

The Brazilian Review

VOL. XI

RIO DE JANEIRO, TUESDAY, FEBRUARY 25TH, 1908

No. 8

Neuchatel Asphalte Company, Limited

RUA SENADOR VERGUEIRO No. 67

HEAD OFFICE—LONDON

RIO DE JANEIRO

P. O. Box 1,185

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),

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MONTE-VIDEO, BUENOS AIRES,

ROSARIO DE SANTA FE, MENDOZA,

VALPARAISO, SANTIAGO,

CONCEPCION, LA SERENA,

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The Western Telegraph Co., Ltd.,

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AVENUE MARX, 61,

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AND

19, RUE HENRI MAUS (BOURSE),

BRUSSELS.

KESTER WILSON SEFTON

Caixa 13 PORTO ALEGRE

2 DUPLEXED
TRANS-
ATLANTIC
CABLES.

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AT ABOVE CABLE STATIONS

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GREAT BRITAIN,	Fr. 5.00
FRANCE, GERMANY,	Fr. 5.45
HOLLAND, BELGIUM,	Fr. 5.35
PORTUGAL,	Fr. 5.30
AIN, X,	Fr. 5.20
ITALY,	Fr. 6.05
UNITED STATES,	Fr. 5.75
HAVANA,	Fr. 4.32
AZORES,	Fr. 6.45
ST VINCENT (CdeV),	Fr. 5.15
SENEGAL,	Fr. 7.50
CANARIES,	Fr. 7.50
CAPE COLONY,	Fr. 8.16
INDIA,	Fr. 8.37
SYDNEY (N.S.W.),	
LAGOS (W.AFRICA)	

THE CABLE CHARGES TO ALL PLACES IN
BRAZIL, URUGUAY, ARGENTINA, CHILI, PERU,
BOLIVIA, AND OTHER PARTS OF THE WORLD
CAN BE OBTAINED UPON APPLICATION AT THE COMPANY'S STATIONS.

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
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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.

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Third Page.....	1 3 0	1 7 0	1 10 0	1 14 0	1 17 0
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Front Page of Cover.....	9 inches by 8 1/4 inches
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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., 36 Ouvidor.

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
FOR EUROPE			
Feb. 26	Esmeralda	Messageries Maritimes	Bordeaux
26	Amazon	Royal Mail	Southampton
Mar. 4	Thames	Messageries Maritimes	Bordeaux
4	Amazona	P. S. N. C.	Liverpool
5	Oravia	Royal Mail	Southampton
11	Aragon	P. S. N. C.	Liverpool
17	Orousa	Royal Mail	Southampton
18	Clyde	Messageries Maritimes	Bordeaux
18	Chili	Royal Mail	Southampton
26	Aranguaya	do	do
April 1	Nile	Messageries Maritimes	Bordeaux
1	Atlantique	P. S. N. C.	Liverpool
2	Oriana	Royal Mail	Southampton
8	Avon	P. S. N. C.	Liverpool
14	Orissa	Royal Mail	Southampton
15	Danube	Messageries Maritimes	Bordeaux
15	Cardiffre	do	do
FOR THE RIVER PLATE AND PACIFIC			
Mar. 2	Chili	Messageries Maritimes	B. A.
3	Clyde	Royal Mail	Valparaiso
3	Pacific s.s.	P. S. N. C.	do
9	Aranguaya	Royal Mail	do
15	Atlantique	Messageries Maritimes	do
17	Nile	P. S. N. C.	Valparaiso
18	Pacific s.s.	Royal Mail	H. A.
25	Avon	Messageries Maritimes	do
30	Cardiffre	P. S. N. C.	Valparaiso
31	Pacific s.s.	Royal Mail	B. A.
April 6	Danube	do	do
6	Amazon	Messageries Maritimes	do
12	Magellan	Royal Mail	do
14	Thames	P. S. N. C.	Valparaiso
15	Pacific s.s.	Royal Mail	B. A.
20	Aragon	Messageries Maritimes	do
27	Amazon	P. S. N. C.	Valparaiso
28	Pacific s.s.	Royal Mail	B. A.
28	Clyde	do	do
FOR UNITED STATES			
Mar. 4	Tennison	Lampart & Holt	New York
18	Yendi	do	do
April 2	Rivon	do	do
18	Velasquez	do	do
May 2	Tennison	do	do
28	Volluire	do	do

EDITH DERBY

The lady above mentioned is requested to call at the steamer agency, Avenida Central No. 73, to treat about business of her own interest.

DEATH

DANIEL. At Bahia on February 4th after 3 days illness Phyllis Marianne, youngest daughter of the late Eleanor Maude Daniel of Bahia, aged 3 years.

Notes

To judge from what is going on in London the Rio de Janeiro Tramway Light and Power Company seems likely to undergo some transformation. The presidency has been passed over by Mr. William Mackenzie to Mr. Pearson, who is more mobile, and a directory has been constituted in London, which seems likely to become the headquarters. Another significant fact is the appointment as director of a representative of Dick, Kerr & Co, one of the leading electric engineering firms in England.

Clark

The perfection of strength and flexibility combined with lightness and durability



Complete assortments of British Hosiery, 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

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**.

WHOLESALESALES:

HERM. STOLTZ & CO. — RIO DE JANEIRO

BOUND VOLUMES

OF THE

Brazilian Review

FOR 1900/1906

Can be obtained at the Office

42 Rua Visconde de Inhauma 42

Price 80\$000

Telegraphic Address
FERRO-RIO

HIME & CO.

P. O. Address
Caixa No. 593

General Merchants, Metal Importers and Manufacturers of

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

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

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

Sole Importers of Hall's Sanitary Paint "MATOLIN"

CENTRAL OFFICE: — 32, RUA THEOPHILO OTTONI, 32

COMMERCIAL AND PASSENGERS' GUIDE

Automobiles

Coffee Merchants

Ornstein & Co. — Rio — 15, Rua Acre. Cable address: Ornstein.
3-8-95 A

Curiosities

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

29-1-07

Drugs, Dyes and Chemicals

Farbenfabriken — VORMALS FRIEDR. BAYER & CO., Elberfeld
(Germany) — Agents: Blum & Co. — 46, Rua 1º de Março — Rio.
19-3-07

Electrical goods

M. Smyth. — English Electrical Supplies. 115, Rua do Rosario — Rio.
27-7-96

Furniture

Photographers

Post Cards, Views and Albums

Roofing

Eternit — The best roof of the Present. For Particulars apply to —
Blum & Co., 46, 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

Watches and Jewellery

LIVERPOOL BRAZIL AND RIVER
PLATE STEAMERS

LANPORT & HOLT LINE

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

TENNYSON..... 4th March

TENNYSON

sails on 4th March for

Victoria, Bahia, and New York

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

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

For freight apply to the Broker

Wm. R. McNiven,

18, RUA DE S. PEDRO

For passages and further information apply to the

Agents: NORTON, MESAW & Co., Ltd.
88, RUA PRIMEIRO DE MARÇO
ao-bl-ca x x

WILSON SONS & CO.
(LIMITED)

Steamship Agents and Proprietors of

COAL DEPOTS AT

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

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

Also Branch Establishments at CARDIFF and BARRY

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

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

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

Tag boats always ready for service.

Cargo Lighters.—ditto.

Stevedoring undertaken.

Ballast supplied to ships.

Repairs to Ships and Machinery

Having large workshops fitted with efficient
modern plant, repairs of all descriptions under-
taken.

AGENTS OF THE

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

Inquiries as regards prices etc. should be ad-
dressed to

WILSON, SONS & CO. LTD.

2, Rua de S. Pedro
RIO DE JANEIRO

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

Hamburg-Südamerikanische
Dampfschiffahrts-Gesellschaft

The German Steamer

CAP FRIO

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

Bahia, Lisbon, Leixões and Hamburg

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

All steamers of this Company are illuminated
with electric light and have splendid accommo-
dation for 1st. and 3rd. class passengers.
Free conveyance on board supplied for pas-
sengers and luggage.

For freight apply to the Broker.

Wm. R. Mc. Niven

18, RUA DE S. PEDRO, 18

For passages and further information apply
to the agents

Theodor Wille & Co.

AVENIDA CENTRAL, 79

ao-bl-ca x x

BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation
Company

and

The Royal Hungarian Sea Navigation
Company "Adria" Limited

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

DEPARTURES FOR TRIESTE

B. KEMÉNY..... 13th Mar.
INDIA..... 10th Apr.
SZÉLL KÁLMÁN..... 8th May
MORAVIA..... 5th Jun.

For freight apply to the Broker.

Wm. R. Mc. Niven,

18, RUA DE S. PEDRO.

For passages and further information to the

AGENTS

Rombauer & Co.

RUA VISCONDE DE INHAUMA, 44

Rio de Janeiro.

RUA 11 DE JUNHO, 1 A.

Santos.

ao-bl-ca x x

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de
Marseille

DEPARTURES OF STEAMERS
FOR EUROPE

FRANCE..... 4th March
PAMPA..... 11th "

for

Marseille, Barcelona, Genoa, and Naples

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

do do 2nd f. 550

do do 3rd f. 198

Through fares to Paris return 1st class f. 1148

do do 2nd f. 862

do do 3rd f. 364

Marseille Genoa, Naples, 3rd class..... 1148000

Barcelona 3rd class..... 1236000

Agents—Antunes dos Santos & C.

Rio de Janeiro—Avenida Central, 14.

S. Paulo.—20 Rua S. Bento

Santos.—1 Praça da Republica

ao-bl-ca x x

NORDDEUTSCHER LLOYD,
BREMEN.

Capital.. 125,000,000 Marks

NEXT DEPARTURES

Date	Steamer	Destination
1908 Mar. 6	Aachen.....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp, and Bremen.
20	Hamburg.....	Bahia, Madeira, Leixões, Rot- terdam, Antwerp and Bre- men.

Passengers & Cargo accepted

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

For further information apply to

HERM. STOLTZ & C., Agents

Avenida Central, 66-74

Rio de Janeiro

lu-bl-ca

x x

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

(South American Service)

The fine Mail Steamer

RUGIA

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

Bahia, Madeira, Lisbon, Leixões,
Boulogne and Hamburg

These magnificent and fast steamers, built espe-
cially for the Brazilian trade and fitted with the latest
improvements offer to first class passengers the high-
est comfort.
All steamers carry a surgeon and a stewardess.
Free passage on board supplied for passen-
gers and cargo.

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

For freight apply to the broker.

Wm. R. Mc. Niven,

18, RUA DE S. PEDRO

And for passages and other information to

Theodor Wille & C.

Avenida Central, 79

ao-bl-ca

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

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

TABLE OF DEPARTURES

Date	Steamer	Destination
Feb. 26	Amazon.....	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
March 3	Clyde.....	Santos Montevideo and Bue- nos Aires.
4	Thames.....	Bahia, Pernambuco, St. Vin- cent, Lisbon, Leixões, Cher- bourg and Southampton.
9	Araguaya.....	Santos, Montevideo and Bue- nos Aires.

Special attention is drawn to the following:

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

For freight, passages, and other information
apply,

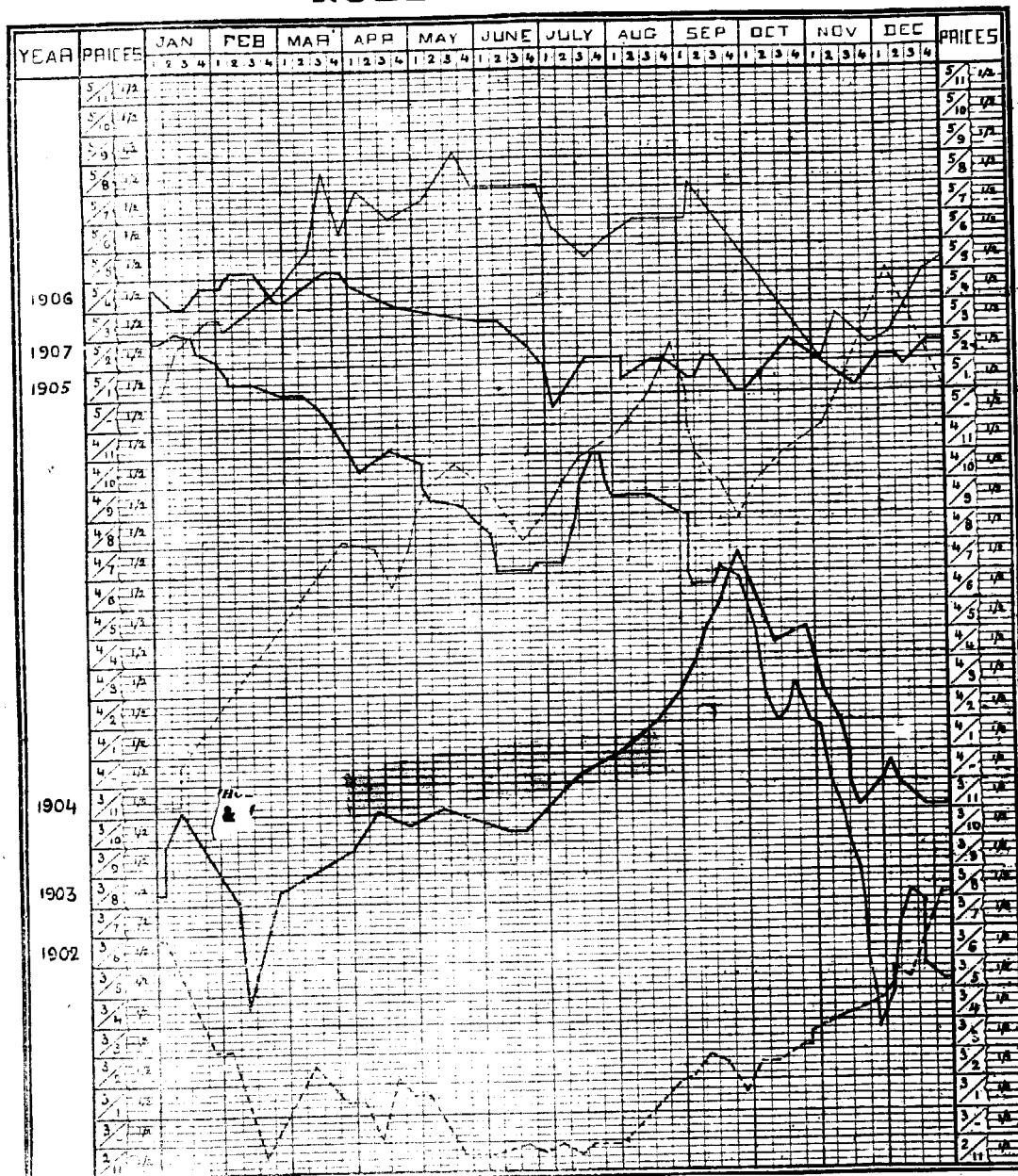
Avenida Centra Nos. 53 and 55.

E. L. HARRISON, Representative.

lu-bl-ca

x x

RUBBER — 1902-1907



This diagram, as also that we gave in our number of Sept. 24, 1907 is taken from the INDIA RUBBER WORLD, to whose proprietors we beg to tender our apologies for the inadvertent failure to recognize the origin on the previous occasion.

We remember when India Rubber was on the upward track that culminated at 5s. 9 1/4d. per lb. in May 1905, an ex-Governor of Pará, Senator Dr. Paes de Carvalho, remarked that such prices were unnatural and could not be maintained. In the interests of producers themselves the *desideratum*, he said, should be not high but steady prices. He was right, though it seemed at the time, and we thought ourselves, that the expansion of consumption that accompanied the extraordinary development of the motor industry had come to stay and could only grow with the use of motors for industrial purposes. This and the development of electric power seemed to us sufficient to keep demand on a level with supply and, at least, to maintain prices at a relatively high level.

