton.....	94:700\$000
Insurance.....	
Miscellaneous.....	25:665\$000
Debentures.....	492:042\$000
Mortgage Bonds.....	
Total, week ending Feb. 7th, 1908...	1,681:277\$000
" " " Jan. 31st, 1908...	3,003:667\$000
" " " Feb. 8th, 1907...	1,974:359\$000

**BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE**  
 During the week ended February 6th 1908

DESCRIPTION	Sales	Highest	Lowest	CLOSING	
				This week	Previous
GOVERNMENT SECURITIES					
Apolices 3rd 5008.....	1	4508	4508	4508	Jan. 17
do 4th 5008.....	2	4508	4508	4508	Nov. 25
do 5th 5008.....	26	4508	4508	4508	Dec. 6
Capivary.....	50	898	898	898	Jan. 24
Campanas.....	60	898	898	898	Jan. 17
Bertãozinho.....	100	888	888	888	Dec. 27
RAILWAY SHARES					
Paulista.....	1,644	2785	2785	2785	Jan. 30
do 80 ds.....	100	2785	2785	2785	Aug. 26
Mogiana.....	809	2815	2815	2815	Jan. 25
BANKS					
Italiano del Brasile 5 %	30	418	418	418	Jan. 30
Banco União do S. Paulo	250	918	918	918	Jan. 25
Commercio e Industria	106	3548	3548	3548	Jan. 30
MISCELLANEOUS					
Comp. Melhoramentos (Debs).....	15	858	858	858	Jan. 30
MORTGAGE BONDS					
Banco de Credito Real.....	500	985	985	985	Jan. 29

The business done on the Sao Paulo Stock Exchange during the week ended February 6th 1908 amounted to Rs. 751,005,000, distributed as follows:

Government Securities.....	112,670,000
Insurance.....	572,072,000
Railway Shares.....	61,388,000
Banks.....	1,275,000
Miscellaneous.....	4,500,000
Mortgage Bonds.....	4,500,000
<b>Total, week ended Febr. 6th 1908.....</b>	<b>751,005,000</b>
do do Jan. 30th 1908.....	380,890,000
do do Febr. 7th 1907.....	862,189,000

— 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 sunbathing. + + + +	
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 —	

**Rio de Janeiro Lighterage Company Limited**

All kinds of Maritime harbour transport.  
 Loading and discharge of vessels.  
 Towing.  
 Launches on hire for excursions, and for arrival and departure of passengers.

Telephone No. 1-718

Office Rua Visconde de Itaboraí

(Cais dos Milagres)

**CLOSING QUOTATIONS OF BRAZILIAN STOCKS AND SHARES ON THE LONDON STOCK EXCHANGE**  
 FOR WEEK ENDED

DESCRIPTION	Jan. 10, 1908	Jan. 17, 1908
<b>Government Securities</b>		
Gold Loan 1879 4 1/2 %	82	81
do 1883 4 1/2 %	83	82
do 1888 4 1/2 %	86	85
do 1889 4 1/2 %	81 1/2	81 1/2
do 1895 5 %	93 1/2	94 1/2
do 1903 5 %	93 1/2	94 1/2
West of Minas Railway 5 %	93	94
New Funding Bonds 1898 5 %	101 1/2	102 1/2
Recanation Bonds 1901-2-3 4 1/2 %	83 1/2	83 3/4
State of S. Paulo 5 % 1893	91	92
do do Bonds 5 %	92	92
do do 5 % Exchgr. Bonds	95 1/2	96 1/2
do do 5 % Bonds 1901	85	85
State of Pará 5 %	84	85
do 1907 all paid	81	83
Bahia 5 % Gold Loan, 1904	85	85
Comp. Lloyd Bras., 5 % St. hds	98 1/2	99
<b>Corporation Bonds</b>		
City of Rio de Janeiro 4 %	85	85
ditto 5 % gold bonds	85	86
City of Santos 6 %	99	99
Belo Horizonte 6 %	90	90
Mantova (C. of) 5 1/2 % Stg.	82	82
City of Belem (Pará) 5 % Gd. Bs. of 1905	69	73
<b>Railways</b>		
Brazil Great Southern 7 % Cum. Pref.	6 1/2	6 1/2
do do 7 %	7 1/2	7 1/2
GL. Western of Brazil, Limited	10	10 1/2
do do 6 % Pref. Shares 50,000	10 1/2	10 1/2
do do '07, 50,000-75,000	9	9
Leopoldina Limited	73 1/2	76
do do 5 1/2 % Pref.	10 1/2	10 5/8
Porto Alegre a Novo Hamburgo 7 % Pref.	1 1/2	1 1/2
do do 7 %	25 1/2	24 1/2
Rio Claro, S. Paulo, Limited, Shares	191	194
S. Paulo, Limited	114	116
do do 5 % Non-Cum. Pref.	114	116
<b>Railway Obligations</b>		
Brazil Gt. Southern, 6 % St. Mt. Debs. 1893	94	94
do do 6 % St. Mt. Debs. Red.	100	100
do do 6 % Perm. Deb. Start.	94	98
GL. Western of Brazil Stock 6 %	128	128
ditto 5 % Rd.	100	102
Leopoldina 4 % do Stock, red.	93	95
Mogiana, 5 % Deb. Bonds	101	103
Porto Alegre a Novo Hamburgo 6 % Mort.	88	91
do do 1907	125	127
S. Paulo, Ltd. 5 1/2 % Debentures Stock	114	116
do do 5 % do	110	110
do do 4 % do	117	117
Rio Claro, S. Paulo 5 % Deb. stock	117	117
<b>Banks</b>		
British Bank of South America, Limited	15 1/2	16 1/2
do do 15 %	15 1/2	15 1/2
London & Brazilian Bank, Limited	23	23
London & River Plate Bank, Limited	52	53
do do 60,000 to 80,000	—	—
<b>Shipping</b>		
Amazon Steam Navigation Co. Limited	10	11
Royal Mail Steam Packet Co. ord.	42	46
ditto Pref.	87	92
Pacific Steam Navigation Co.	22 1/2	23 1/2
<b>Mining</b>		
Ouro Preto, ord.	1/4	3/8
St. John del Rey	13 1/2	13 1/2
do Prefe. 10 %	15 1/2	15 1/2
<b>Telegraphs</b>		
Amazon Tel. Shares	2	3
ditto 5 % Debs. Red.	14	87
Western Tel. Co. shares	22 7/8	13 3/8
do do 4 % deb. red.	97	100
<b>Miscellaneous</b>		
Cantareira Waterworks 5 % deb. 2nd issue	101	103
City of Santos Imp. Ltd. 5 % non-cum pref.	10 1/8	10 5/8
City of Santos Imp. Ltd. 5 % cum pref.	11	11 1/2
City of Santos Imp. Ltd. 5 % 1st charge deb.	97	99
do do 5 % 1st charge deb.	3 1/2	3 3/4
Rio de Janeiro City Imp. Limited	99	101
do do 5 % Deb. 1878-80	98	100
do do 1882-93 & 1901	13 1/4	2
Rio de Janeiro Flour Mills Limited	100	102
do do Mort. deb.	13	13 1/2
S. Paulo Gas Co. Limited	46	48
do do 5 % Debs. (Regd.)	1	1 1/2
Dumont Coffee, ord.	6 1/2	7
do do 7 1/2 % Cum pref.	90	92
do do 5 1/2 % 1st. Mort. deb.	92	94
S. Paulo Coffee Est. 5 1/2 % 1st. Mort. deb.	4 1/4	4 3/4
do do 5 % Cum. Pref.	91	94
Pernambuco Water Works 5 % 1st Deb.	91	94
ditto 5 % 2nd Deb. St. Bds	118	119
São Paulo Tram. Lgt. & Pwr. (\$100)	92 1/2	94 1/2
do do 5 % Mt. Debt Red. (\$500)	91	89
São Paulo Match Co. 10 % 1st. Mt. Dn	—	—
<b>Central Bahia Railway Trust :-</b>		
Reg. Trust "A" Certs. Rd.	75	77
ditto "B" Certs.	22	24
Mantova Imp. 7 % cum : Pref.	9 3/4	10 1/4

**CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE**  
 Montreal Prices

	Jan. 18	Jan. 17
Mexican Light and Power Co.	48 1/2	48 1/2
do 5 %	84	84
São Paulo Tramway Light and Power Co. Limited	115	116 1/4
do 5 %	91 1/2	91 1/2
Rio de Janeiro Tramway Light and Power Co. Ltd.	80 1/2	83 1/2
do 5 %	74 1/2	74 1/2

## Balance Sheets

### Banco do Brasil

#### BALANCE SHEET, 31ST JANUARY 1908

Assets	
Shares to be issued : 125,000 shares of 200,000.....	25,000,000,000
Apolices as guarantee for Reserve Fund.....	418,512,850
Accounts Current guaranteed.....	20,829,240,191
Bills Discounted.....	95,729,529,018
Bills Receivable.....	1,700,521,952
Securities held in guarantee.....	55,741,626,757
Securities deposited by third parties.....	97,927,858,671
Agents in Brazil and Europe.....	202,191,046,670
Securities : £1,150,000 at 27d. 10.035,700,000 Other.....	330,880,000
Bonds in Liquidation.....	448,178,094
Building & Office Fittings of Bank.....	1,430,000,000
Sundry Accounts.....	17,639,356,848
Cash.....	38,508,114,730
	448,967,571,047

Liabilities	
Capital.....	70,000,000,000
Reserve.....	418,512,850
Current accounts without interest.....	59,915,175,295
Current accounts with interest.....	84,114,081,872
Current accounts abroad.....	423,168,181
Current accounts at fixed dates.....	197,934,863
Agents in Brazil and Europe.....	169,750,082,921
Deposits at fixed dates.....	4,840,777,890
Judicial Deposits.....	2,020,809,311
Depositors of Securities and Values.....	93,689,485,428
Federal Treasury, account current.....	1,031,895,895
Federal Treasury, bill account — £1,000,000 at 27d. ....	8,588,889,880
Bonus.....	821,850,000
Dividends of the Bank.....	2,020,873,914
Sundry Accounts.....	171,415,000
Profit & Loss.....	568,766,672
	448,967,571,047

Rio de Janeiro, 6th February 1908. — *João Ribeiro de Oliveira e Sousa* President — *A. Mesquita*, Chief Accountant.