We were mistaken, not having taken sufficiently into account the artificial nature of part of the demand on the one side and on the other the certainty that, as soon as prices hampered industry, substitutes would be found and the employment of raw Rubber decline to the indispensable minimum. It is true no reliable substitute has yet been discovered; but, good or bad, substitutes to some extent are used and the demand for the real article has thus been reduced. Besides, every ingenuity has been exercised in reclaiming and recovering Rubber, until

the trade in waste rubber has become quite important and reduced the demand for raw rubber in proportion. All these causes, tending to make demand less active, were in action in 1906 and in the commencement of 1907 it was patent that the prices had been already affected. From May 1905 the prices of fine Pará fell with several reactions to 5s. 5 1/2d. in December. During 1906 prices were weak but in December closed at 5s. 2 1/2d., only 3d. lower. From January to June 1907 the fall was almost uninterrupted to 4s. 7 1/8d. with a slight reaction in July that took prices back to 4s. 11d. But in August the fall was renewed and in September prices had already reached 4s. 6d. when the financial crisis in the United States came to a head. The effects of the American crisis were terrible and wide spreading. In the United States, where production of rubber goods had been on a gigantic scale, innumerable Rubber factories closed their doors. In the necessity of getting money at any price existing stocks were thrown overboard and the trade was entirely disorganized just when the Amazon season for 1907/08 commenced. Prices, consequently, fell continuously, until in November they reached 3s. 3 1/4d. Since then in the effort to stem the tide of depreciation, dealers at Pará have accumulated heavy stocks. Prices meanwhile keep on falling and have already reached 2s. per lb. Unless some means of affording support to the market can be found there seems every reason to expect that the market at Pará and Mandos will be unable to withstand the pressure and that prices will fall lower still, perhaps below the panic rates of 1902.

The fall is in part, no doubt, due to natural causes—to the reaction from the prohibitive prices of 1905, the use of substitutes and waste rubber on the one hand and real growth of production on the other. Whether the crisis will be long or short in duration depends chiefly on developments in the United States. That the demand will soon regain the volume of 1906 we do not believe. It is impossible that a financial and industrial crisis such as the United States are now passing through should not leave deep traces on the trade and industry of the World. Here as elsewhere we shall feel it for long time to come. But when such vital interests are at stake, National and State, commercial and industrial, it would be dangerous to allow things to slide and, by a *laissez faire* policy, give the bears a chance of working havoc with all our trade and finance. Let there be no mistake.

In 1907 Exports of Rubber gave...	£ 12,444,387
At prices of 1906 they would have given.....	13,601,992
At the prices current in Jan'y and Feb'y 1908 they would have given only.....	9,500,000

A shrinkage of £3,000,000 in our *activo*, unless made up in other ways, of which there seems very little hope, is a very serious matter.

The growth of production, and shrinkage of consumption have not been on a scale large enough to explain such a drop in a single year. Part of it is due, undoubtedly, to speculation which always exaggerates and enhances tendencies.

The fall is little short of a National disaster.

Without resources to tide over what we believe to be a largely temporary movement, the workers and dealers in Rubber must suffer severely.

A crisis in the Rubber trade must react first on the finances of the Amazonian States and then on the Union's.

State revenues which are derived almost entirely from *ad valorem* taxation of Exports have already suffered tremendously. Imports, if, so far, they show little or no shrinkage owing to the execution of previous orders, must soon follow and affect the Revenues of the Union, whilst the shrinkage in the sterling value of Rubber bills combined with the depreciation of coffee business cannot fail to severely affect the balance of our foreign payments and imperil the stability of exchange.

For every reason it seems essential to devise some means of giving financial support to the Rubber Export Trade until such time as demand abroad again becomes normal and prices begin to react.

RUBBER EXPORTS—1907.

Quality and port of shipment.	Quantity kilos.	Value f.o.b. Milreis
Seringa-fina	16,938,294	121,464,244
Manaos	9,054,399	68,994,734
Itacoatiara	63,304	476,092
Pará	7,820,591	51,993,481
Seringa-entre fina	3,064,932	20,016,397
Manaos	1,786,733	12,203,458
Itacoatiara	6,125	42,839
Pará	1,272,074	7,770,046
Seringa-Sernamby	7,783,620	34,920,789
Manaos	2,435,454	12,122,431
Itacoatiara	42,071	203,475
Pará	5,306,095	22,594,877
Seringa-caucho	5,115,893	24,465,903
Manaos	3,491,248	16,909,252
Itacoatiara	5,794	27,903
Pará	1,618,851	7,528,748
Seringa—not specified	479,942	2,917,546
Maranhão	12,993	63,513
Ilha	74,355	363,805
Corumba	392,594	2,490,222
Seringa Total	33,382,681	203,784,873
Manaos	16,767,834	110,229,878
Itacoatiara	117,294	750,366
Pará	16,017,611	89,887,089
Maranhão	12,993	65,513
Ilha	74,355	363,805
Corumba	392,594	2,490,222
Massaranduba (Balata gum)	175	700
Manaos	175	700
Mangabeira	678,238	2,203,583
Maranhão	6,465	23,769
Ilha	39,896	127,433
Fortaleza	4,777	9,330
Natal	13,663	25,005
Cabedello	15,003	29,838
Pernambuco	72,795	141,031
Maceio	7,681	15,550
Bahia	264,811	930,649
Rio	75,586	287,175
Santos	100,931	379,999
Paranaguá	15	58
Corumba	75,800	231,458
Porto-Murtinho.	815	2,297

Manicoba	2,428,678	11,515,132
Maranhão	1,710	6,221
Ilha	520,824	2,245,578
Fortaleza	588,854	2,792,632
Natal	5,500	14,113
Cabedello	9,812	28,692
Pernambuco	16,875	43,450
Bahia	1,285,103	6,384,446
Total all kinds	36,489,772	217,504,288
Manaos	16,768,008	110,230,578
Itacoatiara	117,294	750,366
Pará	16,017,611	89,887,089
Maranhão	21,168	93,494
Ilha	635,075	2,736,816
Fortaleza	593,631	2,801,962
Natal	19,163	39,118
Cabedello	24,815	58,530
Pernambuco	89,670	184,481
Maceio	7,681	15,550
Bahia	1,549,914	7,315,095
Rio	75,586	287,175
Santos	100,931	379,999
Paranaguá	15	58
Corumba	468,394	2,721,680
Porto Murtinho	815	2,297

Quality and destination.	Quantity kilos.	Value f.o.b. Milreis.
Seringa	33,382,681	203,784,873
Germany	1,955,516	12,372,100
Argentina	11,191	82,950
Belgium	10,021	64,444
United States	16,115,669	97,550,121
France	2,285,047	15,760,544
Great Britain	12,623,834	75,547,442
Uruguay	381,403	2,407,272
Massaranduba (Balata gum)	175	700
Great Britain	175	700
Mangabeira	678,238	2,203,583
Germany	183,711	672,082
Belgium	4,109	12,508
United States	193,606	654,685
France	5,375	18,622
Great Britain	215,031	612,474
Uruguay	76,406	233,212
Manicoba	2,428,678	11,515,132
Germany	192,021	947,017
Belgium	3,686	16,633
Denmark	662	3,310
United States	501,976	2,471,710
France	215,739	1,021,135
Great Britain	1,514,594	7,055,327
Total all kinds	36,489,772	217,504,288
Germany	2,331,248	13,991,199
Argentina	11,191	82,950
Belgium	17,816	93,585
Denmark	662	3,310
United States	16,811,251	100,676,516
France	2,506,161	16,800,301
Great Britain	14,353,634	83,215,943
Uruguay	457,809	2,640,484

CHARTREUSE

COPY OF LEGAL NOTICE WHICH APPEARED IN THE ENGLISH PRESS ON THE 13TH DECEMBER, 1907

NOTICE IS HEREBY GIVEN that on the Eleventh day of December, 1907, in an action of Rey and others on behalf of themselves and all other Members of the Carthusian Order and others, against Lecouturier, George Idle Chapman and Company Limited, W. H. Garrett and La Compagnie Fermière de la Grande Chartreuse, the Court of Appeal directed that the Plaintiffs were entitled to an Injunction to restrain the Defendants, their Servants and Agents from using the word "Chartreuse," in connection with the sale of liquors other than those manufactured by the Plaintiffs, as the name of or as descriptive of the liquor or without clearly distinguishing the liquors so sold from the liquors manufactured by the Plaintiffs, and an Injunction to restrain the Defendants, their Servants and Agents from selling or offering for sale in this Country any liquor or other liquors not so manufactured in such a manner as to represent or lead to the belief that the liquor or other liquors manufactured or imported or sold by the Defendants are the manufacture of the Plaintiffs.

AND NOTICE is further given that if any one shall sell or offer for sale as "Chartreuse" any liquor other than that manufactured by the Pères Chartreux immediate proceedings will be taken against them.

Dated this 12th day of December, 1907.

HOLLANS, SONS, COWARD & HAWKSLEY,
Solicitors for the above-named Plaintiffs.

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

NEW ISSUES

Bahia Rubber and Fibre Plantations.
January 21. £150,000 (£1). To acquire Schindler's Estate, Bahia, Brazil, and other assets, to adopt agreement with Bahia Estates Syndicate, Limited (promoters), and to carry on the business of cultivators and manufacturers of and dealers in rubber, gutta-percha, fibres, &c. Syndicate to sell property to company for £90,000 (£20,000 cash, £50,000 shares, and balance cash and/or shares at company's option). Syndicate is purchasing said property from S. R. and F. M. S. Schindler for £50,000 (£10,000 cash and balance shares), and will out of said £50,000 satisfy said £50,000 and also pay £6,000 in cash and/or shares to Bahia Rubber Owners' Association, Limited, for services rendered in connection with promotion. Company has also to pay to said S. R. and F. M. S. Schindler cost (not exceeding £5,000) of additional plantations made since July 1, 1907. Capital of the Bahia Estates Syndicate, Limited, is £8,000 in £1 shares, of which Sir R. W. Anstruther holds 100, Baron de Souza Delro 400, and J. Harrison 100. The signatories are: Sir Ralph W. Anstruther, Bart., Balcaskie, Pittenweem, Scotland, 250 shares; Baron de Souza Delro, Fairoak, West Didsbury, Lancashire, 250 shares; J. Brailsford, Burnt Stones Hall, Sheffield, 250 shares; J. Harrison, 20, Eastcheap, E. C., 250 shares; F. Goodchild, Constitutional Club, Northumberland-avenue, W. C., 250 shares; J. Hargreaves, 3, Broad-street-buildings, E. C., one share; G. Browning, 58, Coleman-street, E. C., one share. First directors (not less than two nor more than seven: Sir R. W. Anstruther, Bart., J. Brailsford, an Baron de Souza Delro. 250 shares. Remuneration (except managing directors), £250 each per annum (£100 extra for chairman) and 5 per cent. of surplus net profits available for distribution after 10 per cent. is paid on shares, divisible. (96,546).

The Manóas Improvements Company
according to a telegram from London have issued debentures to the amount of £250,000, type 97 1/2 bearing 6% interest per annum.

AMERICAN STRINGENCY

EXODUS OF ALIENS TOOK 110,000,000 DOLS LAST YEAR

More than 110,000,000 dols were taken out of the United States during the year 1907 by the unprecedented rush of emigrants. This estimate of the money taken out of the country by returning foreigners is based on figures furnished by steamship agents, money-changers and others in a position to be informed.

The average amount of money taken home by the returning foreigner is about 200 dols. On the basis of the 550,015 emigrants who went to their homes from America last year, each having 200 dols, the currency of the country was contracted to the extent of 110,000,000 dols. An additional sum of 15,000,000 dols was spent in railroad, steamship and transportation and other charges.

As an offset to the 110,000,000 dols taken out of the country, there must be counted the actual money brought in by the immigrants who arrived during the year. The Commissioner-General of Immigration estimates that each immigrant landing in the United States has 20 dols. On this basis the 1,364,686 who arrived last year brought approximately 27,293,760 dols. This can hardly be figured as a strict gain to the country, as much of it was originally furnished to the immigrant by some friend or relative who had earned it in the United States, and who frequently prepays the steamship fare as well. *The Financier.*

INSURANCE DISCLOSURES

The *Economista Brasileiro* is doing good service by calling attention to the way in which the business of Life Insurance is carried on by Brazilian Companies. The Sul America, it appears allows 10% commission on new policies to directors. In the year 1906-1907 says the *Economista Brasileiro*, the commission divided amongst its six directors was 733:141\$728 (£40,821) and in ten years amounted to the colossal sum of 4,000:000\$ (£250,000) deducted from profits to enrich these voracious cormorants! No wonder under such circumstances that the ratio of deaths to policies rose to 30 per cent and that so many policies are liquidated at a loss, like the following:—

Policy 394 for 10 years, Life table 15, with share of profits: Paid 5:630\$, Received 3:170\$. Difference 2:460\$ Nos. 3,597 and 3,401 for 50:000\$, table 10 with share profits in ten years, paid 80:350\$. Received 58:920\$. Difference 21:430\$000.

Such results are not very encouraging, but only such as can be expected as long as the directors keep the best part of the profits for themselves. We do not know if such commissions are legal, but think that immediate investigations should be made by the Inspection Department to reassure the Public, whose confidence has been much shaken by these disclosures.

A FEW CASES OF EXTRA FINE OLD WHISKY

V. O. B.—MACKINLAY—LEITH

FOR SALE

MONTEIRO JUNIOR — 42. Rua Visconde de Inhauma

ENTRIES OF RUBBER

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

	1904-1905	1905-1906	1906-1907	1907-1908
July.....	1,250	1,450	1,840	1,370
August.....	1,260	1,300	1,600	1,500
September.....	1,780	2,200	2,070	2,410
October.....	2,820	3,580	3,630	3,200
November.....	2,800	2,890	3,490	3,290
December.....	3,390	3,270	2,610	2,560
January.....	4,590	5,710	3,790	4,860
February.....	4,320	3,920	5,060	—
March.....	5,000	3,700	5,830	—
April.....	2,120	2,500	4,490	—
May.....	2,260	2,320	2,625	—
June.....	1,470	1,650	1,500	—

Total tons... 33,960 34,490 38,005 19,100

Entries during January 1908 were 1,080 tons or 28.5% larger during the same month last year.

SÃO PAULO

THE FOREIGN TRADE OF SANTOS

FOR THE MONTH OF JANUARY 1907/1908

Imports	Value in Currency	Equivalent in £ Sterling
1907.....	11,214,216\$	713,300
1908.....	10,134,234\$	634,040
Exports	Value in Currency	Equivalent in £ Sterling
1907.....	21,316,228\$	1,355,588
1908.....	20,802,115\$	1,676,868

PRINCIPAL IMPORTS:

	1907	1908
Cotton, raw, yarn and manufactures.....	869:702\$	856:868\$
Iron and Steel and manufactures thereof.....	950:575\$	1,188:201\$
Machinery Industrial.....	72:100\$	273:678\$
do Agricultural.....	93:417\$	60:232\$
do unenumerated.....	901:886\$	800:849\$
Drugs and chemicals.....	239:217\$	298:767\$
Leather.....	194:772\$	231:236\$
Jute Yarn.....	654:287\$	336:349\$
Coal.....	773:896\$	670:046\$
Kerosene.....	546:436\$	152:777\$
Rice.....	134:058\$	584\$
Codfish.....	290:953\$	545:563\$
Wheat flour.....	326:782\$	203:811\$
Wheat.....	567:383\$	428:704\$
Wine.....	695:562\$	556:905\$
Sundry food stuffs.....	929:970\$	705:657\$

PRINCIPAL EXPORTS:

	1907	1908
Coffee.....	23,171:057\$	26,763:145\$
Hides (Salted).....	63:300\$	—
Rubber (mangabeira).....	33:715\$	10:112\$
Bran.....	14:286\$	5:658\$

THE BRAZILIAN YEAR BOOK

Edited by Mr. J. P. Wileman

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

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

Imports

Exports

Revenue

Expenditure

Public Debt

Movement of Population

Railways

and Mining

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

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

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

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

Subscriptions £2:2:0

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Gold Medal S. Louis 1904

— RUA —

Visconde de Sapucahy, 104-142

RIO DE JANEIRO

TELEPHONE 111 CAIXA 1205

Gold Medal S. Louis 1904

General News

Local Items. The returns of the Director General of Public Health for the week ended Feb. 16th, 1908 are as follows: Yellow fever 0; bubonic plague, 1; small-pox, 16; measles 0; scarlet fever 0; diphtheria, 0; whooping cough, 1; influenza, 7; typhoid fever, 1; dysentery, 1; beriberi, 0; leprosy, 0; erysipelas, 1; marsh fevers, 2; pulmonary diseases, 60. Total infectious diseases, 90. Violence (including suicides) 4. Non-infectious diseases, 153. Total deaths from all causes, 247; equal to an annual death rate of 20.54 per 1,000 inhabitants. Mortality of infectious diseases to total number of deaths 37.24%. Under treatment in hospitals: yellow fever, 0; small-pox, 45; and bubonic plague, 5, under observation 16.

— The weather during the week has been somewhat variable, rain storms and sun having been interchanging rather in the fashion of April showers and sunshine in England. The main thing, however, is that the heat has been much less oppressive and the cool nights have been very comfortable after the

great heat. In the higher parts of the city the thermometer in the early hours of the morning has been registering as low as 56° Fahrenheit or 14.4 centigrade which is as cool as can reasonably be expected at this time of year. The health of the city has, on the whole, been good, there having been no deaths from yellow fever, 1 from plague, but 16 from smallpox. As the cool weather is now approaching we may look for a considerable increase in the cases from this disease as it is during the cool weather that it has a greater chance to spread. Various reasons have been given by scientists for this phenomenon, one being that during the cool and cold weather people are apt to congregate more indoors and contagion is thus more dangerous than when people are out of doors. This we should hardly imagine to be the case in Rio, but there can be no doubt that here, as elsewhere, smallpox always takes a greater hold during the cold months. During the year 1904 we had a serious epidemic of smallpox the number of deaths being 3,539. At that time a compulsory vaccination law was passed which was made the peg on which to hang certain political movements but which we believe had the support of the country at large. At the present moment it would be a measure of precaution at least if those who have not been vaccinated for some time were to have

that easy and beneficial operation performed. It is not only in the interests of individuals that we make this suggestion but in the interests of the whole population of Rio. No one wishes to see another year with 3,539 deaths from this terrible disease and the least that people can do to protect themselves and the community at large is to see that they and their families are vaccinated if they have allowed seven years to elapse since the previous inoculation. The last epidemic caused a scare and the number of people who have been vaccinated every year since has been very large so that the chances of so serious an outbreak are remote, but still this is one of the cases where a stitch in time saves nine.

— Last week we referred to the return of Dr. Cruz, the Director General of Public Health, whose great feat has been the eradication of yellow fever in epidemic form from this city. We understand that his next campaign is to be directed against tuberculosis and that he hopes to found sanatoria where rich and poor will alike be admitted and isolated for the good of the community and for the purpose of achieving cures if possible. Dr. Cruz has done so much for this country that one is not surprised to hear that he is once more on the warpath against the greatest enemy of mankind — the devil — as we have remarked before. The question of segregation is one which will have more and more to do with the proper treatment of disease in the future and in the possible eradication of some forms altogether. The segregation of tuberculosis patients is a step in the right direction. We feel sure that Dr. Cruz will be supported both with influence and funds by the powers that be.

— Last week we made a brief reference to the fact that the new markets had been definitely opened. The removal of the goods and chattels of the *locataires* from the old markets was like the movement of a caravan across the desert except that there was more impedimenta and one can hardly call the *praca* 15 de Novembro a desert. However the transference was finally made and the new quarters duly occupied. There are two complaints lodged against the new markets, one, that there is no quay attached to them, although they are bordered on one side by the bay, where the merchants can with safety land their goods and, two, that the water supply is very inadequate. This latter defect ought to be remedied without delay since a good water supply is essential for the proper preservation of fresh meat and fish, to say nothing of the necessity of keeping such a place as the market of a great city clean and healthy. As to the former question it is a matter which can be settled with very little trouble. The markets are actually on the bay at a point which is not much affected by the swell which comes in at the entrance and at regular intervals backs up the pavement of the *praca* to say nothing of ruining gardens and lamp-posts, and should therefore be easily supplied with adequate landing stages such as were provided at the eastern end of the old markets. Apropos of the opening of this new building it is stated that on the day before inauguration a sum of 47,650\$ was paid over to the company for monthly rents and 574,040\$ as *lucros* by persons who had contracted for five years' leases. A band played on the opening day in the pavilion in the centre of the building.

— The old market now looks very forlorn and deserted but we imagine that the sweeping hand of improvement will soon see to it that its site shall know it no more and fountains and flower beds cover the spot where for so many years the food of the city was sold. The number of fires that have occurred in the old buildings since their erection in 1846 must have been legion and probably the actual amount of paper money that was thus destroyed would have gone a long way towards building one of Brazil's new battleships. A year or so ago it was stated when a fire destroyed a corner of the buildings that many thousands of *notos* of *reis* had been lost in the wreck, since most of the proprietors, many of them very rich men, do not use a bank but prefer to keep their money in safes. The word safe in this connection seems hardly appropriate but to be on the *lucra* a *non lucendi* principle. We do not know whether or not the sums thus destroyed were calculated in the statistics the Burning of Paper Money.

— The huge steel skeleton which one day will house *O Jornal do Brasil* and which for so long has been an been an eyesore in the Avenida now appears to be gradually on the way to completion. We cannot understand why it has been allowed to stand there so long in its hideous incompleteness, since, as a rule, Government allows only a certain time for the completion of a building. Perchance lack of capital may have been the reason, but whatever it is we hope that a spurt will now be put behind the blot removed. The system of building with a steel skeleton on to which walls are plastered and into which floors are let, is American, and is adopted by that hustling people for all its main object, we imagine, of saving time. This being the case it seems strange that the building, which might have been finished first on the Avenue, bids fair to win the wooden spoon.

— That part of the Avenue is the home of the moderate sky-scrapers since the *Jornal do Brasil* building will overtop everything else in the street, whilst the new *Jornal do Commercio* premises will run it pretty fine in the matter of height and the Casa Colombo is adding four fresh stories so as not to be overshadowed by the *Jornal* on the one side and Guinle's on the other.

— Since the new Government has come in, and with it the new Prefect, we hear that a great stimulus has been given to building in the city and suburbs. The Portuguese *lucros* from the same domain as the Englishman, namely land *lucros* and *lucros* of building, in the good sense, for there is

something quite natural that all descendants of Adam, who are given to understand owned a good deal of real estate and worked it himself, should like to live under their own vine and figtree and have a bit of land all their own. "A small thing but mine own", is the feeling that many people have with regard to a even a cabbage patch. The stimulus that has been given to house building since the advent to power of the present administration is due, we believe, to the fact that people who have money to put into this kind of thing are now sure of their ground, whereas under the late Prefect they never know where they were and were constantly subjected to all kinds of vexatious enactments. Whereas some six years ago the number of new houses built every year was from 900 to 1,000, during the Passos regime, even though so many alterations were made, the number fell as low in one year as 300. Now, however, things have taken an upward bound and the numbers have reached no less than 1,200 and look as if they have not by any means reached their maximum.

— We understand that, although on his assumption of office the President of the Republic practically stated that he did not propose to take any steps with regard to the carrying of the city drainage outside the bay into the open Atlantic, he has of late been making a move in this direction and appointing engineers to report independently to him on the surveys that they make. The question has long been in the air, but as the undertaking is one of some magnitude and would involve considerable outlay, no administration has cared so far to embark on the venture. Doubtless this is due to the fact that, although various schemes have been presented, by the time an administration has made up its mind it may be more than half way through its term of office and does not care to saddle an incoming Government with so costly a work. At the same time this excuse can hardly be applied in the case of the Rodrigues Alves Administration for they left a whole bevy of unfinished works for the present Government to complete and pay for. Whatever the reason may be the fact remains that so far no active steps have been taken in the matter, but if the President is now taking so keen an interest it is to be hoped that some decision may be come to. There can be no manner of doubt that the carrying of the city sewage right out to the Atlantic would still further improve the health of the city as it cannot be a good thing for the filth of a town of this size to be emptied into the bay, even if it has been bacteriologically treated first. There are two schemes, one to carry the sewage through the rock close to the site of the Exhibition and the other to carry it out to Copacabana, where new drains are at this moment being laid, and right out at the rocks at the extreme end of the beach. It may be that something more will be heard of this ere long.

— We are assured by those ought to know that the Exhibition will not only be proceeded with without cessation but that also it will be quite ready for the opening ceremony. We understand by this that it will be completed on time to the last electric bulb. We hope it may be so. *Nous verrons*. At anyrate it is a good thing for trade that it has been decided not to abandon the show, for such action would have involved great loss to the country at large and great disappointment to all the States which have entered with such enthusiasm into the friendly contest. The shadow of the tragedy at Lisbon will probably in a measure damp the frivolous part of the show but the main idea is propaganda and that will be in no way interfered with. It is like the practical widow who after her husband had been dead a few hours went down to order dinner as usual, for, as she said, whatever happens the mutton must be cooked all the same. This may appear heartless but there is a good deal of sound common sense in it nevertheless.

— A London contemporary says that witnesses hitherto have been divided into three classes viz, the liar, the d-d liar and the expert witness, to which a fourth class has now been added composed of Robert Caldwell. We always understood that the division was as follows, the liar, the d-d liar and the mining expert.

— We hear that Dr. José Carlos Rodrigues, editor in chief of *O Jornal do Commercio* has given the order for the statue of Americo Vespucio, which he is about to present to the City of Rio de Janeiro, to the Italian sculptor Lorenzo Massa. This will be a welcome addition to the statues of the City which of late have increased in quantity and also a good deal in quality. The days of such terrible travesties as the iron statues in the Passeio Publico are, we trust, numbered, though to tell the truth they are not much worse than the monstrosities in the Parc Royal at Brussels which have braved hostile criticism so long. But from Brussels to Rio is a far cry and the air and sky very different. Rio with its clear air and brilliant blue sky and gleaming bay is eminently fitted for marble palaces and statues. It is a pity that no one has yet discovered a quarry of white marble somewhere in the vast extent of Brazil for then the price might not be so prohibitive as that of the present article imported from Italy. Furthermore, even as it is, it is almost impossible for any one but a well known sculptor to get even a small portion of Carrara marble. There is always Pentelicus but no one seems to think of that nowadays.

— On the 16th inst there was a fête in the Flower Market to celebrate the 1st anniversary of its opening. The fête was to have taken place a fortnight previously but owing to the Lisbon tragedy it was postponed. On the 16th, however, all went merrily as a marriage bell, the Prefect himself attending and being entertained at a *profuso lunch* which presumably, as it took place at 4 p.m. was more after the style of a buffet at a garden party. (Apropos of the use of the word "lunch" in

Portuguese it seems to be applicable to any sort of meal at any time and apparently is always either *profuso*, *delicado* or *lento*.) The Prefect when returning thanks for the drinking of his health said that he hoped it would take place next year in the Pavillion of Flowers which he intended to have built. Certainly the present market is very cramped for room and is not in a particularly good position, hidden away as it is from the general traffic of the city. A *Noticia* on the day before the fête published an interview which one of its reporters had with a vender of flowers in the market, who gave him a lot of curious information and finally, when asked what became of the partially withered flowers, answered that they were sold either to the hotels or for the cemeteries, which seems a strange combination.

— Now that the force which is used on the Carioca Railway is supplied by the Rio de Janeiro Tramway Light and Power Company the trams on that line go at a very much better pace than of old. In days gone by the cars would crawl up the hills like snails and often on steep inclines, like the snail in the riddle, get up two feet and slide back one for minutes together. Now that all this has been changed and the cars go at a decent pace it is obvious to the casual observer that the old rolling stock is not strong enough for the increased power employed. New cars should be put on the line as soon as possible as the others will inevitably ere long shake to pieces and there may be an accident. It is better to lock the stable door to prevent the horse being stolen than to do it after the event.

— Dr. Lauro Muller, who was Minister of Public Works in the last Administration, returned to Rio on the s.s. *Amazona* on the 16th inst. after a lengthy stay in Europe. On his arrival in the bay Dr. Lauro Muller left the *Amazona* and proceeded on board the Lloyd Brasileiro s.s. *Pará* in order that his friends might have greater freedom in welcoming him home. In the speech that he made in answer to that made by Dr. Buarque de Macedo, Dr. Muller said that Dr. Rodrigues Alves was working his hardest in Europe to help Brazilian propaganda and raise the name of Brazil to lofty heights in that continent. The *Pará* then proceeded to the new quays, alongside of which she was speedily berthed, in order that the ex-Minister might see how much had been done since he went away. From the new quays a procession was formed in which some 150 carriages and automobiles took part and a regular tour of the City was made. At various points on the route manifestations were made to Dr. Muller who later left for his residence at Jacarépaguá.

— The Minister of Justice, Dr. Tavares de Lyra, has just purchased two houses to be used as district police stations, the first being *rua das Laranjeiras* 143, the property of Dr. Zeferino de Faria, for which a sum of 35,000\$ was paid, and the second *rua Dr. Archias Cordeiro* 44, belonging to Francisco José Gonçalves for which 12,200\$ was paid.

— The Minister of Justice has also given orders that he is to be furnished with estimates for the construction of two isolation pavilions in the Lunatic Asylum. A sum of 50,000\$ was set apart in the Budget Law for 1908 for this purpose but doubtless the Minister is anxious to keep well within this sum if possible.

— The Associação Commercial have evidently been doing all in their power to get the postal rates both to the interior and abroad reduced as soon as possible and in taking this action they are fulfilling a public duty. The Minister of Public Works has replied to their queries that a certain amount has already been done, in accordance with the Budget for 1907, but so far as we are aware this only refers to the fact that the postage within the Federal District was reduced from 200 *reis* to 100 *reis* and, of course, we have long been thankful for small mercies. But gratitude, it is said, is only anticipatory of favours to come and we trust that something more will be done ere long. The Minister has replied to the question regarding the reduction of postage for foreign countries that "the matter will be attended to in due course when the President of the Republic makes use of the authorisation granted him in the Budget in the sense of reducing postal rates to foreign countries, in accordance with the agreement with the Postal Union, and also to the interior and when the decree is signed for the reorganisation of the Post Office." So it seems that at last there may be something doing and a crying anomaly, against which we have untiringly inveighed, finally be relegated to the past. The reform cannot come too soon.

— At a meeting of the Board of Administration of the *Caixa de Amortização* held on the 17th inst under the presidency of the Minister of Finance, it was decided to issue forthwith the new notes of a value of 500\$000 each which have just been received from the American Banknote Company.

— The energy of the Minister of Marine is shown by the way in which within a very short time the lighting of the Bay has been improved by the mooring of illuminated buoys. About a year ago the Minister made experiments with buoys of this nature illuminated by acetylene gas and, as the results were satisfactory, a great many were ordered and the dangerous parts of the bay are now lit in a way that was never known before. As a matter of fact the Bay is by no means unsafe at tides, except, perhaps, as regards the course taken by the large mail steamers. But so soon as the beaten track is left there are many hidden rocks which until lately were a real menace to navigation and the Minister has undoubtedly earned the gratitude of many sea-faring men for the wisdom which he has displayed making this innovation.