### London & Brazilian Bank, Limited

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

#### BALANCE SHEET, JANUARY 31ST, 1908

Assets	
Capital Uncalled.....	8,888,688,490
Bills discounted.....	1,573,738,430
Bills receivable.....	8,962,779,890
Accounts with Head Office & Branches.....	12,117,743,470
Loans, accounts current, etc.....	3,034,031,470
Accounts current guaranteed and sundry securities.....	5,615,977,400
Sundry accounts.....	310,892,850
Cash : In current money.....	7,561,148,740
	48,065,140,830

Liabilities	
Capital.....	17,777,777,070
Deposits :	
Accounts current without interest..	9,382,787,700
Accounts current at short notice.....	797,162,670
Fixed maturity.....	2,159,199,220
Accounts with Head Office & Branches.....	2,688,312,490
Accounts current guaranteed & sundry securities.....	5,615,977,400
Sundry accounts.....	3,454,854,470
Bills payable.....	182,534,850
	48,065,140,830

E. A. O. E. — Rio de Janeiro, February 4th, 1908. — For the London & Brazilian Bank, Limited, (Signed) *F. Broad*, Manager. *A. G. C. Blake*, Accountant.

### Brasilianische Bank für Deutschland

#### BALANCE SHEET, JANUARY, 31st 1908

Assets	
Accounts current guaranteed.....	6,841,741,832
Accounts with Head Office, branches and agencies.....	18,282,011,856
Bills discounted.....	6,308,677,845
Bills receivable.....	14,836,437,810
Bills pledged.....	510,143,780
Securities pledged.....	6,485,697,623
Securities in deposit.....	17,438,194,000
Cash : In current money.....	5,131,056,182
	71,232,994,198

Liabilities	
Capital : 1 Mark = 1,000.....	10,000,000,000
Accounts current with interest.....	8,399,777,820
Accounts current without do.....	995,229,658
Accounts with Head Office, branches and correspondents.....	3,057,411,878
Deposits fixed.....	6,712,302,815
Securities pledged in deposit and receivable on account of customers.....	89,659,472,898
Sundry accounts.....	2,358,874,519
	71,232,994,198

E. A. O. E. — Rio de Janeiro. — *Gutschow*. — *Rupp*, Directors.

### The British Bank of South America, Limited

Capital 65,000 shares, £30 each.....	£ 1,950,000
Capital paid up.....	£ 650,000
Reserve Fund.....	£ 485,000

#### BALANCE SHEET, JANUARY 31st, 1908

Assets	
Shares uncalled.....	5,777,777,770
Bills discounted.....	4,149,677,640
Loans, accounts pledged, etc.....	5,402,914,240
Bills receivable.....	4,285,058,530
Accounts with Head Office & Branches.....	4,727,031,850
Securities pledged, etc.....	15,948,038,610
Sundry accounts.....	1,747,005,770
Cash : In current money.....	8,219,540,280
	46,047,096,160

Liabilities	
Capital.....	11,556,564,540
Accounts current with and without interest.....	2,191,222,240
Accounts current with interest on notice.....	2,626,554,420
Deposits at fixed dates.....	1,484,853,180
Accounts with Head Office & Branches.....	5,722,096,790
Securities pledged and in deposit.....	14,302,742,530
Bills deposited.....	1,746,321,080
Bills payable.....	969,137,700
Sundry accounts.....	6,538,724,110
	46,047,096,160

E. A. O. E. — Rio de Janeiro, February 4th, 1908. — For the British Bank of South America, Limited, (Signed) *J. H. Applin*, Manager. *H. S. Kirkman*, Accountant.

### SÃO PAULO

#### London and River Plate Bank, Limited

ESTABLISHED IN 1863

Capital.....	£ 2,000,000
Capital paid up.....	1,200,000
Reserve fund.....	1,200,000

#### BALANCE SHEET OF THIS BRANCH JANUARY 31st, 1908

Assets	
Bills discounted.....	778,588,470
Bills receivable.....	9,662,982,950
Loans, accounts pledged, etc.....	1,311,038,760
Accounts with Head Office, branches and agencies.....	482,603,340
Sundry accounts.....	72,188,090
Collaterals and sundry securities.....	9,824,716,560
Cash : In current money in the safe of the bank.....	1,285,060,830
	17,412,198,850

Liabilities	
Declared capital of this branch.....	500,000,000
Deposits fixed.....	214,129,650
Accounts current with and without interest.....	1,321,188,140
Sundry accounts.....	3,608,848,860
Securities pledged and in deposit.....	9,824,716,560
Bills payable.....	9,296,200
Accounts with Head Office, branches and agencies.....	1,906,010,880
	17,412,198,850

E. A. O. E. — São Paulo, February 4th, 1908. — For the London and River Plate Bank, Limited, (Signed) *A. H. Butler*, Manager. — *E. A. Toolal*, Accountant.

### London & Brazilian Bank, Limited

Capital.....	£ 2,000,000
Capital paid up.....	1,000,000
Reserve Fund.....	£ 910,000

#### BALANCE SHEET OF THE BRANCH IN SÃO PAULO, JANUARY 31st 1907

Assets	
Bills discounted.....	6,182,841,905
Bills receivable.....	4,182,710,820
Loans; accounts current; etc.....	5,793,674,430
Accounts with Head Office and Branches.....	2,269,027,310
Accounts current guaranteed and sundry securities.....	11,608,832,210
Sundry accounts.....	432,589,840
Cash : In currency.....	5,587,880,920
	36,607,906,180

Liabilities	
Deposits; accounts current with and without interest.....	7,584,652,410
Deposits fixed.....	7,196,543,000
Accounts current guaranteed and sundry securities.....	11,605,332,210
Accounts with Head Office and Branches.....	2,763,308,690
Sundry accounts.....	7,438,644,710
Bills payable.....	17,449,540
	36,607,906,180

S. Paulo, February 7th, 1908. — For the London & Brazilian Bank, Limited, — *F. Ford*, Manager, *T. Hobbs*, Accountant.

### The British Bank of South America, Limited

Capital subscribed.....	£ 1,200,000
Capital paid up.....	£ 540,000
Reserve Fund.....	£ 485,000

#### BALANCE SHEET OF THE S. PAULO BRANCH JANUARY 31st, 1908

Assets	
Bills discounted.....	3,619,991,490
Bills receivable.....	2,156,155,000
Loans, accounts pledged etc.....	4,013,402,280
Accounts with Head Office and branches.....	689,137,870
Securities pledged.....	9,829,062,280
Sundry accounts.....	66,534,460
Cash : In hand.....	1,312,569,190
	20,309,936,100

Liabilities	
Bills payable.....	4,046,860
General Accounts current.....	1,980,755,000
Deposits fixed.....	1,687,392,470
Accounts with Head Office and branches.....	5,021,880,760
Securities pledged.....	5,910,622,380
Bills and Securities in deposit.....	6,013,975,870
Sundry Accounts.....	271,774,420
	20,309,936,100

E. A. O. E. — São Paulo, February 6th, 1908. — For the British Bank of South America, Limited (Signed) Acting Manager, *F. S. Speers*, Acting Accountant, *A. R. Speers*.

### Brasilianische Bank für Deutschland

#### BALANCE SHEET OF THIS BRANCH, INCLUDING THE BRANCH AT SANTOS, JANUARY 31st, 1908

Assets	
Accounts current guaranteed.....	6,406,389,620
Bills receivable.....	9,238,346,169
Bills discounted.....	12,248,878,750
Bills pledged.....	5,838,970,760
Securities pledged.....	6,847,508,000
Securities in deposit.....	5,480,531,000
Cash : In current money.....	6,456,892,950
	58,008,961,850

Liabilities	
Accounts current.....	9,081,758,906
Deposits, fixed.....	6,263,924,830
Securities pledged and in deposit and values receivable for s/c of sundry parties.....	27,896,204,837
Accounts with Head Office, branch at Rio de Janeiro and correspondents.....	10,367,857,991
Sundry accounts.....	432,606,229
	58,008,961,850

E. A. O. E. — São Paulo, February 4th, 1908. — *Flaas, Carl*, Directors.

# COMPANHIA DOCAS DE SANTOS

SOCIEDADE ANONYMA  
CAPITAL 60.000:000\$000

HEAD OFFICE AVENIDA CENTRAL 46 -- RIO DE JANEIRO

Announcement in accordance with Art. 2 of Decree 177 A of  
15th September 1893 for the issue of a loan of

## 60.000:000\$

divided into 300,000 bonds to bearer of a nominal value of  
200\$ each, bearing 6 % per annum

The Companhia Docas de Santos, domiciled in the City of Rio de Janeiro, Capital of the United States of Brazil, has for its object the construction of Port Works at Santos, in the State of S. Paulo, and the working of the same when completed in accordance with Law No 1,746 of 13th October 1869 and of contracts celebrated with Federal Government, as also to do general business.

The Statutes were published in the *Diario Official* of 14th November 1892 and altered at the general meeting of 26th October 1898 and 22 April 1907, the minutes of which were duly published in the *Diario Official* of 12th November 1898 and 3rd May 1907.

The Companhia Docas de Santos, in accordance with its Statutes, and duly authorised by the general meeting of 30th December 1907, published in the *Diario Official* and in the *Jornal do Commercio* of 11th and 12th January 1908, hereby offers for public subscription a loan in debentures to bearer on the following conditions:—

Issue at par of 300,000 bonds to bearer of a nominal value of 200\$ each, bearing interest at the rate of 6% per annum.

Full payment will be effected on subscription, against which receipts will be issued signed by the sworn broker Eugenio José de Almeida e Silva.

Interest at the rate of 6% per annum shall be payable half-yearly in this capital, the domicile of the Company, on the first working day of the months of January and July every year. Interest for the current half-year shall be paid in full on the first working day of July next.

Amortisation shall be effected by drawings or purchase as most convenient for the Company and shall commence in 1920 at a rate to be determined by the Directors in such a manner that the loan shall be entirely extinct by 31st December 1979.

The Companhia Docas de Santos reserves the right of anticipating amortisation or redemption in part or full at any moment by purchase or drawings at par.

The Assets and Liabilities of the Companhia Docas de Santos are 185.123:648\$339, including the capital of 60.000:000\$.

The present loan is guaranteed by all the assets and property of the Company, while half-yearly obligations amount to only 1.800:000\$, Brazilian currency.

The present loan will be employed in completion of all the works decreed for the improvement for the port of Santos in accordance with contracts already signed, as also for others that may be necessary for the complete equipment of the port.

This loan is guaranteed by a first mortgage on all the assets and property of the Company, seeing that the previous debenture loan of 20.000:000\$ paper has been completely extinguished by re-imbursement of holders and by deposit of 48:400\$ corresponding to 242 debentures not presented for payment when called.