— During the earlier part of the naval manoeuvres which are now in progress on the Southern coast of the country, the battleship *Riachuelo* went ashore, but apparently did not suffer any very severe damage. The question of responsibility has been referred to a council of investigation but in the meantime Vice Admiral Lins Cavalcanti, who was in command of the fleet, has sent in his resignation which, as he insisted on it, has been accepted. The Minister of Marine has temporarily appointed Captain R. F. de Mendonça, who has been commanding the battleship division, to the command of the fleet. The *Riachuelo* was commanded by Captain P. de Barros when the accident occurred.

— During the month of January the number of tubes of lymph distributed by the Municipal Vaccination Institute was 9,781 of which 5,762 to the various States and 4,019 to the Federal District. The largest number of tubes sent to any single State were 2,110 to Bahia, 700 to Rio de Janeiro, 616 to Minas Geraes, 608 to Piauí, 203 to São Paulo, whilst 100 tubes each were sent to the other States. It will be seen from this that the State of Bahia is afraid of the spreading of this disease which has for some time been somewhat prevalent there. We trust, as regards the Federal District, that a very large number of vaccinations will take place this month for that is the only way in which the threatened epidemic of smallpox can be averted, or at least kept within reasonable bounds.

— This town has always been very free from typhoid fever, indeed it is very rare to find more than one death on average each week from it, which is a very small proportion when it is considered that the population is calculated at some 700,000 souls which, we should imagine, is well within the actual mark. Very shortly a new supply of water will come into the City from Petropolis and other points and we sincerely hope that every measure of precaution will be taken to prevent any bringing in of the disease to Rio, for it is by no means uncommon in the City of the Hills.

— Under the heading of "Popular Misconceptions of South America" the first number of *Tropical America* brings various glaring instances of ignorance of this Continent. Amongst others is the question as to whether we have "kings down here" and the well worn mistake that Spanish is the language of Brazil. A New York manufacturer who was anxious to push his wares in Brazil is quoted as saying:—

"Why, we even hired a stenographer who could write Spanish letters, especially 16,000 after our Brazilian correspondence, but she hasn't anything to do except polish her finger nails and eat chocolate crops."

"Hired a Spanish stenographer to write letters to Brazil, did you," remarked the salesman. "That was very thoughtful of you. They use the Portuguese language in Brazil, you know."

Then there is again the absolute ignorance of geography of this Continent which we all know so well, since most people at home think that Buenos Aires is a suburb of Rio, or *vice versa*, and are anxious for us to spend our week ends in the Argentine capital. This is much the same as asking someone in London to a week end at Cairo. The instance cited by *Tropical America* is of a man in Buenos Aires being urged by his friends to take a day or so off and go the Island of Marajó where "Don William" is living.

— A new kind of competition has been going on New Jersey U. S. A. in which the competitors tried, how long they could keep awake. The first to give in was a policeman, whilst the winner kept awake for 83 hours and 27 minutes. Apart from the humour of a policeman being the first to give in, such competitions are really very senseless and rank with the fasting championships for champion folly. No useful end is gained, whilst a man's constitution may be injured. The curious part about it is that large numbers of the public will pay to go and see a man who has eaten nothing for three weeks or not slept for four nights, though what they can find interesting in the spectacle is not quite clear. We should imagine that people who suffer from bad insomnia sometimes do not close an eye for more than 83 hours at a stretch.

— According to the *Family Doctor*, coffee is an excellent remedy for asthma. Our contemporary says that those who do not know to cut short their attacks and have not tried coffee should do so at once. For this complaint the coffee must be very black and strong, in fact as we are accustomed to have it in this country, for weak coffee does more harm than good. It must be taken in small quantities at a time and without milk, or sugar and on an empty stomach. So one more use has been added to the many which coffee already is put to and if the effect really is good on asthmatic patients this will mean increased consumption which is a consumption devoutly to be wished.

— Apropos of the sanatoria which it is proposed to erect here for the treatment and isolation of tuberculosis patients and to which we refer above, it is interesting to note that a report dealing with this very subject in England has just been presented by the Medical Department of the Board of Trade. From this report it seems that tuberculosis is distinctly on the decline in England since in 1838 it destroyed 39.9 per 10,000 inhabitants whereas in 1905 the mortality from the disease amounted to only 11.5 per 10,000 which is very much less than in Brazil, where the disease is unfortunately increasing at a rapid rate. As regards the sanatoria the report says that "it has not been found that their existence has produced any perceptible effect on the mortality from the disease and that they have done little more than postpone the fatal issue in most cases."

Treatment in a sanatorium can, according to the report, at best only form part of the means which should be employed in any national endeavour to arrest the ravages of tuberculosis generally. The report also says that the milk and meat supplies are really what ought to be most carefully looked after and that on this matter to a great extent the increase or decrease of the disease depends. The report should be of interest to the Department of Health here for if an early campaign is to be started all possible data should be collected without delay.

— In another column will be found a copy of a legal notice showing that no Chartreuse may be sold in the United Kingdom under that name unless made by the Members of the Carthusian Order. This decision which has just been arrived at in the English courts has been asked for by the monks ever since they were obliged to leave France under the new religious laws. Many people will be glad to hear of the decision and know that when they ask for Chartreuse they will get the right article and not an inferior imitation.

— Now that all the electric trams in the city only stop at the appointed spots the question of what to do on wet days has been forced on the public. *O Paiz* in this connection published a humorous cartoon last week showing a huge umbrella stuck on to the stopping post under which people were waiting in shelter. There is no solution for the question except to wear galoshes and a water-proof and stand in the wet. It is unpleasant but there is no other remedy. It is the same in all the great cities in the world but in some of them it does not rain with such force as in Rio so that the unpleasantness is greater for us here. We must be patient and await the flying machine.

— Last week a meeting was held in the building of the Associação dos Empregados no Commercio for the purpose of discussing the organization of a Liga Franco-Brazileira. This league has as its motive the approximation of France and Brazil and it was decided to found it owing to the fact that a similar association is already in working order in Paris. So far there are some 100 members of the Rio Society all representatives of important firms and business houses. Dr. José Carlos Rodrigues, has been appointed honorary President of the League. For the last year there has been an evident desire in France to foster trade and commerce with this country, as has been shown by the visits of M. M. Doumer, Wiener, Turot and others and the scheme which is on foot to start an important Franco-Brazilian Bank. There will be no difficulty about the "approximation," we should imagine, for the fact that Brazilian thought is to a great extent modelled on the French will be a potent factor in assuring the success of the policy.

— During the week there were 356 births and 77 marriages in the Federal District.

— Wednesday last was the anniversary of the passage of the Humaytá which was a glorious day in the history of Brazil 40 years ago. A mass was said in the Candelaria Church for the souls of the brave men who died for their country on that day. Many of the survivors were present, amongst them being Admirals Maury and Jaceguay.

— The Minister of Foreign Affairs has, through his colleague of the Interior, forwarded to the President of the National Exhibition a communication which has been received from the Brazilian Legation in Quito to the effect that August 10th 1899 has been fixed as the date for the opening of an Exhibition in Quito to commemorate the first step toward the independence of the South American Continent which was taken at Quito on that date in the year 1809. It is thought that some of the exhibitors at the Rio show would be willing to take part in the Quito Exhibition as well.

— Our next number will appear in the midst of the whirl and excitement of Carnival but we shall, of course, do everything possible to catch the European mail. Tuesday in Carnival is like night, for no man can work, even if he wants to, unless he takes to the hills. It is of course a general holiday whilst the noise of the holiday-makers is enough to waken the dead. We shall have a sigh of relief when Wednesday comes and Carnival is over for another year. We trust that the throwing of water, flour and other substances will no longer be indulged in and that content will hold the place which it has attained during the last few years to the exclusion of the more objectionable missiles. Scent squirting it also much preferable to the wholesale drenching with water so popular a few years ago.

— Wednesday last was the 79th birthday of M. Wegelin, who for many years was Swiss Consul General in Rio, and who only resigned that post a few weeks ago, and on the occasion he was presented with a bronze of William Tell by the Swiss Colony and with an address congratulating him on entering his 80th year.

— An experiment is being tried in the Post Office, namely automatic machines for the sale of 100 and 200 reis stamps. The machines have been put in temporarily by the representative of the manufacturers and they have been found to work well elsewhere so there is no reason why they should not give results here and they will be certainly be quicker than the present service at the guichets since they do not smoke or talk.

— The Count de Lezdaín is an adventurous man and last week determined drive his motor car up to the top of Corcovado. The route taken as far as Paineiras was, by the old road though the woods and very bad it apparently was after the recent heavy rains. The Count was accompanied by Mr. F. Brock and the car was a Brasier. At one point an old landslip had covered the road and the intrepid voyagers had to dig away the earth to a depth of some two metres. The last part of the journey

from the Hotel Paineiras had of course to be made on the railway track and in the evening as it was getting dark and the petrol had run out a halt was made within 250 metres of the top the ascent was completed the following day. The ascent of such a mountain of Corcovado which rises to a height of 2,500 feet straight from the sea is no mean feat and should prove an excellent advertisement for the type of car used. It appears that Count de Lezdaín has performed all sort of feats on automobiles in China, Tibet, the Himalayas and other wild and difficult parts of the World. The Gordon Bennett cup was one year won with a Brasier car.

— The 19th inst was the 25th anniversary of the second battle of Guararapes when the Dutch were finally driven out of Pernambuco.

— A telegram from Paris states that Dr. Paula Ramos head of the Brazilian propaganda service in Europe, has left that capital and will make a tour of inspection through Italy. Doubtless the late visit of Dr. Rodrigues Alves to the Italian Court is not wholly disconnected with the departure of Dr. Ramos to so promising a field as Italy, where probably he will meet the ex-President of the Republic and find out how much he has done in the way of smoothing away difficulties which hitherto have been placed in the way of the would-be emigrant from Italy to Brazil.

— The President of the Republic came down to Rio from Petropolis yesterday and held a reception at the Cattedra Palace, the date being the anniversary of the Promulgation of the Constitution. The reception was very largely attended.

— A military parade is to be held in the Avenida Central shortly, the commanding officer being General Mendes de Moraes who will parade his troops before the Minister of War, Marshal Hermes da Fonseca, and his staff. All the troops at present forming the garrison of Rio will take part in the review.

— The Central Committee charged with the organization of the census of September 24th 1906 were received by the President of the Republic on Thursday last and presented him with the first complete volume which has been published giving all details with regard to the taking of the census. The work also contains pictures and photographs, some of which are in colours, of the chief points of interest in the city and the book will, therefore, be used on a large scale for propaganda abroad. The Committee have also presented a copy of the work to the Prefect of the Federal District. We hope shortly to be in possession of a copy of the work and to publish some figures from it.

— The Minister of Justice has requested the Minister of Finance to pay the sum of 16,997\$ for the new automobile ambulances which has been acquired for the Central Police Station. The new motor ambulances have been very much in evidence lately and it is to be hoped that now that they are easily summoned the days will never recur when people lay wounded and bleeding in the blazing sun until the arrival of the Police Delegate of the District on the scene. There is no excuse for such a scandal now that the proper means for conveyance to the hospital are available and the streets permit of rapid transit.

— The Director General of the Department of Povoamento do Solo has received from Mr. Turot a scheme for Brazilian propaganda in Europe. Dr. Calmon, Minister of Public Works is also stated to be studying the scheme with a view to considering its adoption.

— A wireless telegraph station will shortly be inaugurated on the Ilha das Cobras.

Rio de Janeiro. A deputation representing the small traders of Rio de Janeiro last week waited upon the President of the State, Dr. Alfredo Backer, complaining that there was no dock in the new markets in the Federal Capital where they could land their merchandise. The question does not only affect the merchants of Nictheroy and the surrounding villages but the consumers in the Federal District, who depend so much for their supplies of eggs, poultry, vegetables and fruit on the "other side of the water." Dr. Backer told the Deputation that he would lose no time in laying the matter before the Prefect of the Federal District.

— The important factory of Linho at Campos with all rights and property was sold on the 13th inst for the sum of 322,801\$, to a syndicate.

— Since the 17th inst the bridge which has been constructed by the Leopoldina Railway, linking up the line from Carangola to Macahé, has been opened traffic.

— Engineer Norbert, who was commissioned by the President of the State in December last to visit the district of Paraty and bring down various samples of its products for exhibition purposes, last week made his report to Dr. Backer. Amongst other samples which he brought were iron ore containing 65% of the metal, 78 specimens of different kinds of woods for building, match wood etc., and all kinds of medicinal herbs, as well as a fine collection of geological specimens. Dr. Norbert also reports that the *praia da Trindade* which runs for 1,600 metres along the open sea is a most delightful spot, at present the home of fishermen. Inland from this beach are all kind of medicinal plants growing in great profusion and Dr. Norbert thinks that it would be a good thing to found a colony at the spot since there is room for 150 families each of whom could be settled on a lot of from 30 to 40 hectares.

— During the Carnival the Leopoldina Railway will issue return tickets from Petropolis to Rio. To Rio and back by baron will be 6\$400 and by S. Francisco Xavier 5\$400.

Minas Geraes. Owing to the fact that the floating debt of the Municipality of Juiz de Fora amounts to 493,528\$144 the Chamber has decided to make certain economies for the purpose of paying the same as soon as possible.

— A lard factory, the first in the State, is about to be established in Juiz de Fora with a capital of 100,000\$000.

— The original Mary's lamb is now being equalled in the town of Curvello. From the *Reflexo*, of that town, we gather that a certain "poor but honest" woman possessed a sheep of a size exceeding the normal for a beast of his kind. This animal went everywhere with its mistress even attending mass on Sundays and feast days. A short time ago the lady died, but the sheep still continues his religious exercises. When he hears the church bell ringing he trots off to church and listens attentively to all that goes on, finally leaving unostentatiously with the rest of the congregation. Lately he has gone out more than ever and is always to be seen at processions, weddings and funerals and when he feels the mood on him goes to the theatre or the circus. He has become the pet of the town and is treated almost like a human being.

— The contract for the building of a new slaughter house at Juiz de Fora has been approved. The building will be more than 1 and less than three kilometre from the City boundaries, on the River Paranybuna.

São Paulo. It is stated that the contract made with the French mission for the training of the State Forces will be extended, instead of reduced as was at one time thought to be possible. The Government of the State is now negotiating to this end in Paris through the Minister of Foreign Affairs. Another lieutenant will be added to the mission in the event of the negotiations being successful.

— During the week there were 116 deaths, 222 births and 43 marriages in the Capital of the State. Of the deaths no less than 69 were children under 2 years old.

— The new pavilion which is being constructed to house the exhibits of the State in Rio in June next is nearing completion. The building is constructed of wood and thus will be easily taken to pieces and rebuilt in Rio. The pavilion is to be visited shortly by the President of the State. Apropos of the Exhibition, Sr. Tertuliano Gonçalves, Director of the Colonisation Service, is preparing a work on the colonisation of São Paulo from 1837 to 1907 which will be ready by the inauguration day and should prove of interest.

— It is expected that Dr. Carlos Botelho, Secretary of Agriculture, will shortly make a tour in the interior of the State and will appoint a commission to visit the coffee *fazendas* with a view to estimating the next crop. The Associação Commercial of Santos having been asked to nominate a member of the commission they have appointed Colonel Moraes Salles. Various Municipalities will also nominate members.

— Dr. Gustavo Godoy, Secretary of the Interior, will also make a tour of inspection of the various posts which have been established for the stamping out of trachoma in the State.

— Last week the São Paulo Railway celebrated the 41st anniversary of the opening of the line to traffic.

— The 10,000 shares of 200\$000 each of the Empresa Paulista de Melhoramentos no Paraná have been admitted to quotation on the São Paulo Stock Exchange.

— There has just died at Itú the Baron de Italy a well known philanthropist in the State. He was the first great landed proprietor to free his slaves in a body, which he did five years before the signing of the *lei aurea* on May 13th 1888.

— There is considerable feeling in Santos against the new regulations which have been made by the inspector of the Custom House in that City. According to these regulations no one can take anything out of the Custom House after 2 o'clock in the afternoon and as very often a mail steamer comes in at midday, or two o'clock, the invoices are not in the hands of the consignees until later in the afternoon when it is too late to despatch the goods, the result being that warehouse dues for one day and one night have to be paid to the Companhia Docas de Santos. A better mail service and later hours at the Custom House would be of real benefit to Santos trade and in such a go-ahead State as S. Paulo these reforms should not be hard to attain.

— The Centro de Navegação Transatlantica has sent a request to the Companhia Docas de Santos that vessels may be allowed to wharf alongside the quays which stretch from Paqueta to the market dock.

— A telegram from São Paulo states that the São Paulo and Minas Railway has been acquired by a syndicate represented by Messrs. Nathan and Engineer M. Stuart. One of the first things which the new company proposes is the extension of the line to S. Sebastião do Paraíso thus linking up São Paulo and Minas Geraes. At the present moment the line runs as far as the point where a bridge is to be built over the Rio Pardo in the district of Ribeirão Preto and the bed is laid to within a short distance from Matto Grosso de Batatas, from which place to S. Sebastião do Paraíso is a distance of some 42 kilometres. The present terminus is at Serrihuia. The new concessionaires propose to run their line, with the same gauge as the Mogiana Railway, from the initial point of Bento Quirino at S. Simão to S. Sebastião do Paraíso, a distance of 86 kilometres and they hope to inaugurate this section within a year and a half. In this way the railway will serve a very rich district the produce of which it will carry to the Mogiana. Amongst the places on the line will be the Santa Rita de Cassia, Passos,

Itirapuaana, Aterrado and part of the districts of Monte Santo and Jacuhy. The superstructure for the bridge over the Rio Pardo was expected to arrive a few days ago in Santos from Belgium.

Matto Grosso. On the 4th of January a great ball and fête was given at Cuyabá in honour of the promulgation of the Conscription Law.

Bahia. Magali and his faithful followers are not to be brought up for trial yet as the process is not apparently in working order. The date of the trial has been put off so often now that an anxious world has somewhat lost interest in the filibuster and his friends.

— The Bahia papers state that the Compagnie d'Eclairage, whose property would in the ordinary course of events revert to the Municipality in 1951, have mortgaged the same to the Light and Power Company up to 1955 to the prejudice of the said Municipality.

Pernambuco. The debenture holders of the Companhia Pernambucana de Navegação held a meeting on the 20th inst but came to no conclusion with regard to the action of the directors in suspending the running of their steamers. A meeting of shareholders is to take place today and it is hoped that they and the Directors will come to some arrangement by which the Company may be saved from its present precarious situation. From Natal it is reported that the service will be taken on by the Companhia Commercio e Navegação of Parahyba do Norte.

Parahyba do Norte. The Bank of Natal announces a dividend of 11%.

— The Prince Line has decided to allow a ship to call at Cabedello every month going to and from New York.

Pará. On the 18th inst a serious fire broke out in the Livraria Classica, the building being entirely destroyed mainly owing to the fact that the firemen were unable to get sufficient water to battle successfully with the flames. The losses are estimated at 40,000\$ but the building was insured with various companies for a total sum of 280,000\$.

— Owing to the crisis the Amazon Company have decided that their workmen shall only work five days in the week. No less than 18 vessels belonging to the company are laid up owing to lack of passengers and cargo.

Amazonas. Telegrams from London state that the Manaus Improvements Company have issued debentures to the amount of £250,000 type 97 1/2, bearing 6% p.a.

— During they year 1907 only two bankruptcies were reported in Manaus in one of which the liabilities amounted to 500\$ and in the other to 1,000\$. We doubt if this excellent record will be maintained during the current year.

— The Government of the State is suppressing various subsidies which it considers are no longer needed. It is also offering a new subsidy amounting to 12,000\$ per annum to anyone who will set up a Berlitz School of Languages in Manaus.

— It is expected that in view of the crisis the Manaus Harbour Company will accede to the request of the Associação Commercial and reduce the warehouse dues on the goods which are lying in the sheds and which many merchants are unable to dispatch owing to lack of ready money. It is also expected that the Government will abandon the idea of being represented at the National Exhibition and that the orders which were given for the construction of a pavilion will be countermanded.

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Books Received and Notices

Tropical and Sub-Tropical America. Vol. I No. 1 Price 10 cts. Published monthly by The Tropical America Publishing Company, 18 Frankfort Street New York City U. S. A.

This is the first number of what promises to be a very interesting magazine so soon as the editors have settled down and have put their facts a little bit more in order. The articles are interesting and well illustrated. Special reference may be made to "America's Mediterranean", which is a pleasant description of some delightful spots in the West Indies, also to "The Opportunity in Latin America," by John Barrett, Director of the International Bureau of American Republics. Mr. Barrett, whose business it is to paint all things Latin American in glowing terms, does not indulge in any undue hyperbole but points out to his fellow countrymen of the United States that it is well worth their while to know more of their Latin brothers of the South. He calls attention to the vastness of the Continent in the following words:—

"Considering another phase of the subject, we find that of the twelve million square miles covered by the American Republics, the Latin nations occupy nearly nine million. In order to give our pride a need of jolt, it is well to bear in mind that we could put all of the United States, without Alaska, inside of the great Republic of Brazil and still have room for another New England, New York, Pennsylvania, New Jersey and Delaware. The Argentine Republic has an area equal to that part of the United States east of the Mississippi River, plus the first tier of States west of the Mississippi, and it is all in the southern temperate zone. Into Bolivia we could put every Atlantic Coast State from Maine to Alabama. Into Peru we could place the whole Pacific Coast and the second tier of States east of it. When President Roosevelt was steaming down the Mississippi River the other day, and was impressed with the greatness of the stream, he could have multiplied the width and depth and volume of the river five times and still have found it smaller than the Amazon."

There are other well illustrated articles, including one on the City of Buenos Aires, but under the heading of "Tropical and sub-Tropical Agriculture" we find the following statement:—

"The coffee situation in Brazil. The recent heavy crops of coffee in Brazil, with a consequent effect on the market price for that staple, make it seem probable that the coffee acreage will be reduced by the Brazilian planters, for a time at least, and the area thus taken from coffee lands be devoted to the planting of other crops. A syndicate of American and Canadian investors have applied for a concession under which they plan to build an electric railroad from Santos to São Paulo, through an important coffee region which is at present served by a steam railway."

We have yet to learn that the region between Santos and São Paulo is an important coffee country, but it will doubtless be good hearing to the São Paulo Railway.

Under the "Forests and Mines" section there is an optimistic forecast of the future of iron in the State of Minas Gerais which is probably not exaggerated if only the railways were there to bring the vast wealth of the State down to the sea.

We shall look forward to the next number of *Tropical and sub-Tropical America*.

O Balanço da Propriedade Industrial. December, 1907. Published by the Directorate General of Industry of the Typographia da Estatística.

Contains, as usual, lists of newly registered trade marks and patents, granted and applied for as well as varied information regarding these matters.

Estatística do Estado de Santos. Imprensa da Esplanada, Jan.-Dec. 1907. Published by the Typographia e Papellaria de Vanorden & C. 7, 9 and 11 Rua do Rosario, São Paulo.

A little bit belated, perhaps, but useful.

A Adulção Racional na Citricultura. by Dr. Vincenzo di Mattei, published by O Centro das Experiências Agrícolas do Kali-syndicat, Rua da Alfândega No. 93, Rio de Janeiro.

As its name implies a treatise on the proper manuring and culture of lemons, which should prove of great assistance to all those engaged in this branch of agriculture.

Doçum de Alabos. Published by O Centro das Experiências Agrícolas do Kali-syndicat, Rua da Alfândega No. 93, Rio de Janeiro.

Deals with the proper ingredients and application of chemical manures, which should be of the greatest value to farmers in all branches of agriculture.

A Cultura do Cacaueiro. by Henrique Mager. Published at Parahyba—1907—Typ. d'A República obtainable at the offices of O Centro das Experiências Agrícolas do Kali-syndicat, Rua da Alfândega No. 93, Rio de Janeiro.

A plea for the increased planting of cocoa nut palms in Brazil. The writer points out that huge quantities are exported each year from Ceylon and that there is no reason whatever why the same trade should not be built up in Brazil. In the year 1904, 8,292,000 green cocoa nuts were exported from Cey-

lon, which island is just about the same size as the State of Parahyba do Norte, where Mr. Mager seems to think the cocoa palm would thrive. The total value of the cocoanuts referred to was 32,200,000\$ or some £2,000,000, which as he says is not to be sneezed at. He points out the cheapness of production, at the same time stating that the demand at present is much greater than the supply. An enormous amount of cocoanut oil is used in the manufacture of soap, the demand for which, we trust, will ever be on the increase, whilst cocoa nut matting, sheave binding etc. are also manufactured from the produce of the tree. The writer enters into technical details with regard to altitude, distance from the sea (it appears that the cocoa palm will not develop at a greater distance from the sea than 150 kilometres) manuring, etc., which make one wish to start a cocoa palm plantation forthwith. The pamphlet is worth reading and we trust will be studied by the proper persons, when it may be attended with good results for the country.

Correspondence

Petropolis, 12th February 1908.

TO THE EDITOR OF *The Brazilian Review*:—

Sir,

I have been reading your remarks in the current number of *The Review*, and it seems to me that some official effort is necessary. For three years I have made continual efforts to interest planters in this direction, but in spite of the most convincing proofs of profits, and the certainty of no immediate opposition, not one has been found willing to spend a conto. I even offered to open a café at my own cost if furnished with coffee on credit for six months, but although many would be glad to cooperate with their neighbours, none have the courage to work for themselves.

It is the same thing with regard to fruit and textile plants, every man with lands producing something capable of finding a ready market in England is only too ready to sell them. I am of opinion that your invaluable journal might be made the means of propaganda. A series of special articles printed separately, dealing with the cost of production and shipping, and the prices obtainable, would be of incalculable value.

Hoping you may find room for these lines,
I am, Sir, Yours obediently

JOHN C. OAKENFALL

NOTE OF EDITOR. We are afraid the *Review* would not be of much practical use for propaganda. It specialises too much too interest general readers and so, if influential, its circle of subscribers is too limited to attract much attention from the classes Mr. Oakenfall would appeal to. At the same time we are quite willing to help so long as the communications are not too long.

Personal News

Arrivals and Departures during the week:—

ARRIVALS.

- By the s.s. *Thomas*, from Southampton, on February 17th.—C. E. Nellen, H. Bickers.
- By the s.s. *Orita*, from Valparaiso, on February 18th.—S. G. Rhodes, M. F. Barlow.
- By the s.s. *Orion*, from Liverpool, on February 18th.—F. Burrows, J. Wysard, J. Winton.
- By the s.s. *Danube*, from Buenos Aires, on February 19th.—H. Muir, G. Richmond, Mr. and Mrs. A. Lang, A. Roslington, Mr. and Mrs. W. Brian, G. H. Craig, W. H. Watton, F. Spencer, J. Hampshire and family.
- By the s.s. *Magellan*, from Buenos Aires, on February 19th.—C. A. Dick.
- By the s.s. *Tenbyetta*, from Manchester, on February 21st.—Miss E. J. Moxon.
- By the s.s. *Tennyson*, from New York, on February 21st.—Mr. George Anderson, Consul-General of the United States of America and Mrs. Anderson, Miss M. Noel, Dr. F. Schwan, Dr. H. S. Sanford, Dr. C. Gloss, R. Sheedy, W. A. March, Dr. M. J. Paterson.

DEPARTURES.

- By the s.s. *Thomas*, for Southampton, on February 18th.—W. Hicks, R. Crance, H. W. Heiss, B. T. Courtney, T. N. Parker.
- By the s.s. *Danube*, for Southampton, on February 19th.—F. Brock, A. B. Cook, A. Lacombe, H. Holland.
- By the s.s. *Voltaire*, for New York, on February 19th.—M. B. Hamilton, Mr. and Mrs. Uslaender, Miss M. Walscomb.

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All kinds of Maritime harbour transport.

Loading and discharge of v.s.s. in

Towage.

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

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Office Rua Visconde de Itaboraay

(Cães dos Músculos)

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. Job. Berentz, Gossler & Co. — Hamburg.
 Credito Italiano. — Italy.

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

THE LONDON & RIVER PLATE BANK LIMITED

ESTABLISHED 1862

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

19 and 21, RUA DA ALFANDEGA and RUA DA QUITANDA, 82

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

AGENCIES IN BRAZIL

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

BILLS OF EXCHANGE issued and purchased on
 the following places :—
 LONDON and all the principal towns of the
 UNITED KINGDOM.

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

CURRENT ACCOUNTS opened with commercial
 firms and private individuals.
 DEPOSITS received for fixed periods or at 30 days
 notice of withdrawal.

LETTERS OF CREDIT issued.
 STOCK and SHARE ORDERS executed and every
 description of banking business conducted.
 TERMS ascertainable on application to the Bank.

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 10,000,000 MARKS

Branch Office in Rio de Janeiro:

RUA DA QUITANDA No. 109 (Caixa 103)

Branch Offices in: — São Paulo, Caixa 520 — Santos, Caixa 185 — Porto Alegre, Caixa 27

Cable Address: ALLEHABANK.

Correspondents in: — Para, Manass, Maranhão, Ceará, Pernambuco, Parahyba, Bahia, Maceio, Victoria, Rio Grande,
 Pelotas, Curitiba, Paranaigua, Santa Catharina, &c.

Draws on:—

Germany { Direction der Disconto
 Gesellschaft, FEARIN
 Frankfurt a M. Bremen
 Nordd. Bank in Ham-
 burg HAMBURG } and correspondents.

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

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

Italy { Credito Italiano.
 Banca Commerciale Italiana. }

Portugal { Banco Lisboa & Açores and correspondents.

and any other countries.

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.

The British Bank of South America, Ltd.

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

Capital.....	£ 1,300,000	o
Idem paid up.....	£ 650,000	
Reserve fund.....	£ 485,000	

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

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

Santos Agents:
F. S. Hampshire & Co., Limited.

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

Draws on its Head Office in London:

The London Joint Stock Bank Limited..... London,
and all principal towns in United Kingdom.

Messrs. Heine & Co..... Paris,
Banque de Bordeaux..... Bordeaux.
J. Berenberg Gossler & Co..... Hamburg.
and Correspondents in Germany.

Messrs. Rossi & Co..... Milan.
Banca Commerciale Italiana..... Genoa.

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

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

Società Bancaria Italiana..... Genoa.
and Correspondents in Italy.

Messrs. E. Sainz & Hijos..... Madrid.
" Garcia Calamarite & Co..... Madrid.
and Correspondents in Spain.

Crédit Franco-Portugais..... Oporto.
Banco de Portugal..... Lisbon.
and Correspondents in Portugal.

The Bank of New York N. B. A. New York.

AMERICAN BANK NOTE COMPANY

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BUSINESS FOUNDED, 1795

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Special papers manufactured exclusively
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Railway tickets, maps, numbered and
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or device, with steel plate tints.

Estimates submitted on receipt of particular
requirements.

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FUNDADA EM 1795

Gravadores e impressores de sellos,
estampilhas, notas bancarias, apólices,
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segurança.

A Companhia tem elementos e processos
especiais para evitar a falsificação das
suas gravuras e emprega papel fabricado
especialmente para o seu uso.

Egualmente incumbem-se da impressão
de bilhetes de Estrada de Ferro, mappas,
bilhetes com coupons numerados de qualquer
tamanho, estylo ou desenho e com
cores semelhantes ás das impressões de
gravuras de aço.

A Companhia está prompta a submeter
offertas em qualquer occasião.

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CRASHLEY & CO.