The deed of mortgage guaranteeing this issue was executed on February 6th 1908 at the public notary's, Evaristo Valle de Barros, folio 11 V of Register 791.

Provisional Warrants in substitution of the receipts will be delivered three days after the closing of the subscription.

Subscription is opened on 10th February at 10 o'clock in the morning in the office of the sworn broker, Eugenio José de Almeida e Silva, rua 1° de Março No. 28, in the building of the Associação Commercial, and will close on the 12th inst at 3 p.m.

Rio de Janeiro, February 8th, 1908.

(Signed.) Companhia Docas de Santos. — C. GAFFRÉE, President.

Eugenio José de Almeida e Silva,  
BROKER.

## 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 Sta-  
tistics 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	
	Feb. 7 1908	Jan. 31 1908	Febr. 8 1907	Feb. 7 1908	Febr. 8 1907
By Central R'y.....	21,294	6,986	41,676	690,652	1,637,873
Leopoldina R'y.....	43,637	45,910	19,838	1,379,386	1,141,951
Coastwise, discharged.....	5,262	5,374	408	169,474	127,564
Total.....	70,193	58,270	61,922	2,239,512	2,907,378
Transferred from Rio de Janeiro.....	2,429	2,147	541	77,051	68,384
Net Entries at Rio.....	70,764	56,123	61,381	2,162,461	2,838,994
Coastwise, in transit.....	—	—	—	—	46,509
Net Entries from Rio de Janeiro.....	19,206	9,739	3,178	317,293	217,981
Total Rio including Net- theory & transit.....	89,970	65,862	61,559	2,469,754	3,101,884
Santos.....	83,838	70,817	77,619	5,929,510	11,174,139
Total Rio & Santos.....	173,808	136,679	242,178	8,399,264	14,276,023

The coast arrivals for the week ended February 7th were from:—

Caravellas.....	4,022
S. João da Barra.....	1,240
Total.....	5,262

The total entries by the different S. Paulo Railways for the Crop to February 7th 1908 were as follows:—

	Past January	For March and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1907/1908	4,977,458	953,140	5,930,598	5,923,340	7,259
1908/1907	9,665,328	1,530,079	11,195,407	11,174,139	21,268

#### COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1908 Feb. 7	1907 Jan. 31	1907 Febr. 8	1908 Feb. 7	1907 Febr. 8
Rio.....	49,443	72,525	51,695	2,669,514	2,426,479
Net theory.....	15,419	6,753	2,700	296,896	219,503
In transit.....	—	—	—	—	45,509
Total Rio including Net theory & transit.....	64,762	79,278	54,435	2,966,410	2,691,483
Santos.....	131,105	177,246	214,097	5,510,828	8,879,912
Total Rio & Santos.....	195,867	256,524	268,532	8,477,238	11,571,395

Rio de Janeiro, February 8th 1908.

Entries at Rio and Santos for the week ending February 7th were 39,859 bags more than for the previous week and 68,340 less than for the corresponding week last year.

For the crop, entries reached 8,393,041 bags against 8,217,206 at the end of the previous week and 11,276,023 bags at the corresponding date last year.

Shipments (embarques) were 61,717 bags less than for the previous week and 72,665 bags less than for the corresponding week last year.

The average price for Rio No. 7 was \$3574 for the Market against \$3597 in the previous week; and at New York it was 6.35 cents against 6.25 cents for the previous week and 7.04 cents last year.

Stocks decreased 38,045 bags and are 1,677,774 bags less than last year and 519,767 bags more than in 1906.

Santos entries are 15,551 bags more than in the previous week, and smaller than shipments by 65,237 bags. The daily average for the week (6 days) was 14,311 bags as against 11,101 for the previous week and 29,603 last year.

	Commissaries Prices	Market Prices
February 3 .....	58300	58200 to 58300
" 4 .....	58300 to 58400	58200 to 58300
" 5 .....	58300 to 58400	58300
" 6 .....	58300 to 58400	58300
" 7 .....	58200 to 58300	58200
" 8 .....	58200 to 58300	58200

S. Paulo, February 8th, 1908.

Although we have to register another slight advance for spot coffees in the Santos market, the feeling and tendency did not improve. On the contrary there is on the whole, less inclination to buy now than a week ago on the part of exporters, either to buy or quote, and they, after all, reflect the real dispositions of consuming markets. Those who had to fill former contracts or received exceptionally good orders for certain qualities, after much bargaining, paid the prices demanded by dealers, but there was no general demand and business was at times extremely dull.

We cannot help feeling that the market is somewhat overdone here and will have to recede a trifle to find its level and it seems as if importers in consuming quarters have come to the conclusion that fine and finest qualities are not quite such a rare article on this side as they were made to believe.

Green Coffees are scarce, of course; weather conditions alone (heat and moisture) prevent the bean from keeping its colour, but fine yellow and yellowish coffees of last year's crop are fairly plentiful and many, especially that kept up country and hulled only recently, are of a quality and flower to satisfy the most fastidious consumer.

Unfortunately many of these coffees do not roast well, a defect peculiar to last year's crop.

From 4\$500 to 4\$800 for type 4 was paid during the week and fine yellow coffees as much as 5\$900. As every exporter here is at present, so to say, a specialist and buys for the requirements of his particular customers who again only order qualities which are of ready sale for consumption, it is impossible to give exact quotations; the price for type 4 runs between 4\$400 and 4\$800 and if yellow and well roasting even more is paid.

Peaberry coffee does not command such preferences and it is remarked that they not fetch the same price as flat bean coffees, even if quality and grade are equal.

Transactions in futures have dwindled down considerably during the week. We quote 4\$425 to 4\$450 for February, 4\$450 to 4\$475 for March.

Of lower grades little is offered now. European orders were not very plentiful, 37— to 39— was paid for superior, 39— to 42— for prime and extraprime, according to description.

Orders from the States have been very erratic for the different grades, but seem to settle at about 8 cents for type 4, good roast bean.

Receipts have kept up well and there are even indications of a slight increase, especially should weather conditions improve.

Shipments were somewhat lighter, yet the stock shows a further decline of 45,000 bags.

Rainfall was again heavy during the week, but the weather is now improving.

losing quotations for February.....	42450
"    "    " March.....	42450
"    "    " April.....	42475
"    "    " May.....	42475

**During the Week ended February 7th, 1948**  
**RIO DE JANEIRO**

Offices of the «Brazilian Review.» Rua Visconde de Inhaúma No. 42

**Companhia Registradora de Santos**  
**BALANCE SHEET 31ST JANUARY 1908**

<i>Assets</i>	
Incorporation.....	250:000000
Office Furniture.....	5:000000
Shares deposited in guarantee by Directors, Manager & Staff.....	19:200000
Shares held in Companhia Paulista de Armazens Geras.....	253:000000
Advances against Warrants.....	799:780000
Accounts Current.....	127:801700
Sundry Account.....	
Cash :-	
At Head Office.....	21:566820
At São Paulo Branch.....	8:839820
At London and Brazilian Bank Limited.....	1:000000
At London and River Plate Bank Limited.....	1:011700
At Brasilische Bank für Deutschland.....	140:884870
At Banco Commercial Italo-Braziliano.....	86:080800
At Banco de Comercio e Industria de São Paulo.....	2:9146530
	255:844610
	1,766:086910
<i>Liabilities</i>	
Capital : 10,000 shares of Rs. 100000.....	1,000:000000
Reserve Fund.....	150:000000
Profit and Loss Account.....	45:807320
	195:807320
Guarantee of the Directors.....	8:000000
Guarantee of the Manager.....	10:000000
Guarantee of the Staff.....	1:200000
	19:200000
Accounts current.....	391:634200
Sundry Accounts.....	159:948:870
	1,766:086910

Santos, 3rd February 1908. — *Edward Gruen, President.* — *A. G. Monteiro de Castro, Manager.*

Up to 7th February entries for the last eight years were as follows:—

1908.....	8,393,044
1907.....	14,230,036
1906.....	8,419,619
1905.....	8,544,448
1904.....	8,753,792
1903.....	9,175,066
1902.....	11,836,668
1901.....	7,960,333

The ratio of this crop's entries to those for 1908/07 was 58.6 % as against 58.7 % last week and 58.6 % the previous week. In relation to the 1905/06 crop the ratio was 99.6 % against 99.8 % last week and 98.1 % the previous week. Compared with 1900/01 crop entries to 7th February show 432,711 bags more.

We are glad to know that the S. Paulo coffee propaganda will be put into the hands of such capital and influential firms as E. Johnston & Co. and Theodor Wille.

Both these houses thoroughly understand the coffee business and may be trusted to work efficiently.

Messrs E. Johnston & Co. we hear have contracted the services of the same people who carried out the Currant campaign for Greece, that resulted in so considerable an extension of consumption.

"Everyone," say Messrs. Hayn Roman in their circular of 11th January, "is astonished at the news that 100,000 to 150,000 bags of Rio coffee have been consigned to the Brazilian Vice-Consul at Bruges by a syndicate of planters. It is said that this has nothing whatever to do with 'Valorisation,' but seems so adventurous as to lead to the supposition that such a project could only arise in the brains of 'Valorizers.' However it may be, Bruges is offering 10,000 bags of this coffee, which are said to be en route. We imagine, however, that they must have been shipped with option for neighbouring ports and even be sold before arrival. The only object of consignments to such places can be to make them disappear from official stocks. Is it astonishing what means Brazilians find to get rid of their coffees. In face of the assertion of 'Valorizers' that crops are small and the article in a brilliant situation, incomprehensible measures like this only disgust in place of reassuring Commerce."

This coffee is from Minas and was shipped by one of the Syndicates formed under the law of that State for propaganda. In consigning it to Bruges the intention, we suppose, is to get into touch direct with consumers instead of through importers or the Bourse at the usual ports.