(Established 25 years)

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PURGEN — The ideal aperient

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

DESCRIPTION	Jan. 25, 1908	Feb. 1, 1908
Government Securities		
Gold Loan 1879 4 1/2 %	84	87
1883 4 1/2 %	85	87
1888 4 1/2 %	87	89
1894 4 1/2 %	82 3/4	83 3/4
1895 5 %	95	96
1903 5 %	95	96
West of Minas Railway 5 %	102 1/2	100 1/2
New Funding Bonds 1895 5 %	84 3/4	85 1/4
Rescission Bonds 1891-2-3 4 %	91	95
State of S. Paulo 5 % 1898	92	94
5 % Bonds 1903	92	94
5 % Exchgr. Bonds	146 1/2	97 1/2
5 % Bonds 1904	88	90
State of Pará 5 %	84	86
do 1907 all paid	85	88
Bahia 5 % Gold Loan, 1904	85	88
Comp. Lloyd Bras. 5 % St. Bds.	99 1/2	101 1/2
Corporation Bonds		
City of Rio de Janeiro 4 %	85	87
ditto 5 % gold bonds	84	90
City of Santos 6 %	110	102
Bello Horizonte 6 % Eds Guar.	90	92
Mantova (C. of) 5 1/2 % Stg.	83	86
City of Belem (Pará) 5 % Gd. B. of 1905	70	74
Railways		
Brazil Great Southern 7 % Cum. Pref.	6	6
Espirito Santo and Caravelas	6 1/2	7 1/2
Gr. Western of Brazil, Limited	10 3/4	10 1/4
5 % Pref. Shares 50,000	10 1/2	11 1/2
5 % 1901-75,000	9	9
Leopoldina Limited	77 1/2	78 1/2
5 1/2 % Pref.	107 1/2	11 1/8
Porto Alegre a Novo Hamburgo 7 % Pref.	1/2	1 1/2
Shares	24 1/2	25 1/2
Rio Claro, S. Paulo, Limited, Shares	191	196
S. Paulo, Limited	114	116
5 % Non-Cum. Pref.	116	117
Railway Obligations		
Brazil Gr. Southern, 6 % St. Mt. Debt, 1899	94	96
5 % St. Mt. Debt, Red.	100	102
6 % Perm. Deb. Stock	83	88
Gr. Western of Brazil Stock 5 %	128	125
ditto 5 % Rd.	101	101
Leopoldina 4 % do Stock, red.	96	96
Guayana, 5 % Deb. Bonds	101	103
Porto Alegre a Novo Hamburgo 6 % Mort.	88	91
Deb. Red. 1907	125	127
S. Paulo, Ltd. 5 1/2 % Debentures Stock	114	116
5 % do	102	104
4 % do	117	119
Rio Claro, S. Paulo 5 % Deb. stock	117	119
Banks		
British Bank of South America, Limited	15 1/2	16 1/2
iss. at £4 pm. (pm. unpaid)	14 1/2	15 1/2
London & Brazilian Bank, Limited	23 1/4	23 1/2
London & River Plate Bank, Limited	62	64
60,001 to 80,000	—	—
Shipping		
Amazon Steam Navigation Co., Limited	10	11
Royal Mail Steam Packet Co., Ltd.	43	45
ditto Pref.	87	92
Pacific Steam Navigation Co.	22	23
Mining		
Ouro Preto, Ltd.	3 1/2	3 1/2
St. John del Rey	13 3/2	13 3/2
do Pref. 10%	11 1/2	11 1/2
Telegraphs		
Amazon Tel. Shares	2	3
ditto 5 % Deb. Rd.	84	87
Western Tele. Co. shares	13	13 1/2
do do 4 % Deb. red.	99	101
Miscellaneous		
Cantareira Waterworks 5 % deb. 2nd issue	101	103
City of Santos Imp. Ltd. 7 % non-cum. pref.	10 1/2	11
City of Santos Imp. Ltd. 6 % non-cum. pref.	11	11 1/2
do do 5 % 1st charge deb.	97	99
Rio de Janeiro City Imp. Limited	4	4 1/2
do 5 % Deb. 1878-80	99	101
do do 1882-93 & 1901	98	100
Rio de Janeiro Flour Mills Limited	18 1/4	2
S. Paulo Gas Co. Limited	100	102
do Mort. deb.	13	13 1/2
do 5 % Deb. (Regd.)	49	51
Dumont Coffee, ord.	1	1 1/2
do 7 1/2 % Cum. pref.	6 1/2	7
S. Paulo Coffee Est. 5 1/2 % 1st. Mort. deb.	92	94
ditto 7 % Cum. Pref.	92	94
Pernambuco Water Works 5 % 1st Deb.	4 1/4	4 3/4
ditto 5 % 2nd Deb. St. Bds.	91	94
São Paulo Trans. Lgt & Pwr. (\$100)	91	94
do 5 % Mt. Debt Red. (\$50)	117	121
Sao Paulo Match 5 % 1st. Mt. Dd.	92 1/2	94 1/2
Central Bahia Railway Trust:—	84	89
Reg. Trust "A" Certs. Rd.	74	76
ditto "B" Certs. Rd.	23	24
Mantova Imp. 7 % cum. Pref.	9 3/4	10 1/4

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE Montreal Prices

	Jan. 31	Jan. 30
Mexican Light and Power Co.	50 1/2	48 3/4
Do 5 %	84	85
Sao Paulo Tramway Light and Power Co. Limited	119	118
Do 5 %	92 3/4	92 3/4
Rio de Janeiro Tramway Light and Power Co. Ltd.	88 3/4	83 3/4
Do 5 %	76	76

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

DESCRIPTION	Jan. 26th 1908	Feb. 2nd 1908
State of Minas Geraes 5 %	492	495
do Bahia	501	504
do Espirito Santo	487.25	486.50
do Pernambuco 5 % 1905	402	404
do Alagoas 5 % 1905	383	384
do Pará 5 % 1905	437	447
do Amazonas 5 % 1905	387	387
do Paraná	411	414
do São Paulo 5 % 1905	491	492
do do 1907	475	476
City of Bahia	449	452
São Paulo Rio Grande do Sul ex-c 1st series	446	449
do ex-c 2nd series	449	452
Victoria and Minas 1st series	411	412
do 2nd series	439	441
North of Brazil Railway	403	405
North of Paraná Railway	410	410
Bahia Docks and Port Company 5 %	440.50	442
Port of Pará	458	455
Brazilian Rubber	15.50	16.50
North West of Brazil Railway	403	413

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

DESCRIPTION	Jan. 26th 1908	Feb. 2nd 1908
Minas paper	251	253
Rescission Bonds 4 %	84.75	85.25
Port of Rio de Janeiro 5 %	95.90	96.40
City of Pará	357	360
Auxiliare de Chemins de Fer au Brésil Pref.	860	865
do do Ord.	832.50	830
Rio de Janeiro Light & Power Debs.	405	410
do do Shares	197.50	200

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

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Depot: ILHA DOS FERREIROS

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POSITION OF THE FIVE FOREIGN BANKS AND BRANCHES

	London & Brazilian Bank Limited	London and River Plate Bank Limited	The British Bank of South America Ltd	Brasilianische Bank fur Deutschland	Banco Commercial Italo Brazilianno	TOTAL for January 1908 (five Banks)	TOTAL for December 1907 (four Banks)	TOTAL for January 1907 (five Banks)
Assets								
Capital uncalled.....	5,848,890\$	—	5,777,778\$	—	—	14,626,668\$	13,834,833\$	11,111,111\$
Cash.....	26,658,027\$	11,403,430\$	5,935,248\$	12,823,280\$	2,063,305\$	58,913,480\$	53,821,648\$	78,521,576\$
Discounts.....	8,843,957\$	2,440,450\$	7,474,809\$	20,152,258\$	7,782,345\$	46,693,819\$	37,469,778\$	39,882,734\$
Accounts with head offices and branches.....	27,086,082\$	17,134,974\$	6,824,053\$	17,391,417\$	10,000,833\$	78,356,995\$	69,567,670\$	87,194,910\$
Loans.....	12,010,908\$	6,458,480\$	10,505,757\$	14,697,265\$	3,733,061\$	47,422,511\$	47,245,521\$	38,771,289\$
Bills receivable.....	35,800,000\$	23,359,087\$	10,022,391\$	26,121,158\$	6,830,107\$	102,141,333\$	100,325,752\$	91,106,345\$
Guarantees on current accounts and different values.....	23,113,581\$	—	—	—	—	23,113,581\$	24,189,559\$	—
Miscellaneous.....	3,105,045\$	66,234,282\$	31,222,973\$	45,792,390\$	13,276,084\$	159,229,779\$	156,533,231\$	181,911,057\$
Total.....	145,513,512\$	127,221,318\$	77,778,609\$	136,890,801\$	43,731,821\$	531,131,061\$	502,889,320\$	626,839,461\$
Liabilities								
Shareholders.....	17,777,778\$	3,500,000\$	11,535,056\$	10,000,000\$	6,000,000\$	48,832,834\$	40,166,667\$	41,722,222\$
Deposits : Sight.....	85,662,170\$	19,593,260\$	8,845,280\$	21,940,596\$	9,245,414\$	95,216,716\$	88,746,416\$	109,151,957\$
: Term.....	10,797,134\$	5,624,054\$	3,223,055\$	13,022,853\$	1,500,000\$	31,191,122\$	31,066,415\$	39,636,806\$
Accounts with head offices and branches.....	12,698,193\$	9,861,935\$	11,629,608\$	17,073,310\$	5,078,351\$	56,310,302\$	51,431,203\$	63,268,225\$
Guarantees on current accounts and different values.....	23,113,581\$	—	—	—	—	23,113,581\$	24,189,559\$	—
Miscellaneous.....	46,574,661\$	88,641,166\$	41,850,998\$	74,794,547\$	21,317,356\$	272,296,751\$	267,288,564\$	286,560,241\$
Total.....	145,513,512\$	127,221,318\$	77,778,609\$	136,890,801\$	43,731,821\$	531,131,061\$	502,889,320\$	626,839,461\$

CASH IN CONTOS		
By Branches: —	January 31	December 31
London and Brazilian Bank.....	26,658	21,725
London and River Plate Bank.....	11,404	11,967
British Bank of South America.....	5,935	5,380
Brasilianische Bank fur Deutschland.....	12,823	11,750
Banco Commercial Italo Brazilianno.....	2,093	—
	58,913	53,822
By locality: —		
Rio de Janeiro.....	20,755	19,232
São Paulo.....	16,687	14,503
Santos.....	2,114	2,203
Porto Alegre and Rio Grande do Sul.....	3,977	4,576
Bahia.....	3,492	1,948
Pernambuco.....	3,585	3,066
Pará and Manaus.....	8,303	9,294
	58,913	53,822

Comparative movement of the increase and decrease on 31st January and 31st December in contos:—

ASSETS.	Jan. 1908 with Dec. 1907		Jan. 1908 with Jan. 1907	
	Increase.	Decrease.	Increase.	Decrease.
Capital.....	1,333	—	3,556	—
Cash.....	2,368	—	—	14,609
Bills discounted.....	1,412	—	6,811	—
Head Office and Branches.....	—	1,218	—	8,778
Loans.....	—	3,367	—	8,850
Bills receivable.....	—	5,915	—	11,038
Guarantees on current accounts and different values.....	—	1,076	—	23,113
Sundry.....	—	19,589	—	25,190
LIABILITIES.				
Capital realized.....	2,667	—	7,111	—
Deposits at sight.....	—	2,775	—	8,985
at term.....	2,261	—	4,251	—
Head Office and branches.....	—	189	—	1,428
Guarantees on current accounts and different values.....	—	1,076	—	23,113
Sundry.....	—	16,385	—	14,852

Excluding the Italo-Brazilianno Bank, for which no balance sheet has yet been received for 31st December, Capital shows an increase in January of Rs. 1,333,000\$. Cash increased Rs. 2,998,000\$ whilst deposits fell off Rs. 514,300\$ and the apparent net Credit with Home offices also declined Rs. 1,549,000\$.

Discounts and Loans together show an increase of 1,818,000\$. The ratio of sight deposits to cash rose from 60.6% on 31st December to 66.1% on 31st.

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UTRECHT, HOLLAND.

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STEEL RAILS AND SLEEPERS.

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(Editor of the "BRAZILIAN REVIEW")

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

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RIO GRANDE LINE...	The 1st., 7th., 14th., and 28rd., every month, at 12 noon.
NEW YORK LINE.....	Once a month.
RIVER PLATE LINE...	The 4th. and 20th. every month, at 12 noon.
STA. CATHARINA LINE	The 11th. and 28th. every month at 12 noon.
FULDA BAHIA LINES	Once a month (Departures not fixed.)
SERGIPE LINE.....	Twice a month (Departures not fixed.)
MATTO GROSSO LINES.	Are in connection with the River Plate Line, departures from Montevideo or Buenos Aires.

FLEET

Alagoas	Goyaz	Florianopolis.
Brazil.	Sergipe.	Santos.
Manóas.	Mayrink.	Planeta.
Maranhão.	Victoria.	Satelite.
Olinda.	Aymoré.	Prudente de Moraes
São Salvador.	Estrella.	Iris.
Pernambuco.	Fagundes Varella.	Amazonas.
Espirito Santo	Grão Pará.	Guarajá.
Bragança.	Diamantino	Ludario.
Matto Grosso.	Mercedes.	Nioac.
Marajó.	Rapido.	Itapemirim.
Cozipé.	Rio Verde.	Cahy.

26 BUILDING

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

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

Coffee Market

COFFEE ENTRIES

Rte.	FOR THE WEEK ENDED			FOR THE CROP TO	
	Feb. 21 1908	Feb. 14 1908	Febr. 22 1907	Feb. 21 1908	Febr. 22 1907
Rio Central R'y.....	11,830	19,943	24,822	722,425	1,607,363
Leopoldina R'y.....	41,631	47,404	19,856	1,471,371	1,176,477
Inland.....	8,271	2,724	8,409	170,181	137,173
Coastwise, discharged	—	—	—	—	—
Total.....	61,732	70,071	53,087	2,364,277	3,011,013
Transferred from Rio A. Leopoldina R'y.....	3,645	5,121	135	85,819	74,79
Net Entries at Rio.....	61,087	64,950	53,452	2,278,458	2,936,224
Coastwise, in transit.....	—	—	—	—	50,509
Netherlands from Rio A. Leopoldina R'y.....	11,530	12,207	5,570	341,020	229,071
Total Rio including Netherlands & transit.....	72,617	77,157	59,022	2,619,478	3,215,414
Santos.....	75,643	94,685	223,883	6,053,473	11,596,966
Total Rio & Santos.....	148,155	171,752	281,911	8,712,951	14,813,380

The coast arrivals for the week ended February 21st were from:—

Piuma.....	2,796
Caravelas.....	1,783
Ilheusim.....	1,514
Santos.....	1,131
S. João da Barra.....	943
Total.....	8,167

The total entries by the different S. Paulo Railways for the Crop to February 21st 1908 were as follows:—

	Per Jundiahy and others	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1907/1908.....	5,100,961	996,416	6,097,377	6,093,473	3,904
1906/1907.....	10,024,191	1,592,493	11,616,684	11,596,966	19,718

COFFEE LOADED (EMBARQUES)

Rte.	DURING WEEK ENDED			FOR THE CROP TO	
	Feb. 21 1908	Feb. 14 1908	Febr. 22 1907	Feb. 21 1908	Febr. 22 1907
Rio.....	64,112	78,356	66,324	2,811,992	2,558,822
Netherlands.....	9,166	16,550	—	322,352	228,341
In transit.....	—	—	—	—	50,509
Total Rio including Netherlands & transit.....	73,278	94,906	66,324	3,134,344	2,837,672
Santos.....	179,928	139,091	190,722	6,829,817	9,306,822
Total Rio & Santos.....	253,206	233,997	257,046	9,964,161	12,144,494

Rio de Janeiro, February 21st 1908.