**COFFEE SAILED DURING THE MONTH OF JANUARY 1908**  
**Per Destinations**

NAMES	RIO bags.	SANTOS bags.	TOTAL bags.
Mosul Bay.....	1,250	—	1,250
Port Kilsnoth.....	2,075	—	2,075
Durban.....	500	—	500
Algoa Bay.....	700	—	700
London.....	125	6,021	6,146
Delagoa Bay.....	450	80	530
New York.....	159,240	197,703	356,943
Salonica.....	2,500	—	2,500
Genoa.....	2,232	—	2,232
Constantinople.....	4,851	265	5,116
Naples.....	17,377	—	17,377
Hamburg opt.....	125	—	125
Carlskrona.....	1,000	—	1,000
Copenhagen.....	714	88	802
Montevideo.....	2,969	3,857	6,826
Buenos Aires.....	800	—	800
Cape Town.....	14,000	—	14,000
Antwerp opt.....	30	—	30
Puerto Arenas.....	2,276	750	3,026
Marcellus opt.....	3,000	—	3,000
Oran.....	1,125	—	1,125
Algiers.....	875	—	875
Tunis.....	125	—	125
Philippville.....	500	—	500
Moscow.....	500	—	500
Treblond.....	875	—	875
Dedagatch.....	250	—	250
Yarna.....	125	—	125
Korassunde.....	125	—	125
Ineboll.....	125	—	125
Tagliero.....	45	—	45
Madeira.....	250	—	250
Leixões.....	250	80,796	81,046
Antwerp.....	20,472	73,109	93,581
New Orleans.....	1,500	182,617	184,117
Rotterdam.....	1,867	221,784	223,651
East London.....	400	—	400
London opt.....	54	42,962	43,016
Trieste.....	2,378	2,439	4,817
Fiume.....	10,750	94,501	105,251
Haarlem opt.....	750	1,125	1,875
Malta.....	875	—	875
Cemmeth.....	125	—	125
Valby.....	9,818	—	9,818
Haarlem.....	125	—	125
Gibraltar.....	125	—	125
Hamburg.....	125	—	125
Gothenburg.....	650	—	650
Valparaiso.....	100	—	100
Cochimbó.....	1,750	771	2,521
Bordeaux.....	750	250	1,000
Castellón.....	500	4,448	4,948
Genoa opt.....	125	—	125
Palermo.....	125	—	125
Sansoun.....	250	2,000	2,250
Venice.....	—	10,418	10,418
Bremen.....	—	6,020	6,020
Batavia.....	—	1,574	1,574
Rosario de Santa Fé.....	—	977	977
Seville.....	—	750	750
Santander.....	—	550	550
Malaga.....	—	500	500
Cádiz.....	—	500	500
Nantes.....	—	400	400
San Sebastian.....	—	377	377
Valencia.....	—	250	250
Beyrouth.....	—	250	250
Jaffa.....	—	250	250
Gijón.....	—	125	125
Huelva.....	—	40	40
Alicante.....	—	23	23
Vigo.....	—	16	16
Almeria.....	—	1	1
Catania.....	—	—	—
Southampton.....	—	—	—
Coastwise :			
Manaus.....	1,335	—	1,335
Paraná.....	4,861	—	4,861
Tutuya.....	250	—	250
Maranhão.....	1,890	—	1,890
Mossoró.....	870	—	870
Rio Grande do Sul.....	1,097	—	1,097
Pelotas.....	2,281	—	2,281
Porto Alegre.....	2,230	503	2,733
Pernambuco.....	2,132	—	2,132
Natal.....	110	—	110
Maceió.....	580	—	580
Ceará.....	40	—	40
Bataram.....	50	—	50
Itacolumã.....	100	—	100
Corumbá.....	—	870	870
Rio de Janeiro.....	—	—	—
Total—Oversea and coastwise 1908.....	818,095	840,922	1,659,017
1907.....	728,115	679,796	1,407,911

**World's Visible Supply of Coffee**  
**ON THE 1ST OF EACH MONTH**

	1907-1908	1908-1907	1905-1906	1904-1905	1903-1904	1902-1903	1901-1902	1900-1901	1899-1900	1898-1900	1897-1900	1896-1900	1895-1900	1894-1900	1893-1900	1892-1900	1891-1900	1890-1900	1889-1900	1888-1900	1887-1900	1886-1900	1885-1900	1884-1900	1883-1900	1882-1900	1881-1900	1880-1900	1879-1900	1878-1900	1877-1900	1876-1900	1875-1900	1874-1900	1873-1900	1872-1900	1871-1900	1870-1900	1869-1900	1868-1900	1867-1900	1866-1900	1865-1900	1864-1900	1863-1900	1862-1900	1861-1900	1860-1900	1859-1900	1858-1900	1857-1900	1856-1900	1855-1900	1854-1900	1853-1900	1852-1900	1851-1900	1850-1900	1849-1900	1848-1900	1847-1900	1846-1900	1845-1900	1844-1900	1843-1900	1842-1900	1841-1900	1840-1900	1839-1900	1838-1900	1837-1900	1836-1900	1835-1900	1834-1900	1833-1900	1832-1900	1831-1900	1830-1900	1829-1900	1828-1900	1827-1900	1826-1900	1825-1900	1824-1900	1823-1900	1822-1900	1821-1900	1820-1900	1819-1900	1818-1900	1817-1900	1816-1900	1815-1900	1814-1900	1813-1900	1812-1900	1811-1900	1810-1900	1809-1900	1808-1900	1807-1900	1806-1900	1805-1900	1804-1900	1803-1900	1802-1900	1801-1900	1800-1900	1799-1900	1798-1900	1797-1900	1796-1900	1795-1900	1794-1900	1793-1900	1792-1900	1791-1900	1790-1900	1789-1900	1788-1900	1787-1900	1786-1900	1785-1900	1784-1900	1783-1900	1782-1900	1781-1900	1780-1900	1779-1900	1778-1900	1777-1900	1776-1900	1775-1900	1774-1900	1773-1900	1772-1900	1771-1900	1770-1900	1769-1900	1768-1900	1767-1900	1766-1900	1765-1900	1764-1900	1763-1900	1762-1900	1761-1900	1760-1900	1759-1900	1758-1900	1757-1900	1756-1900	1755-1900	1754-1900	1753-1900	1752-1900	1751-1900	1750-1900	1749-1900	1748-1900	1747-1900	1746-1900	1745-1900	1744-1900	1743-1900	1742-1900	1741-1900	1740-1900	1739-1900	1738-1900	1737-1900	1736-1900	1735-1900	1734-1900	1733-1900	1732-1900	1731-1900	1730-1900	1729-1900	1728-1900	1727-1900	1726-1900	1725-1900	1724-1900	1723-1900	1722-1900	1721-1900	1720-1900	1719-1900	1718-1900	1717-1900	1716-1900	1715-1900	1714-1900	1713-1900	1712-1900	1711-1900	1710-1900	1709-1900	1708-1900	1707-1900	1706-1900	1705-1900	1704-1900	1703-1900	1702-1900	1701-1900	1700-1900	1699-1900	1698-1900	1697-1900	1696-1900	1695-1900	1694-1900	1693-1900	1692-1900	1691-1900	1690-1900	1689-1900	1688-1900	1687-1900	1686-1900	1685-1900	1684-1900	1683-1900	1682-1900	1681-1900	1680-1900	1679-1900	1678-1900	1677-1900	1676-1900	1675-1900	1674-1900	1673-1900	1672-1900	1671-1900	1670-1900	1669-1900	1668-1900	1667-1900	1666-1900	1665-1900	1664-1900	1663-1900	1662-1900	1661-1900	1660-1900	1659-1900	1658-1900	1657-1900	1656-1900	1655-1900	1654-1900	1653-1900	1652-1900	1651-1900	1650-1900	1649-1900	1648-1900	1647-1900	1646-1900	1645-1900	1644-1900	1643-1900	1642-1900	1641-1900	1640-1900	1639-1900	1638-1900	1637-1900	1636-1900	1635-1900	1634-1900	1633-1900	1632-1900	1631-1900	1630-1900	1629-1900	1628-1900	1627-1900	1626-1900	1625-1900	1624-1900	1623-1900	1622-1900	1621-1900	1620-1900	1619-1900	1618-1900	1617-1900	1616-1900	1615-1900	1614-1900	1613-1900	1612-1900	1611-1900	1610-1900	1609-1900	1608-1900	1607-1900	1606-1900	1605-1900	1604-1900	1603-1900	1602-1900	1601-1900	1600-1900	1599-1900	1598-1900	1597-1900	1596-1900	1595-1900	1594-1900	1593-1900	1592-1900	1591-1900	1590-1900	1589-1900	1588-1900	1587-1900	1586-1900	1585-1900	1584-1900	1583-1900	1582-1900	1581-1900	1580-1900	1579-1900	1578-1900	1577-1900	1576-1900	1575-1900	1574-1900	1573-1900	1572-1900	1571-1900	1570-1900	1569-1900	1568-1900	1567-1900	1566-1900	1565-1900	1564-1900	1563-1900	1562-1900	1561-1900	1560-1900	1559-1900	1558-1900	1557-1900	1556-1900	1555-1900	1554-1900	1553-1900	1552-1900	1551-1900	1550-1900	1549-1900	1548-1900	1547-1900	1546-1900	1545-1900	1544-1900	1543-1900	1542-1900	1541-1900	1540-1900	1539-1900	1538-1900	1537-1900	1536-1900	1535-1900	1534-1900	1533-1900	1532-1900	1531-1900	1530-1900	1529-1900	1528-1900	1527-1900	1526-1900	1525-1900	1524-1900	1523-1900	1522-1900	1521-1900	1520-1900	1519-1900	1518-1900	1517-1900	1516-1900	1515-1900	1514-1900	1513-1900	1512-1900	1511-1900	1510-1900	1509-1900	1508-1900	1507-1900	1506-1900	1505-1900	1504-1900	1503-1900	1502-1900	1501-1900	1500-1900	1499-1900	1498-1900	1497-1900	1496-1900	1495-1900	1494-1900	1493-1900	1492-1900	1491-1900	1490-1900	1489-1900	1488-1900	1487-1900	1486-1900	1485-1900	1484-1900	1483-1900	1482-1900	1481-1900	1480-1900	1479-1900	1478-1900	1477-1900	1476-1900	1475-1900	1474-1900	1473-1900	1472-1900	1471-1900	1470-1900	1469-1900	1468-1900	1467-1900	1466-1900	1465-1900	1464-1900	1463-1900	1462-1900	1461-1900	1460-1900	1459-1900	1458-1900	1457-1900	1456-1900	1455-1900	1454-1900	1453-1900	1452-1900	1451-1900	1450-1900	1449-1900	1448-1900	1447-1900	1446-1900	1445-1900	1444-1900	1443-1900	1442-1900	1441-1900	1440-1900	1439-1900	1438-1900	1437-1900	1436-1900	1435-1900	1434-1900	1433-1900	1432-1900	1431-1900	1430-1900	1429-1900	1428-1900	1427-1900	1426-1900	1425-1900	1424-1900	1423-1900	1422-1900	1421-1900	1420-1900	1419-1900	1418-1900	1417-1900	1416-1900	1415-1900	1414-1900	1413-1900	1412-1900	1411-1900	1410-1900	1409-1900	1408-1900	1407-1900	1406-1900	1405-1900	1404-1900	1403-1900	1402-1900	1401-1900	1400-1900	1399-1900	1398-1900	1397-1900	1396-1900	1395-1900	1394-1900	1393-1900	1392-1900	1391-1900	1390-1900	1389-1900	1388-1900	1387-1900	1386-1900	1385-1900	1384-1900	1383-1900	1382-1900	1381-1900	1380-1900	1379-1900	1378-1900	1377-1900	1376-1900	1375-1900	1374-1900	1373-1900	1372-1900	1371-1900	1370-1900	1369-1900	1368-1900	1367-1900	1366-1900	1365-1900	1364-1900	1363-1900	1362-1900	1361-1900	1360-1900	1359-1900	1358-1900	1357-1900	1356-1900	1355-1900	1354-1900	1353-1900	1352-1900	1351-1900	1350-1900	1349-1900	1348-1900	1347-1900	1346-1900	1345-1900	1344-1900	1343-1900	1342-1900	1341-1900	1340-1900	1339-1900	1338-1900	1337-1900	1336-1900	1335-1900	1334-1900	1333-1900	1332-1900	1331-1900	1330-1900	1329-1900	1328-1900	1327-1900	1326-1900	1325-1900	1324-1900	1323-1900	1322-1900	1321-1900	1320-1900	1319-1900	1318-1900	1317-1900	1316-1900	1315-1900	1314-1900	1313-1900	1312-1900	1311-1900	1310-1900	1309-1900	1308-1900	1307-1900	1306-1900	1305-1900	1304-1900	1303-1900	1302-1900	1301-1900	1300-1900	1299-1900	1298-1900	1297-1900	1296-1900	1295-1900	1294-1900	1293-1900	1292-1900	1291-1900	1290-1900	1289-1900	1288-1900	1287-1900	1286-1900	1285-1900	1284-1900	1283-1900	1282-1900	1281-1900	1280-1900	1279-1900	1278-1900	1277-1900	1276-1900	1275-1900	1274-1900	1273-1900	1272-1900	1271-1900	1270-1900	1269-1900	1268-1900	1267-1900	1266-1900	1265-1900	1264-1900	1263-1900	1262-1900	1261-1900	1260-1900	1259-1900	1258-1900	1257-1900	1256-1900	1255-1900	1254-1900	1253-1900	1252-1900	1251-1900	1250-1900	1249-1900	1248-1900	1247-1900	1246-1900	1245-1900	1244-1900	1243-1900	1242-1900	1241-1900	1240-1900	1239-1900	1238-1900	1237-1900	1236-1900	1235-1900	1234-1900	1233-1900	1232-1900	1231-1900	1230-1900	1229-1900	1228-1900	1227-1900	1226-1900	1225-1900	1224-1900	1223-1900	1222-1900	1221-1900	1220-1900	1219-1900	1218-1900	1217-1900	1216-1900	1215-1900	1214-1900	1213-1900	1212-1900	1211-1900	1210-1900	1209-1900	1208-1900	1207-1900	1206-1900	1205-1900	1204-1900	1203-1900	1202-1900	1201-1900	1200-1900	1199-1900	1198-1900	1197-1900	1196-1900	1195-1900	1194-1900	1193-1900	1192-1900	1191-1900	1190-1900	1189-1900	1188-1900	1187-1900	1186-1900	1185-1900	1184-1900	1183-1900	1182-1900	1181-1900	1180-1900	1179-1900	1178-1900	1177-1900	1176-1900	1175-1900	1174-1900	1173-1900	1172-1900	1171-1900	1170-1900	1169-1900	1168-1900	1167-1900	1166-1900	1165-1900	1164-1900	1163-1900	1162-1900	1161-1900	1160-1900	1159-1900	1158-1900	1157-1900	1156-1900	1155-1900	1154-1900	1153-1900	1152-1900	1151-1900	1150-1900	1149-1900	1148-1900	1147-1900	1146-1900	1145-1900	1144-1900	1143-1900	1142-1900	1141-1900	1140-1900	1139-1900	1138-1900	1137-1900	1136-1900	1135-1900	1134-1900	1133-1900	1132-1900	1131-1900	1130-1900	1129-1900	1128-1900	1127-1900	1126-1900	1125-1900	1124-1900	1123-1900	1122-1900	1121-1900	1120-1900	1119-1900	1118-1900	1117-1900	1116-1900	1115-1900	1114-1900	1113-1900	1112-1900	1111-1900	1110-1900	1109-1900	1108-1900	1107-1900	1106-1900	1105-1900	1104-1900	1103-1900	1102-1900	1101-1900	1100-1900	1099-1900	1098-1900	1097-1900	1096-1900	1095-1900	1094-1900	1093-1900	1092-1900	1091-1900	1090-1900	1089-1900	1088-1900	1087-1900	1086-1900	1085-1900	1084-1900	1083-1900	1082-1900	1081-1900	1080-1900	1079-1900	1078-1900	1077-1900	1076-1900	1075-1900	1074-1900	1073-1900	1072-1900	1071-1900	1070-1900	1069-1900	1068-1900	1067-1900	1066-1900	1065-1900	1064-1900	1063-1900	1062-1900	1061-1900	1060-1900	1059-1900	1058-1900	1057-1900	1056-1900	1055-1900	1054-1900	1053-1900	1052-1900	1051-1900	1050-1900	1049-1900	1048-1900	1047-1900	1046-1900	1045-1900	1044-1900	1043-1900	1042-1900	1041-1900	1040-1900	1039-1900	1038-1900	1037-1900	1036-1900	1035-1900	1034-1900	1033-1900	1032-1900	1031-1900	1030-1900	1029-1900	1028-1900	1027-1900	1026-1900	1025-1900	1024-1900
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Per Shippers