Entries at Rio and Santos for the week ending February 21st were 23,597 bags less than for the previous week and 133,756 less than for the corresponding week last year.

For the crop entries reached 8,712,951 bags against 8,561,796 at the end of the previous week and 14,813,380 bags at the corresponding date last year.

Shipments (embarques) were 19,199 bags more than for the previous week and 3,810 bags less than for the corresponding week last year.

The average price for Rio No. 7 was 3\$506 for the Market against 3\$506 in the previous week; and at New York it was 6.27 cents against 6.30 cents for the previous week and 7.01 cents last year.

Stocks decreased 115,393 bags and are 1,819,012 bags less than last year and 497,051 bags more than in 1906.

Santos entries are 19,037 bags less than in the previous week, and smaller than shipments by 104,380 bags. The daily average for the week (6 days) was 12,591 bags as against 15,761 for the previous week and 37,314 last year.

		Commissaries Prices	Market Prices
February	17.....	58200 to 58300	58100 to 58200
"	18.....	58200 to 58300	58100 to 58200
"	19.....	58200 to 58300	58100 to 58200
"	20.....	58200 to 58300	58100 to 58200
"	21.....	58200 to 58300	58100 to 58200
"	22.....	58200 to 58300	58100 to 58100

Up to 21st February entries for the last eight years were as follows:—

1908.....	8,712,951
1907.....	14,702,995
1906.....	8,909,503
1905.....	8,698,555
1904.....	8,985,993
1903.....	9,517,957
1902.....	12,285,135
1901.....	8,530,141

The ratio of this crop's entries to those for 1906/07 was 59.7% as against 59.6% last week and 58.7% the previous week. In relation to the 1905/06 crop the ratio was 97.7% against 101.6% for the previous week and 99.6% for the week before. Compared with 1900/01 crop entries to 21st February show 382,819 bags more.

São Paulo, February 22nd, 1908.

The week under review has been on the whole devoid of general interest; prices in Santos for spot coffee were easily maintained, and even for advanced delivery coffee. We quote 4\$425 to 4\$500 for February and 4\$450 to 4\$500 for March.

The consuming markets did not show much disposition to buy; Hamburg especially, seems absolutely disinclined to meet exporters. Arrivals in that port are so large that the second hand sells below all cost, and freight offers from this side which has been prostrated by the decline in the future market there.

Have is sending orders only for underscribed goods at prices which cannot be touched here, whilst Rotterdam, Antwerp and Trieste continuously purchase small quantities of special goods.

The United States do likewise. We have, however, to look for them chiefly for support during the next few months.

Receipts have kept below the average of the last few weeks whilst shipments have been heavy, so that the stock has been reduced by about 105,000 bags. We have reason, however, to believe that shipments will be much smaller during next week, unless a sudden demand from consuming quarters spring up. Higher freight rates have so far, not aroused any desire to buy more liberally, which is hardly surprising now, as a term of six weeks was given before they could come into force.

Freights for coffee to North European ports will be raised from March 25th onward to 35s. and 5 per cent, and to New York and New Orleans to 30 cents and 5 per cent per bag. Plenty of steamers soon will be at the disposal of shippers during this period.

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

By Cable:—

Sales for the week ending February 22nd 31,000 bags.

Closing quotations for February.....	4\$500
" " " March.....	4\$475
" " " April.....	4\$450
" " " May.....	4\$450

Companhia Paulista de Armazens Geraes SANTOS

WEEKLY COFFEE MOVEMENT

	W'house No. 1	W'house No. 2
	BAGS	BAGS
Stock on February 14th.....	12,295	63,625
Entries during the week.....	580	7,947
Withdrawals during the week.....	12,875	71,572
Stock on February 21st 1908.....	10,920	61,169

Warrants to the number of 44, representing 27,665 bags of coffee were in circulation on February 21st 1908.

Santos, February 21st 1908.—Harry G. Estill, Manager.

In a resume of the coffee situation Thomas Roberts & Co., of Philadelphia, after citing the statistical position, say:

"Now it is self-evident to the veriest tyro in the coffee trade that the available visible supply of the world cannot be reduced to 5,000,000 bags without a violent advance in price from present basis, but undoubtedly long before the world's visible supply would reach 5,000,000 bags the coffee trade would be clamouring for a portion of the coffee held under the valorization plan, and perfectly willing to pay them what is now said as their minimum price of 8½c for Coffee Exchange Standard No. 7 with the better grades on the same basis. But much more startling are the probabilities of the crop of 1908-09. The best authorities estimate the size of the crop at about the same as the present one, or say 10,000,000 bags. Adding this to the probable maximum receipts of mild coffees at consuming countries, say 4,000,000 bags, makes 14,000,000 bags of new coffee available for consumption from July 1, 1908, to July 1, 1909. Adding to this the probable available visible supply on July 1, 1908, say 5,000,000 bags, and the 8,000,000 bags held under the valorization plan, we have a total of 27,000,000 bags as the total visible supply for the year July 1, 1908, to July 1, 1909.

"Now, if the owners of the valorization coffee decide to hold their coffee, and can make the proper financial arrangements to do so, we shall have to deduct this enormous amount, 8,000,000 bags, which would leave us only 19,000,000 bags available for consumption during the crop year 1908-09. Adding the normal yearly increase of 500,000 bags to the present rate of the world's consumption, we should have 18,500,000 bags consumed during the crop year of 1908-09. This would reduce the available visible supply of the world on July 1, 1909, to 1,000,000 bags, but of course long before that figure was reached the coffee world would be clamoring for the valorization coffee at any price that the holders wish to sell it, but if the Brazilian Government should refuse to sell there would be a wider scramble and a more lurid upward whirl on the coffee exchanges of the world than we have ever seen. It is, however, not conceivable that the Brazilian Government should pursue any such policy, as a disastrous corner in coffee was not the purpose of valorization, but it would let the coffee world have its holdings at probably a reasonable advance and profit over what the goods cost, including carrying charges, which would be a basis very much higher than the present price of coffee.

"From a consideration of the above you will see that the Brazilian Government has the power to execute the most disastrous corner on coffee that the world has ever seen. Messrs. Theodore Wille & Co., of Rio and Santos, were very judicious and thoroughly honest in their purchases of coffee for the valorization plan, and all the coffee held by the Brazilian Government are high grade and very desirable, and such coffees are never a threat to the market. However, the holders of the negotiable warehouse receipts of the coffees under the valorization plan are very strong financially, and when the time comes that the Brazilian Government wishes to sell, or that the holders of the warehouse receipts wish to buy, this will not be published broadcast for everybody to get a chance at the coffee, but the holders of the receipts on which they have loaned money will be the only ones who will ever know of any transfer of ownership, so that the outside barbarians, such as you and we, will never get a chance to buy any of these coffees until the ownership has been transferred from the Brazilian Government to the holders of the negotiable warehouse receipts. When we buy it from them the probabilities are that we shall never know that it was valorization coffee at all."

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VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

	Feb. 21	Feb. 14	Feb. 21	Feb. 14	Crop to Feb. 21	
	Bags	Bags	£	£	Bags	£
Rio.....	76,001	76,356	119,069	118,454	2,914,086	4,596,732
Santos.....	143,886	158,512	290,916	328,334	6,790,100	12,997,722
To 1907/1908.....	219,887	234,870	410,985	446,788	9,704,186	17,594,454
to 1906/1907.....	409,536	153,850	870,454	294,297	11,825,571	23,345,513

PURGEN — The ideal aperient.

MANIFESTS OF COFFEE

During the Week ended February 21st, 1908

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	HAWS	TOTAL
Feb. 15	Itaituba	Rio Grande	Castro Silva & Co.	125	
	do	do	Zenha, Ramos & Co.	130	
	do	do	Siqueira & Co.	80	
	do	Pelotas	Castro Silva & Co.	275	
	do	do	Siqueira & Co.	240	
	do	Porto Alegre	Castro Silva & Co.	780	
	do	do	Zenha, Ramos & Co.	100	
	do	do	Siqueira & Co.	80	1,780
15	Brasil	Maceió	Eugen Urban	50	
	do	Parintins	do	50	
	do	Maranhão	do	25	
	do	Pará	Pinto & Co.	1,100	
	do	do	Eugen Urban	45	
	do	do	M. P. Teixeira	600	
	do	Mandós	S. Cabral & Co.	200	
	do	do	Pinto & Co.	60	
	do	J. Dias & Irmão	do	200	
	do	Pernambuco	Pinto & Co.	100	
	do	do	Eugen Urban	94	2,384
17	Yang Tsi	Montevideo	Pinto & Co.	233	
	do	do	Zenha, Ramos & Co.	60	
	do	Buenos Aires	Norton, Megaw & Co.	600	
	do	do	Castro Silva & Co.	50	
	do	do	M. Placido Teixeira	300	1,258
16	Martinho	Pernambuco	Zenha, Ramos & Co.	—	120
17	Corrientes	New York	Theodor Wille & Co.	—	2,000
18	Thames	Buenos Aires	Norton, Megaw & Co.	30	
	do	do	Ornstein & Co.	750	
	do	Montevideo	do	600	1,400
18	Swedish Prince	New York	Hard, Rand & Co.	20,230	
	do	do	Carlo Pareto & Co.	8,000	
	do	do	Pinto & Co.	4,150	
	do	do	R. do Couto & Co.	1,000	
	do	do	Eugen Urban	500	33,940
19	Magellan	Bordeaux	Pinto & Co.	—	1,500
19	Oriana	Punta Arenas	Norton, Megaw & Co.	85	
	do	do	Eugen Urban	50	
	do	do	J. P. Roth & Co.	45	
	do	Valparaiso	Ornstein & Co.	380	
	do	do	do	100	
	do	Falkland	do	100	650
19	Danube	East London	P. S. Nielsen & Co.	400	
	do	Port Elizabeth	do	700	
	do	Cape Town	Eugen Urban	400	1,500
19	Aracaty	Maceió	Zenha, Ramos & Co.	155	
	do	Pernambuco	Pinto & Co.	210	
	do	Ceará	Siqueira & Co.	110	
	do	Pará	Zenha, Ramos & Co.	730	
	do	do	Pinto & Co.	250	
	do	Mandós	Zenha, Ramos & Co.	175	1,990
20	Pará	Maranhão	Siqueira & Co.	150	
	do	do	Eugen Urban	385	
	do	Pará	Ornstein & Co.	700	
	do	do	Eugen Urban	150	
	do	Ceará	Ornstein & Co.	100	
	do	do	Pinto & Co.	60	
	do	do	Siqueira & Co.	100	
	do	Pernambuco	Eugen Urban	25	1,695
20	Moravia	Trieste	Theodor Wille & Co.	3,750	
	do	do	C. Dabelow	250	
	do	do	Ornstein & Co.	4,212	
	do	do	Pinto & Co.	487	
	do	do	Eugen Urban	1,500	10,199
20	Voltaire	New York	Carlo Pareto & Co.	7,001	
	do	do	Ornstein & Co.	5,750	
	do	do	Pinto & Co.	1,500	
	do	do	R. do Couto & Co.	1,230	
	do	do	Eugen Urban	603	
	do	do	Gustav Trinks & Co.	463	16,523
20	Santa Lucia	Hamburg opt.	Pinto & Co.	2,500	
	do	do	Eugen Urban	749	
	do	do	C. Dabelow	250	
	do	do	Gustav Trinks & Co.	368	
	do	do	Carlo Pareto & Co.	48	3,905
21	Erlangen	Leixões	Sundry	2	
	do	Rotterdam	Pinto & Co.	500	
	do	Antwerp opt.	C. Dabelow	1,500	
	do	do	Eugen Urban	1,000	
	do	East London	Castro Silva & Co.	125	3,127
			Total.....		83,620

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	HAWS	TOTAL
Feb. 15	Moravia	Trieste	Theodor Wille & Co.	8,500	
	do	do	E. Johnston & Co. Ltd.	8,500	
	do	do	Hard, Rand & Co.	2,321	
	do	do	Krische & Co.	940	
	do	do	Prado, Chaves & Co.	500	
	do	do	Mich. Wright & Co. Ltd.	500	
	do	do	Barbosa & Co.	500	
	do	do	Holworthy Ellis & Co.	250	
	do	do	Lovy Alvaro & Co.	250	
	do	do	S. Gepp & Co. Ltd.	125	
	do	do	Nosack & Co.	125	
	do	do	Rambauer & Co.	7	
	do	Venice	Theodor Wille & Co.	250	17,156
18	Santa Lucia	Hamburg	Mich. Wright & Co. Ltd.	1,000	
	do	do	Krische & Co.	2,002	
	do	do	S. F. et C. Franco	1,325	
	do	do	Brésilienne	1,325	
	do	do	Rambauer & Co.	1,325	
	do	do	Barbosa & Co.	1,325	
	do	do	E. Johnston & Co. Ltd.	624	
	do	do	Nosack & Co.	500	11,777
18	Magellan	Bordeaux	do	117	
	do	do	Barbosa & Co.	15	132
18	T. di Savoia	Genoa opt.	Barbosa & Co.	750	
	do	do	Ed. Martinelli & Co.	32	
	do	do	Sundry	17	
	do	Naples	Mich. Wright & Co. Ltd.	250	1,049
18	Voltaire	New York	Barbosa & Co.	1,250	
	do	do	Rambauer & Co.	1,000	
	do	do	Hard, Rand & Co.	1,000	3,250
19	Amazon	Buenos Aires	Lovy Alvaro & Co.	—	100
18	Danube	Southampton	E. Johnston & Co. Ltd.	—	3
16	Thames	Buenos Aires	Alves Lima & Co.	—	200
19	Erlangen	Rotterdam	Theodor Wille & Co.	9,500	
	do	do	Barbosa & Co.	5,750	
	do	do	Hard, Rand & Co.	6,500	
	do	do	S. F. et C. Franco	3,250	
	do	do	Brésilienne	2,500	
	do	do	Prado, Chaves & Co.	2,500	
	do	do	Nosack & Co.	2,250	
	do	do	E. Johnston & Co. Ltd.	2,125	
	do	do	Holworthy Ellis & Co.	2,000	
	do	do	Krische & Co.	1,500	
	do	do	Mich. Wright & Co. Ltd.	1,250	
	do	do	Rambauer & Co.	1,250	
	do	do	N. Gepp & Co. Ltd.	1,000	
	do	do	Lovy Alvaro & Co.	1,000	
	do	Antwerp	S. Gepp & Co. Ltd.	6,750	
	do	do	Hard, Rand & Co.	2,000	
	do	do	Prado, Chaves & Co.	2,000	
	do	do	Nosack & Co.	2,000	
	do	do	Krische & Co.	1,000	
	do	do	Mich. Wright & Co. Ltd.	425	
	do	do	Lovy Alvaro & Co.	750	
	do	do	Zimmerman Bulow & Co.	500	
	do	do	Theodor Wille & Co.	500	
	do	do	Holworthy Ellis & Co.	500	
	do	do	Barbosa & Co.	250	
	do	do	Sundry	50	
	do	Bremen	S. F. et C. Franco	2,250	
	do	do	Brésilienne	500	
	do	do	Hard, Rand & Co.	500	
	do	do	Prado, Chaves & Co.	500	
	do	do	Krische & Co.	500	
	do	do	Rambauer & Co.	240	60,142
19	Oriana	Valparaiso	Raphael Sampaio & Co.	100	
	do	do	Sundry	10	
	do	Montevideo	Krische & Co.	25	205
19	Cordova	Genoa opt.	Krische & Co.	125	
	do	do	E. Johnston & Co.	125	
	do	do	Sundry	5	255
19	Chauces	New Orleans	Theodor Wille & Co.	4,250	
	do	do	Hard, Rand & Co.	3,634	
	do	do	Krische & Co.	2,500	
	do	do	S. F. et C. Franco	1,750	
	do	do	Brésilienne	750	
	do	do	Nosack & Co.	500	
	do	do	S. Gepp & Co. Ltd.	500	
	do	do	Barbosa & Co.	500	
	do	do	Holworthy Ellis & Co.	250	13,394
21	Provence	Marseilles opt.	Nosack & Co.	375	
	do	do	Sundry	19	
	do	do	Hard, Rand & Co.	500	
	do	do	Prado, Chaves & Co.	250	
	do	do	Krische & Co.	250	13,394
			Total.....		143,588