NAMES	RIO bags	SANTOS bags	TOTAL bags
Marion, McGraw & Co., Ltd.	4,979	—	4,979
Pinto & Co.	29,155	—	29,155
Hard, Band & Co.	52,117	51,672	103,789
Ornatel & Co.	55,523	—	55,523
Carlo Fretto & Co.	21,505	—	21,505
Gustav Trinks & Co.	15,096	—	15,096
C. Delapour	15,840	—	15,840
Clark on & Cross	1,320	—	1,320
Eugen Uriian	41,504	—	41,504
Jorge Dias & Irmao	590	—	590
Zenna, Ramos & Co.	4,558	—	4,558
Siqueira & Co.	5,493	—	5,493
Theodor Wille & Co.	48,128	122,575	170,703
M. P. Teixeira	1,074	—	1,074
Castro Silva & Co.	2,815	—	2,815
John Moore & Co.	590	—	590
Romaneur & Co.	200	—	200
Roberto de Aguiar	5,500	—	5,500
Karl Valais Junior & Co.	200	—	200
Pierre Prades & Co.	500	—	500
Prado Chaves & Co.	—	83,506	83,506
Neumann, Gepp & Co., Ltd.	—	69,729	69,729
Michelsen Wright & Co., Ltd.	—	69,675	69,675
E. Johnston & Co., Ltd.	—	68,756	68,756
Baldwin & Co.	—	56,610	56,610
Arbuckle & Co.	—	51,750	51,750
Barbosa & Co.	—	48,342	48,342
S. F. e J. Franco Bracilense	—	45,835	45,835
Halvorby, Ellis & Co.	—	40,377	40,377
Kosack & Co.	—	38,579	38,579
Krauch & Co.	—	35,374	35,374
Mc. Laughlin & Co.	—	18,784	18,784
Levy Alvaro & Co.	—	15,045	15,045
Zerrenner, Bilow & Co.	—	10,584	10,584
Godefrado da Fonseca & Co.	—	8,254	8,254
Raphael Sampaio & Co.	—	2,601	2,601
Diegues Perreira & Co.	—	2,000	2,000
Schmidt & Trost	—	1,785	1,785
F. Mattarazo & Co.	—	1,574	1,574
Malta Cerqueira & Co.	—	1,300	1,300
Alves Lima & Co.	—	775	775
B. Alves Toledo & Co.	—	510	510
Cunha Bueh & Co.	—	250	250
Sundry	1,399	1,181	3,080
Total 1907	818,035	840,922	1,658,957

Per Shipping Companies

NAMES	RIO bags	SANTOS bags	TOTAL bags
Royal Mail Steam Packet Company	21,579	21,915	43,494
Lamport & Holt Line	140,910	135,320	276,230
Lloyd Brasileiro	7,329	40	7,369
La Veloce	5,499	1,306	6,805
C. Commercio e Navegacao	6,499	—	6,499
Hamburg-Sadamerikanische D. G.	9,430	190,151	199,581
C. Navegacao "Costeira"	7,138	—	7,138
Messageries Maritimes	38,764	169,579	208,343
Hamburg Amerika Line	810	—	810
Pacific Steam Navigation Company	12,501	1,590	14,091
Societe Generale de Transports Maritimes	14,554	64,402	78,956
Nord Lloyd	15,241	29,629	44,870
Lloyd Austrian	1,500	—	1,500
Lloyd Italian	7,519	80,026	87,545
Chargeurs Reunis	8,132	60,125	68,257
Prince Line	4,250	928	5,178
N. G. Italian	11,305	18,022	29,327
Adria	—	1,592	1,592
C. de Navegacao "Italia"	—	1,893	1,893
Lineas del Sud America "Zino"	—	10,012	10,012
C. N. Transatlantica	1,254	75,730	77,984
Sundry	—	—	—
Total 1907	818,035	840,922	1,658,957

OUR OWN STOCK

RIO: Stock on January 31	394,549
Entries during week ended February 7	70,754
Loaded (Embarques) for the week	465,313
Stock in Rio on February 7	415,870
Stock at Niteroy and Affont on January 31	80,002
Entries at Niteroy plus total embarques including transit	83,068
Stock at Niteroy and Affont on February 7	163,970
Deduct: embarques at Niteroy and enillings during the week	98,217
Stock at Niteroy and Affont on February 7	65,753
Stock in 1st and 2nd hands and those at Niteroy and Affont on February 7	481,623
SANTOS: Stock on January 31	1,400,867
Entries for week ended February 7	85,868
Loaded during same week	1,486,675
Stock in Santos on February 7	131,165
Stock in Santos on February 7th, 1908	1,355,570
do do on January 31st, 1908	1,937,103
do do on February 8th, 1907	2,875,238
do do on February 8th, 1907	3,514,957

FOREIGN STOCKS

	Feb. 1/1908	Jan. 25/1907	Feb. 2/1907
United States Ports	3,388,000	3,498,000	3,370,100
Santos	3,320,000	3,339,000	2,332,000
Both	6,708,000	6,837,000	5,702,100
Deliveries United States	131,000	122,000	111,000
Deliveries Santos	3,811,000	3,864,000	2,903,000

COFFEE PRICE CURRENT  
For the week ended February 7th, 1908

DESCRIPTION	February 1	Feb. 3	Feb. 4	Feb. 5	Feb. 6	Feb. 7	Average
<b>RIO—</b>							
Market N.6. 10 kilos	3.744	3.744	3.744	3.744	3.744	3.744	3.744
" N.7. " "	3.813	3.813	3.813	3.813	3.813	3.813	3.813
" N.8. " "	3.640	3.640	3.640	3.640	3.640	3.640	3.640
" N.9. " "	3.608	3.608	3.608	3.608	3.608	3.608	3.608
" N.10. " "	3.404	3.404	3.404	3.404	3.404	3.404	3.404
" N.11. " "	3.472	3.472	3.472	3.472	3.472	3.472	3.472
" N.12. " "	3.356	3.356	3.356	3.356	3.356	3.356	3.356
<b>SANTOS—</b>							
Superior per 10 kilos	4.300	4.300	4.400	4.400	4.400	4.400	4.367
Good Average	4.000	4.000	4.100	4.100	4.100	4.100	4.067
<b>N. YORK per lb.</b>							
Spot N.7. cont.	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6.35
" N.8. " "	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6.30
<b>Options</b>							
" March	6.10	6.05	6.05	6.10	6.10	6.10	6.08
" May	6.20	6.15	6.15	6.15	6.15	6.15	6.15
" Sept	6.40	6.35	6.35	6.35	6.35	6.35	6.35
<b>SAVING per 50 kilos</b>							
<b>Options</b>							
" March	43.25	43.00	43.50	43.25	43.50	43.50	43.38
" May	43.25	43.00	43.50	43.25	43.50	43.50	43.38
" Sept	43.25	43.25	43.75	43.50	43.75	43.50	43.50
<b>LONDON per cent.</b>							
<b>Options</b>							
" March	81/-	81/-	81/-	81/-	81/-	81/-	81/-
" May	81/8	81/8	81/8	81/8	81/8	81/8	81/8
" Sept	82/8	82/8	82/8	82/8	82/8	82/8	82/8

SALES OF COFFEE for the week ending

	Feb. 7, 1908	Jan. 31, 1908	Feb. 8, 1907
Rio	69,000	67,000	88,000
Santos	116,498	118,284	224,400
Total	185,498	185,284	312,400

HOURS OF RAINFALL

(By favour of the Leopoldina Railway)

JAN. AND FEB.	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	TOTAL
<b>STATIONS</b>	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	Light
S. Francisco Xavier	—	—	—	—	—	—	—	24
Pilar	—	—	—	—	—	—	—	24
Matã	—	—	—	—	—	—	—	40
Rua da Serra	—	—	—	—	—	—	—	10
Petropolis	—	—	—	—	—	—	—	20
Araruama	—	—	—	—	—	—	—	20
S. José do Rio Preto	—	—	—	—	—	—	—	10
Entre Rios	—	—	—	—	—	—	—	22
Serraria	—	—	—	—	—	—	—	47
Socego	—	—	—	—	—	—	—	21
Bicas	—	—	—	—	—	—	—	85
Paraná de Campos	—	—	—	—	—	—	—	21
Guanary	—	—	—	—	—	—	—	8
Ligação	—	—	—	—	—	—	—	53
S. Geraldo	—	—	—	—	—	—	—	72
Teixeira	—	—	—	—	—	—	—	56
P. Nova	—	—	—	—	—	—	—	52
Santa	—	—	—	—	—	—	—	11
Niteroy	—	—	—	—	—	—	—	1
P. das Caixas	—	—	—	—	—	—	—	1
Cachoeira	—	—	—	—	—	—	—	15
Th. de Oliveira	—	—	—	—	—	—	—	45
Prilongo	—	—	—	—	—	—	—	24
Somidouro	—	—	—	—	—	—	—	46
Porto Novo	—	—	—	—	—	—	—	24
V. Grande	—	—	—	—	—	—	—	24
Recreio	—	—	—	—	—	—	—	24
Palma	—	—	—	—	—	—	—	24
Patrocinio	—	—	—	—	—	—	—	16
Forquilha	—	—	—	—	—	—	—	14
Santa Lúcia	—	—	—	—	—	—	—	14
S. Paulo	—	—	—	—	—	—	—	26
Leopoldina	—	—	—	—	—	—	—	24
Cataguanas	—	—	—	—	—	—	—	24
Mirahy	—	—	—	—	—	—	—	48
Cordeiro	—	—	—	—	—	—	—	48
Mucuro	—	—	—	—	—	—	—	24
Tres Irmaos	—	—	—	—	—	—	—	17
Parakona	—	—	—	—	—	—	—	17
Capivary	—	—	—	—	—	—	—	24
Indayana	—	—	—	—	—	—	—	24
Macabé	—	—	—	—	—	—	—	24
Glycerio	—	—	—	—	—	—	—	24
C. Araruna	—	—	—	—	—	—	—	24
Triunfo	—	—	—	—	—	—	—	24
M. Moraes	—	—	—	—	—	—	—	24
Campos	—	—	—	—	—	—	—	24
S. Braga	—	—	—	—	—	—	—	24
Atafona	—	—	—	—	—	—	—	24
Muranda	—	—	—	—	—	—	—	24
Mugny	—	—	—	—	—	—	—	24
M. Freitas	—	—	—	—	—	—	—	24
Paraiso	—	—	—	—	—	—	—	24
Isipiruna	—	—	—	—	—	—	—	24
S. Fidals	—	—	—	—	—	—	—	24

## Sugar Market

The following are the closing quotations at Rio on February 8th for Campos, Sergipe, Pernambuco and Bahia.

	Campos	Sergipe	Pernambuco	Bahia
White Crystal.....	520-530	540-550	520-540	520-540
Yellow crystal.....	—	—	440-450	—
Mascavinhos.....	—	400-450	—	—
Mascavo good.....	—	330	330	—
" regular.....	—	310-320	310-320	—
" medium.....	—	—	—	—
Segundo facto.....	—	—	—	—
White usina.....	—	—	520-540	—
White 3 <sup>rd</sup> cut.....	—	—	420-440	—
Somenos.....	—	—	—	37,744 bags.
Clearances ditto.....	—	—	—	28,352 "
Stock.....	—	—	—	273,798 "

— Market firm.

## Cotton

**Cotton Crops and Consumption.** Now that the American cotton crop is gradually coming to hand a better idea can be obtained of what will be the total actually available, but it cannot be said that there are any indications that the estimates generally accepted are too low. Messrs. Neill Brothers, in their latest circular, while adhering to their former figure of 11,600,000 bales, point out that the ginning returns, is from the extent of deliveries so far, and also from the ginning returns, is that this total is more likely to be above than below the actual figure. At the same time, spinners' takings have been well maintained, the only falling off in consumption being in the United States. So far as can be gathered, they add, the existing supply of American cotton is 1,130,000 bales smaller than a year ago and 152,000 bales smaller than in 1905, notwithstanding the intervention of last year's huge crop.

The Financial Times.

## Shipping

## ARRIVALS AT THE PORT OF SANTOS

During the week ended February 7th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Feb. 1	Alexandria.....	Brazilian	S. S.	800	Pernambuco
1	Kingland.....	British	do	1,506	Swansea
2	Cap. Roca.....	German	do	3,960	Hamburg
2	Tamar.....	British	do	2,065	Havre
2	Paraná.....	Brazilian	do	893	Rio de Janeiro
3	Ravenna.....	Italian	do	2,458	Buenos Aires
3	Atenas.....	do	do	1,765	Genoa
3	João Gallart.....	do	do	2,314	Barcelona
3	Novi do Sul.....	British	do	2,428	New York
4	Italia.....	French	do	2,472	Buenos Aires
4	Guaraná.....	German	do	1,915	Rio G. do Sul
4	Corinthios.....	French	do	3,016	Buenos Aires
4	Horace.....	British	do	2,133	do
4	Campania.....	Italian	do	5,618	Genoa
5	Guanabara.....	Brazilian	do	829	Rio de Janeiro
5	Calcutta.....	do	do	516	Rio G. do Sul
5	Danube.....	British	do	3,312	Southampton
5	Corrientes.....	German	do	2,409	New York
5	Cromarty.....	British	do	1,742	Rio de Janeiro
5	Amazonas.....	Brazilian	do	925	Manaus
5	Florianopolis.....	do	do	570	R. G. do Sul
5	Aracaty.....	do	do	531	Rio de Janeiro
6	Goraz.....	do	do	790	do
6	Victorima.....	do	do	201	Florianopolis
6	Cordova.....	Italian	do	3,902	Genoa
6	Lealia.....	do	do	3,560	do
6	Walf.....	Brazilian	Schooner	64	Itajubá
6	Falga.....	British	S. S.	2,307	Antwerp
7	Sirio.....	Brazilian	do	554	Rio de Janeiro
7	D. Rodolpho.....	do	Schooner	47	Tijucas

## SAILINGS FROM THE PORT OF SANTOS

During the week ended February 7th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Feb. 1	Byron.....	British	S. S.	2,620	New York
1	Strathmore.....	do	do	2,341	R. G. do Sul
1	Alexandria.....	Brazilian	do	800	Rio de Janeiro
1	Tilman.....	British	do	2,897	New Orleans
1	Ravenna.....	Italian	do	2,458	Genoa
1	Paraná.....	Brazilian	do	893	Antonia
1	Gaspe.....	British	Schooner	243	Barbados
1	João Gallart.....	Spanish	S. S.	2,314	Buenos Aires
1	Quilwell.....	French	do	2,472	Marseilles
1	Danube.....	British	do	3,016	Bordeaux
1	Newton.....	do	do	3,312	Buenos Aires
1	Guanabara.....	Brazilian	do	1,588	New Orleans
1	Coblenz.....	German	do	829	Itajubá
1	Campania.....	Italian	do	2,409	Buenos Aires
1	Norddeutscher.....	British	do	5,618	Buenos Aires
1	Sirio.....	Brazilian	do	2,621	La Plata
1	Florianopolis.....	do	do	516	Rio de Janeiro
1	Aracaty.....	do	do	570	do
1	Dresden.....	German	Barque	1,048	New Orleans
1	Cordova.....	Italian	S. S.	5,002	Buenos Aires
1	Goraz.....	German	do	1,163	New York
1	Goyaz.....	Brazilian	do	201	Rio de Janeiro
1	Victorima.....	do	do	790	do
1	Walf.....	British	do	925	Paraná
1	Strathmore.....	British	do	1,752	Buenos Aires
1	Kingland.....	do	do	1,506	R. G. do Sul
1	Cap. Roca.....	Brazilian	do	3,960	do
1	Atenas.....	Italian	do	1,765	Buenos Aires
1	Cromarty.....	British	Schooner	24	Tijucas

## ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ended February 7th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Feb. 1	Elbe.....	German	S. S.	2,326	Antwerp
1	Atenas.....	Italian	do	1,974	Genoa
1	João Gallart.....	Spanish	do	2,458	Barcelona
1	Carangola.....	Brazilian	do	248	Rio de Janeiro
1	Atenas.....	do	do	221	Santos
1	Tucuman.....	German	do	3,008	do
1	Dous Amigos.....	Brazilian	Schooner	34	Cabo Frio
1	Oceano.....	do	S. S.	542	Maceió
2	Gama II.....	do	Schooner	54	Cabo Frio
2	Byron.....	British	S. S.	2,620	Santos
2	Planeta.....	Schooner	do	37	Cabo Frio
3	Atenas.....	French	S. S.	2,962	Bordeaux
3	Campania.....	Italian	do	5,618	Genoa
3	Moravia.....	Austrian	do	2,268	Trieste
3	Concordia.....	French	do	1,767	Havre
3	Monte Alegre.....	Brazilian	Schooner	120	Itapassoma
3	Danube.....	British	S. S.	3,313	Southampton
3	Alexandria.....	Brazilian	do	817	Paraná
4	Pará.....	do	do	2,007	Manaus
4	Oreana.....	British	do	4,523	Liverpool
4	Erlangen.....	German	do	3,337	Bremen
4	Esperança.....	Brazilian	do	439	Aracaty
4	Leuther Range.....	British	do	2,468	Cardiff
4	Tun.....	do	do	2,637	Santos
4	Fidelidade.....	Brazilian	do	259	S. João da Barra
5	Corinthios.....	French	do	3,017	Buenos Aires
5	Itale.....	do	do	2,133	do
5	Sabid.....	British	do	1,747	Rosario
5	Calcutta.....	Belgian	do	2,450	Antwerp
5	Aldersgate.....	British	do	2,364	do
5	Cordova.....	Italian	do	3,002	Genoa
5	Murinho.....	Brazilian	do	394	Porto Alegre
5	Atenas.....	do	do	304	Aracaty
5	Itaperuna.....	do	do	718	Porto Alegre
5	Planeta.....	do	do	678	Manaus
5	Oreana.....	British	do	3,443	Valparaíso
5	Saturno.....	Brazilian	do	513	R. G. do Sul
5	Aldgate.....	British	do	2,268	Cardiff
5	Coblenz.....	German	do	2,001	Santos
5	Esperança.....	Brazilian	Schooner	16	S. Francisco
5	Komana.....	do	do	400	Itajubá
5	Florianopolis.....	do	S. S.	518	Buenos Aires
5	Craighall.....	British	do	2,867	Glasgow
5	Newton.....	do	do	1,588	Santos
5	Stegmann.....	German	do	1,913	New York
5	Rugia.....	do	do	4,139	Hamburg
5	Verdi.....	British	do	3,160	New York
5	Guthrie.....	German	do	7,916	R. G. do Sul
5	Victoria.....	Brazilian	do	431	Dezterro

## SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ended February 7th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Jan. 1	Maranhão.....	Brazilian	S. S.	1,303	Manaus
1	Caledonia.....	British	do	1,717	Bahia Blanca
1	Teixeira Inha.....	Brazilian	do	257	Rio de Janeiro
1	A. Alexandria.....	British	do	1,232	Buenos Aires
1	Cap. Roca.....	German	do	3,960	Santos
1	Tamar.....	British	do	2,065	do
1	Itajubá.....	Brazilian	do	707	Porto Alegre
2	Parkgate.....	British	do	2,050	Antwerp
2	Atenas.....	Italian	do	1,974	Buenos Aires
2	Norddeutscher.....	Norwegian	do	2,428	La Plata
2	João Gallart.....	Brazilian	do	2,458	do
2	Univas.....	do	do	650	Maceió
2	Cuba.....	do	do	1,050	Porto Alegre
2	Maroim.....	do	do	925	do
2	Amazonas.....	do	do	527	Paraná
3	Magellan.....	French	do	3,962	Buenos Aires
3	Campania.....	British	do	5,618	do
3	Tucuman.....	German	do	3,008	Hamburg
3	Guanabara.....	Brazilian	do	829	Itajubá
3	Ternero.....	Argentine	do	938	Paraná
3	Cromarty.....	British	do	1,751	Santos
3	Aracaty.....	Brazilian	do	631	do
3	Danube.....	do	do	3,313	Buenos Aires
3	Oreana.....	do	do	4,523	Valparaíso
3	Graciana.....	do	do	2,780	Bahia Blanca
3	Folgate.....	do	do	2,307	Santos
3	Corrientes.....	German	do	2,409	do
3	Goyaz.....	Brazilian	do	2,001	Hamburg
3	Paraná.....	German	do	1,819	Hamburg
3	Mossoro.....	Brazilian	do	824	Mossoro
3	Priestfield.....	British	do	2,612	Bahia Blanca
3	Silvia.....	do	do	2,290	do
3	Pensamento Feliz.....	Brazilian	Schooner	24	Cabo Frio
3	Corinthios.....	French	S. S.	3,017	Bordeaux
3	Byron.....	British	do	2,620	New York
3	Itale.....	French	do	2,133	Genoa
3	Cordova.....	Italian	do	3,002	Buenos Aires
3	Sirio.....	Brazilian	do	930	Porto Alegre
3	Itanema.....	do	do	558	do
3	Gloria.....	do	do	253	Itajubá
3	Oropesa.....	British	do	2,587	New Orleans
3	Titan.....	do	do	2,378	Santos
3	Swedish Prince.....	do	do	2,001	Bremen
3	Coblenz.....	German	do	2,001	Hamburg
3	Atenas.....	Brazilian	do	804	Victoria
3	Elbe.....	German	do	2,326	R. G. do Sul
3	Craighall.....	British	do	2,867	S. Vicente
3	Moravia.....	Austrian	do	2,268	Santos
3	Esperança.....	Brazilian	do	469	Aracaty
3	Santa Lucia.....	German	do	2,701	Santos

PURGEN — The ideal aperient

## CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDING FEBRUARY SIX, 1908

	Rio	Santos
Amsterdam.....	17/6 & 5/10	20/- & 5/10
Aden via Trieste.....	50/- & 5/10	50/- & 5/10
Antwerp 1,000 kilos.....	17/6 & 5/10	17/6 & 5/10
Alexandria.....	54 fms. in full.	54 fms. in full.
Alcázar.....	50 fms. in full.	50 fms. in full.
Algiers via Marseilles.....	53 fms. in full.	48 1/2 fms. & 10/10
Almeria.....	50 fms. in full.	50 fms. in full.
Aguilón.....	73.50 fms. in full.	76 1/2 fms. in full.
Bamberg.....	76 fms. in full.	84 fms. & 10/10
Barcelona.....	35 fms. in full.	38 1/2 fms. in full.
Batavia.....	56.50 fms. in full.	54.50 fms. in full.
Bremen.....	17/6 & 5/10	17/6 & 5/10
Bordeaux 900 kilos.....	40 fms. & 10/10	40 fms. & 10/10
Bombay via Trieste.....	60/- & 5/10	60/- & 5/10
Brazil.....	57.75 fms. in full.	57.75 fms. in full.
Brisbane.....	62 fms. in full.	62 fms. in full.
Buenos Ayres per bag. 60 kilos.....	18200	18500
Bayreuth.....	56.50 fms. in full.	56.50 fms. in full.
Cadix (Spain) line.....	35 fms. & 10/10	35 fms. & 10/10
Calcutta via Trieste.....	55/- & 5/10	55/- & 5/10
Canton.....	50 fms. in full.	50 fms. in full.
Cebu.....	50/- & 5/10	50/- & 5/10
Colon.....	55.25 fms. in full.	55.25 fms. in full.
Cornwall.....	60 1/2 fms. in full.	60 1/2 fms. in full.
Courmoult.....	53.50 fms. in full.	53.50 fms. in full.
Cebu.....	55.25 fms. in full.	55.25 fms. in full.
Cebu.....	28/5 in full.	28/5 in full.
Cebu.....	26/- in full.	20/- & 5/10
Cebu.....	52.75 fms. in full.	52.75 fms. in full.
Cebu.....	40/- & 5/10	35/- & 5/10
Cebu.....	57.75 fms. in full.	57.75 fms. in full.
Cebu.....	40 fms. & 10/10	40 fms. & 10/10
Cebu.....	55.25 fms. in full.	55.25 fms. in full.
Cebu.....	56.50 fms. in full.	56.50 fms. in full.
Cebu.....	17/6 & 5/10	17/6 & 5/10
Cebu.....	30 fms. & 10/10	25 fms. & 10/10
Cebu.....	60/- & 5/10	60/- & 5/10
Cebu.....	65/- & 5/10	65/- & 5/10
Cebu.....	35/- & 5/10	35/- & 5/10
Cebu.....	30/- & 5/10	25/- & 5/10
Cebu.....	35 fms. & 10/10	38.50 fms.
Cebu.....	53 fms. in full.	58 fms. & 10/10
Cebu.....	40 fms. & 10/10	40 fms. & 10/10
Cebu.....	50 fms. in full.	50 fms. in full.
Cebu.....	57.75 fms. in full.	57.75 fms. in full.
Cebu.....	18200	18200
Cebu.....	50 fms. in full.	58 fms. & 10/10
Cebu.....	45 fms. in full.	48 1/2 fms. & 10/10
Cebu.....	10/- & 5/10	10/- & 5/10
Cebu.....	10/- & 5/10	10/- & 5/10
Cebu.....	55.25 fms. in full.	55.25 fms. in full.
Cebu.....	53 fms. in full.	56 fms. & 10/10
Cebu.....	60/- & 5/10	60/- & 5/10
Cebu.....	50 fms. in full.	55.25 fms. in full.
Cebu.....	52.75 fms. in full.	52.75 fms. in full.
Cebu.....	54 fms. in full.	54 fms. in full.
Cebu.....	50 fms. in full.	50 fms. in full.
Cebu.....	65/- & 5/10	65/- & 5/10
Cebu.....	52.75 fms. in full.	52.75 fms. in full.
Cebu.....	30/- & 5/10	30/- & 5/10
Cebu.....	60 fms. in full.	60 fms. in full.
Cebu.....	55.25 fms. in full.	55.25 fms. in full.
Cebu.....	52.75 fms. in full.	52.75 fms. in full.
Cebu.....	56.50 fms. in full.	56.50 fms. in full.
Cebu.....	58/5 in full.	58/5 in full.
Cebu.....	50 fms. in full.	50 fms. in full.
Cebu.....	55.25 fms. in full.	55.25 fms. in full.
Cebu.....	40/- & 5/10	35/- & 5/10
Cebu.....	53 fms. in full.	53 fms. in full.
Cebu.....	50 fms. in full.	50 fms. in full.
Cebu.....	47/6 5/10	47/6 5/10
Cebu.....	55.25 fms. in full.	55.25 fms. in full.
Cebu.....	52 fms. in full.	40 fms. & 5/10
Cebu.....	56.50 fms. in full.	38.50 fms.
Cebu.....	65/- & 5/10	65/- & 5/10
Cebu.....	58/5 in full.	58/5 in full.

## SOUTH AFRICA

Algoa Bay	via New York.....	42/6 & 5/10	} per ton of 1,000 kilos
Capetown	via Southampton.....	42/6 & 2 1/2 %	
Capetown	via Hamburg.....	42/6 & 2 1/2 %	
Beira	via Hamburg.....	58/6 in full.	}
Beira	via Southampton.....	78/6 in full.	
Beira	via Antwerp or Bremen.....	70/- & 5/10	
Mossel Bay	via New York.....	50/- & 5/10	}
Mossel Bay	via Southampton.....	50/- & 2 1/2 %	
Mossel Bay	via Hamburg.....	50/- & 2 1/2 %	
East London	via New York.....	50/- & 5/10	}
East London	via Southampton.....	50/- & 2 1/2 %	
East London	via Hamburg.....	50/- & 2 1/2 %	
Durban	via New York.....	50/- & 5/10	}
Durban	via Southampton.....	42/6 & 2 1/2 %	
Durban	via Hamburg.....	42/6 & 2 1/2 %	

Delagoa Bay	via New York.....	70/- & 5/10
Delagoa Bay	via Southampton.....	70/- & 2 1/2 %
Delagoa Bay	via Hamburg.....	70/- & 2 1/2 %
Delagoa Bay	via Bremen.....	70/- & 2 1/2 %
Delagoa Bay	via Buenos Aires.....	42/6 in full.
Delagoa Bay	via Algoa Bay.....	42/6 in full.
Delagoa Bay	via Cape Town.....	42/6 in full.
Delagoa Bay	via Durban.....	42/6 in full.
Delagoa Bay	via East London.....	47/6 in full.
Delagoa Bay	via Trieste.....	55/- & 5/10
Delagoa Bay	via Delagoa Bay.....	55/- & 5/10
Delagoa Bay	via Durban.....	55/- & 5/10

\* To Delagoa Bay & Beira the freights must be paid here or in Hamburg.  
 \*\* Royal Mail Steamers in combination with Humberline.  
 \*\*\* Conference rates via Marseilles, and Genoa or Trieste.

## WEST COAST PORTS

Punta Arenas.....	45/- & 5/10	45/- & 5/10
Corral.....	60/- & 5/10	60/- & 5/10
Coronel.....	45/- & 5/10	45/- & 5/10
Caldern.....	50/- & 5/10	50/- & 5/10
Taital.....	50/- & 5/10	50/- & 5/10
Antofagasta.....	50/- & 5/10	50/- & 5/10
Iquique.....	50/- & 5/10	50/- & 5/10
Coquimbo.....	50/- & 5/10	50/- & 5/10
Talcahuano.....	45/- & 5/10	45/- & 5/10
Callao.....	50/- & 5/10	50/- & 5/10
Valparaiso.....	45/- & 5/10	45/- & 5/10
do (option).....	47/6 & 5/10	47/6 & 5/10

## FOREIGN VESSELS AFLOAT

IN RIO DE JANEIRO HARBOUR

on February 7th, 1908

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Dec. 20	Sobram..... Tons 1,541	May 19	Narcissus..... Tons 1,208
Jan. 13	Kassala..... 2,498	Aug. 2	Bolgen..... 806
26	Chaucer..... 1,757	14	Hana..... 1,880
26	Buffon..... 1,459	Sept. 24	Alba..... 1,488
26	Belland..... 1,770	Nov. 17	Alarica..... 2,187
27	Samara..... 2,630	Dec. 4	Canada..... 877
28	Roselli..... 4,120	15	Emilia..... 907
Feb. 8	Concordia..... 1,167	21	Odd..... 2,081
8	Erlangen..... 3,337	Jan. 5	Kings Country..... 198
8	Leuther Rong..... 2,428	26	Alarica..... 898
8	Sabia..... 1,167	28	Tatiana..... 741
8	Calderon..... 2,650	31	Albatros..... 741
8	Aldersgate..... 2,364		
8	Aldgate..... 2,208		
8	Newton..... 1,688		
8	Siegmund..... 1,913		
8	Rugia..... 4,180		
8	Verdi..... 4,180		
8	Gulivane..... 1,916		
Total—Tons 45,451		Total—Tons 11,948	

## IN SANTOS HARBOUR

on February 7th, 1908

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Jan. 12	New Curn..... Tons 2,325		
21	Mecklenburg..... 1,683		
26	Lynfield..... 1,835		
8	Dacia..... 2,301		
Feb. 2	Cap Roca..... 3,900		
2	Tamar..... 2,065		
4	Horace..... 2,133		
5	Corrientes..... 2,480		
6	Lealia..... 2,560		
6	Falgate..... 2,907		
Total—Tons 28,577		NONE	

## THE FREIGHT MARKET

British. Fairplay, of January 16th says:—

There is no improvement to report in the condition of the freight market, and in fact we should be inclined to describe it as rather weaker, for in more than one direction lower rates have been accepted.

Coal rate from Wales to Rio is 9s. 3d. to 9s. 6d.

The s.s. *Hildawell* has been fixed from Glasgow to Rio at 10s.

Undoubtedly shippers have been squeezed for prompt loading boats, the inevitable consequence being that rates have continued very firm and rising. Moreover shippers seem to have under-estimated requirements all round, in fact it may be said that the whole market has been taken by surprise, the way in which the grain is flowing into ports and the improved working of these ports being far greater than was anticipated even by the most optimistic.

Business to Brazil is gradually growing brisker, but competition prevents the screw being put on, rates remaining at the same level as heretofore.

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 Farnaguá 12/-, to Rio Grande 12/-, to Santos 12/-, to Rio 12/-.

With the usual 1/- to 2/- extra from up-river ports. The Times of Argentina, January 27th 1907.

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

Per S. E. Dacia.....	for Hamburg.....	3,250 bags of coffee
.....	.....	6,000 .....
.....	.....	3,175 .....
.....	.....	1,375 .....
.....	.....	2,750 .....
.....	.....	500 .....

# Railway News and Enterprise

## SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date		
	1908	1907	Week or Month	1907	1907	1906	
Paulista	100	110	Nov.....	28,750	91,038	854,128	810,821
			Dec.....	49,068	35,488	897,791	892,279
Leopoldina	1,475	1,420	Feb. 1st	28,300	17,361	121,440	82,519

\* Earnings reported in pounds, £ in millions.

—The Minister of Public Works has authorised the S. Paulo—Rio Grande Railway to deposit with the Société Générale sums amounting to £65,130 and £66,850, being balances of capital approved for the construction of the section, 144 kilometres long, on the line from S. Francisco to the top of the Serra do Paraná and of the section from Jaguarahyba to Itararé on the trunk line.

—The new bridge over the River Parahyba on the Leopoldina Railway has just been tested and is now ready for traffic. The bridge is 330 metres long and has five arches, each 55 metres in extent.

—By decree No. 6,837 of January 30th the plans for the third and last section of the extension of the Central of Brazil Railway from Lassance to Pirapora were approved. The section is about 90 kilometres long and runs in the valley of the Rio das Velhas rising to a maximum elevation of 559 metres. It is estimated that the amount of earth to be employed will be 327,588 cubic metres or 3,636 cubic metres per kilometre. Fifteen bridges will have to be built varying in length from 42 metres to six metres. The number of stations to be constructed is four and the cost of the work is estimated at 3,817,437,305 or 42,376,089 per kilometre. The Administration hope, however, for various reasons, such as the employment of the old narrow gauge rails from the S. Paulo section and the replacing of estimates for rolling stock to reduce the cost to 2,586,509 or 28,711,879 per kilometre.

—Leopoldina Railway. Entries of coffee for the season up to February 7th amounted to 1,232,850 bags, of which the Leopoldina carried 1,426,794 bags, the Central 635,257, and 150,799 came coastwise. The traffic returns of the Leopoldina for the week ended February 1st show an increase of 179,000, equivalent to £10,998 compared with last year, making the aggregate increase since 1st January 1908, £38,927.

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**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).  
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Maranhão	Victorin	Satellite
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Sao Salvador	Estrella	Iria
Pernambuco	Fagundes Varella	Assis
Paraná	Grão Pará	Guarara
Brasília	Diamantino	Luzia
Matto Grosso	Mercedes	Noad
Março	Rapido	Napentim
Coripe	Rio Verde	Caby

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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.

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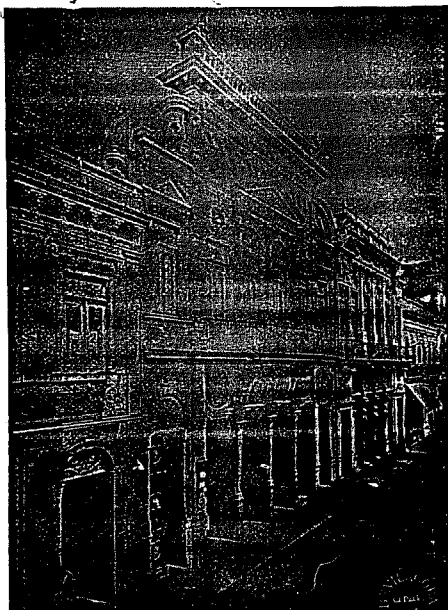
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