The coffee sailed during the week ended February 21st, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	52,462	18,781	7,619	3,398	—	1,500	83,620	5,080,146
Santos.....	16,641	125,787	—	500	—	—	143,836	6,830,813
Total 1907/1908	69,103	144,568	7,619	3,898	—	1,500	227,506	5,910,769
1906/1907	64,289	342,329	4,019	2,918	—	—	419,555	12,380,140

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THE COFFEE MOVEMENT

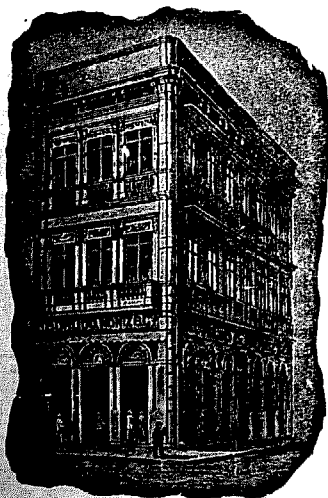
ENTRIES	FIRST 6 MONTHS OF CROP				12 MONTHS OF THE YEAR			
	1904-05	1905-06	1906-07	1907-08	1904	1905	1906	1907
	bags	bags	bags	bags	bags	bags	bags	bags
Rio.....	1,833,891	2,341,482	2,716,220	2,113,291	2,465,035	3,099,156	3,780,773	3,887,084
Santos.....	5,918,372	5,553,424	9,531,140	5,436,201	7,151,860	7,038,064	10,560,901	11,816,981
Victoria.....	228,240	229,876	189,007	240,544	423,344	381,027	356,376	460,949
Bahia.....	108,121	111,639	104,039	158,054	151,401	183,374	221,452	204,238
Other ports.....	6,535	22,018	10,181	11,699	21,591	29,263	28,158	18,960
Total.....	8,185,159	8,258,439	12,550,537	7,969,789	10,713,161	10,729,873	15,347,660	16,588,182
CLEARANCES TO FOREIGN PORTS:								
Rio.....	1,692,062	1,987,672	2,165,505	2,383,253	2,856,761	2,773,188	3,199,567	3,525,869
Santos.....	4,697,391	4,588,255	7,880,235	5,533,270	6,571,409	7,463,752	10,163,357	11,470,116
Victoria.....	238,240	222,875	189,007	240,544	423,344	381,027	356,376	460,949
Bahia.....	108,121	111,639	104,039	158,054	151,401	183,374	221,452	204,238
Other ports.....	6,535	22,018	10,181	11,699	21,591	29,263	28,158	18,960
Total.....	6,742,349	7,339,519	10,348,967	8,324,829	10,024,656	10,820,604	13,968,860	15,180,172
F. O. B. VALUE OF CLEARANCES TO FOREIGN PORTS ON 7 NEW YORK BASIS								
	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper	Mil réis paper
Rio.....	68,795,658	69,306,764	62,853,418	59,761,150	114,928,141	87,408,208	94,167,248	94,812,478
Santos.....	180,761,871	139,968,145	237,418,322	136,567,369	233,087,328	218,567,798	306,355,948	340,776,167
Victoria.....	9,862,012	6,373,658	5,430,833	5,531,401	17,292,258	12,177,148	10,001,153	12,163,974
Bahia.....	4,090,182	3,112,003	3,122,233	4,336,813	5,652,923	5,690,048	6,388,078	5,464,044
Other ports.....	233,628	676,256	398,692	399,721	716,575	533,468	576,348	547,934
Total.....	264,733,348	211,068,386	309,139,511	236,516,724	391,697,824	324,678,604	418,393,742	463,764,671
EQUIVALENT OF ABOVE IN £ STG.:								
	£	£	£	£	£	£	£	£
Rio.....	3,554,105	4,126,653	4,155,131	3,765,789	5,820,246	5,769,482	6,256,668	5,987,164
Santos.....	9,287,476	9,668,432	15,571,247	10,457,835	12,942,819	14,439,956	20,161,841	21,430,068
Victoria.....	500,554	482,138	307,245	344,094	854,876	789,329	718,783	764,577
Bahia.....	209,662	211,571	197,248	271,525	288,461	340,274	435,766	342,819
Other ports.....	12,013	36,032	20,215	19,419	36,115	61,119	58,225	34,455
Total.....	13,564,089	14,544,826	20,311,016	14,862,562	19,957,529	21,430,730	27,615,883	28,559,068
DECLARED SALES:								
	bags	bags	bags	bags	bags	bags	bags	bags
Rio.....	938,000	926,000	1,740,000	1,548,000	1,861,000	1,451,000	2,550,000	3,212,850
Santos.....	2,360,000	2,708,000	6,880,042	3,549,028	4,760,600	4,238,680	7,059,669	9,312,871
Total.....	3,298,000	3,634,000	8,620,042	5,097,028	6,621,600	5,689,680	9,609,669	12,525,721
PRICES:								
Maximum:								
Rio, type No. 7, per 10 kilos.....	78013	58196	58174	38813	78 58	68165	58174	48667
Santos, good average, per 10 kilos.....	68700	48200	48633	48100	68500	68300	48633	48600
New York, Spot No. 7, per lb.....	8.87c.	8.87c.	8.87c.	6.50c.	9.12c.	8.93c.	8.87c.	7.87c.
Minimum:								
Rio, type No. 7, per 10 kilos.....	58187	48221	48656	38300	58212	48221	48656	38200
Santos, good average, per 10 kilos.....	48000	38300	48000	38300	48000	38300	48000	38300
New York, Spot No. 7, per lb.....	7.12c.	7.50c.	7.00c.	5.57c.	6.50c.	7.50c.	7.00c.	5.87c.
Average:								
Rio, type No. 7, per 10 kilos.....	68105	48644	48331	38495	68175	48928	48608	38770
Santos, good average, per 10 kilos.....	58397	38928	48384	38579	58111	48168	48369	48033
New York, Spot No. 7, per lb.....	8.22c.	8.11c.	8.01c.	6.29c.	7.72c.	8.23c.	8.07c.	6.56c.

Stocks on December 31st (in bags of 60 kilos)

	1901	1905	1906	1907
Rio de Janeiro-Capital.....	432,672	391,405	562,805	449,416
Afloat and at Nietherop.....	68,631	69,704	12,098	8,515
Total.....	501,303	361,112	574,903	457,931
Santos.....	1,747,271	1,341,012	2,166,914	1,820,592
Grand Total.....	2,248,574	1,715,124	2,841,817	2,378,523

RAINFALL

During the week ended February 20th there was very little rain on the Leopoldina system the 15th, 16th and 20th being the only days when some was reported at a few stations.



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COFFEE PRICE CURRENT

For the week ended February 21st, 1908

DESCRIPTION	February 16	Feb. 17	Feb. 18	Feb. 19	Feb. 20	Feb. 21	Average
RIO—							
Market N.6. 10 kilos	3.676	3.676	3.676	3.676	3.676	3.677	3.730
» N.7. » »	3.741	3.741	3.741	3.741	3.741	3.741	3.741
» N.8. » »	3.472	3.472	3.472	3.472	3.472	3.472	3.500
» N.9. » »	3.540	3.540	3.540	3.540	3.540	3.540	3.540
» N.10. » »	3.306	3.306	3.306	3.306	3.306	3.306	3.306
» N.11. » »	3.401	3.401	3.401	3.401	3.401	3.401	3.401
» N.12. » »	3.200	3.200	3.200	3.200	3.200	3.200	3.200
SANTOS—							
Superior per 10 kilos	4.400	4.400	4.400	4.400	4.400	4.400	4.400
Good Average.....	4.100	4.100	4.100	4.100	4.100	4.100	4.100
N. YORK per lb.							
Spot N.7..... cent.	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
» N.8..... » »	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4
Options.....							
» March.....	6.00	5.95	5.95	5.90	5.90	5.85	5.82
» May.....	6.05	6.00	6.00	6.00	6.00	5.95	5.92
» Sept.....	6.20	6.15	6.15	6.15	6.15	6.10	6.13
HAVRE per 50 kilos							
Options..... francs							
» March.....	42.25	42.75	42.50	42.75	42.75	42.75	42.75
» May.....	42.25	42.75	42.50	42.75	42.75	42.75	42.75
» Sept.....	42.25	42.75	42.50	42.75	42.75	42.75	42.75
HAMBURG per 1/2 c.							
Options..... pfennigs							
» March.....	33.00	32.50	32.75	32.75	32.75	32.50	32.71
» May.....	33.50	33.00	33.00	33.25	33.00	33.00	33.12
» Sept.....	34.00	33.75	33.75	33.75	33.75	33.50	33.75
LONDON per cwt.							
Options..... shillings							
» March.....	30 9	30 3	30 3	30 3	30 6	30 3	30 1
» May.....	31 3	30 9	30 9	31 1	31 1	30 9	31 1
» Sept.....	32 1	31 9	31 6	31 9	31 9	31 9	31 8

SALES OF COFFEE for the week ending

	Feb. 21, 1908	Feb. 14, 1908	Feb. 22, 1907
Santos.....	47,000	34,000	74,000
Rio.....	74,275	99,679	232,200
Total.....	121,275	133,679	306,200

FOREIGN STOCKS

	Feb. 15, 1908	Feb. 8, 1908	Feb. 16, 1907
United States Ports.....	3,430,000	3,393,000	3,350,100
Havre.....	3,444,000	3,335,000	2,560,000
Both.....	6,874,000	6,728,000	5,920,000
Deliveries United States	102,000	118,000	124,000
Visible Supply at United States ports.....	3,551,000	3,840,000	3,910,000

OUR OWN STOCK

RIO Stock on February 14.....	402,464
Entries during week ended February 21.....	61,087
Loaded (Embarques) for the week.....	463,551
Stock in Rio on February 21.....	64,112
Stock at Niteroy and Afloat on February 14.....	399,439
Entries at Niteroy plus total embarques including transit.....	75,378
Deduct: embarques at Niteroy and sailings during the week.....	84,798
Stock at Niteroy and afloat on February 21.....	160,176
Stock in 1st and 2nd hands and those at Niteroy and afloat on February 21.....	92,786
SANTOS: Stock on February 14.....	67,390
Entries for week ended February 21.....	466,829
Loaded during same week.....	1,311,064
Stocks in Santos on February 21.....	75,548
Stocks in Rio and Santos on February 21st, 1908.....	1,386,612
do do on February 14th, 1908.....	179,929
do do on February 22nd, 1907.....	1,206,684
do do on February 14th, 1908.....	1,673,513
do do on February 22nd, 1907.....	1,788,906
do do on February 22nd, 1907.....	3,522,525

Sugar Market

The following are the closing quotations at Rio on February 21st for Campos, Sergipe, Pernambuco and Bahia.

	Campos	Sergipe	Pernambuco	Bahia
White Crystal.....	600	580-600	600	620
Yellow crystal.....	—	—	470-480	—
Mascavinhos.....	—	460-520	—	—
Mascavo good.....	—	370	370	—
» regular.....	—	350-360	350-360	—
» medium.....	—	—	—	—
Segundo facto.....	—	—	—	—
White uzina.....	—	—	560-580	—
White 3 ^a sorte.....	—	—	—	—
Somenos.....	—	—	—	—

Entries at Rio from 1st inst to date.....	87,262 bags.
Clearances ditto.....	85,245 »
Stock.....	270,388 »

— Market steady.

Pernambuco, 13th February, 1908.

There has been a good demand from all the consuming markets this week, and the market has quite run away from the Coligação prices and sales making at daily higher prices, and today's quotations for the Planters are considerably in excess of any last prices bagged, and it looks as if they might go still higher before the crop is ended.

Prices paid Planters today a granel have been.

Usinas.....	74300 to 75500 per 15 kilos on shore
Crystal white.....	68800 to 72000 » »
» yellow.....	58700 to 62000 » »
Whites 3 ^a sorte.....	65500 to 72400 » »
Somenos.....	58000 to 62400 » »
Bruto secco.....	48200 to 48400 » »

For the crop from 1st Sept to 31st Jan the total quantity of Sugar exported was 583,142 bags, whilst the entry had been 757,700 bags, of this some 50,000 bags were consumed on the spot leaving stock about 125,000 bags.

The U. S. four ports summary shows that up to January 30th 1908 no Brazilian sugar had been imported, as against 5,249 tons up to the same date in 1907.

Cotton

Pernambuco, 13th February, 1908.

There has been very little business as Buyers have been firm in their views not to pay over 148300, this price has only been accepted by sellers who required to make money, and the total sold has not exceeded 1,800 bags. The entry this month to 11th. Inst has been 9,716 bags against 11,654 bags same time last year, but this is all cotton for delivery against sales made last month, and yesterday the entry was only 402 bags. It is calculated that for remainder of the crop a maximum of 70/80,000 bags bags may come to market up to end August and of this the Fabricas here will require quite 20,000 bags, which does not leave much for the necessities of the Southern Mills, to say nothing of Bahia which is still buying when can get anything at their limits, and some small lots continue to go out to Europe, either for Russia or Liverpool, but is only picked cottons that can go there at the present range of values, but should there be a great upward movement in prices in Liverpool that would allow of paying prices asked here and any large quantity go that way the position might become a very serious one for the Native Mills.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ended February 21st, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Jan. 15	Yang-Tse	French	S. S.	2,262	Bordeaux
15	Amiral Amelin	do	do	3,095	Havre
15	Corrientes	do	do	2,408	Santos
15	Manoel	Brazilian	do	301	Victoria
15	Algarve	do	do	1,955	Pará
15	Amazona	French	do	2,343	Bordeaux
15	Sito	Brazilian	do	930	Porto Alegre
15	S. Francisco	do	Schooner	34	Cabo Frio
15	Guahabara	do	S. S.	929	Itapahy
15	Tringale	British	do	1,591	Harry
15	Roberts	do	do	2,322	Liverpool
15	Saint-Jude	do	do	2,288	Cardiff
15	Canoe	Brazilian	do	1,639	Pará
15	Autop	Austrian	do	1,908	New Port
15	Moavira	do	do	2,358	Santos
15	Guatavira	Brazilian	do	613	Aracaju
15	S. Salvador	do	do	1,999	Mandós
15	Nadia	British	do	1,552	Rosario
15	Thames	do	do	5,033	Southampton
15	Sahara	do	do	2,955	Cardiff
15	Trig	do	do	2,141	Antwerp
15	Karl Lankensief	Dutch	do	1,497	Middleborough
15	Orta	British	do	5,824	Valparaiso
15	Voltair	do	do	5,590	Buenos Aires
15	Oriana	do	do	4,549	Liverpool
15	Westgate	do	do	1,757	Barry
15	Hildaxell	do	do	1,610	Glasgow
15	Danube	do	do	3,313	Buenos Aires
15	Magellan	French	do	2,962	do
15	Marie	Swedish	do	1,325	New Port
15	Kellogg	British	do	1,358	New York
15	Grão Pará	Brazilian	do	1,001	Pernambuco
15	Unias	do	do	650	do
15	Santa Lucia	German	do	2,501	Santos
15	Gloria	Brazilian	do	253	Iguape
15	Aachen	German	do	2,417	Bremen
15	Erlangen	do	do	3,337	Santos
15	Ceará	Brazilian	do	2,078	Mandós
15	Reinder	do	Schooner	62	Pernambuco
15	Tintoretto	British	S. S.	2,644	Manchester
15	Rio Amazonas	Italian	do	2,063	Genoa
15	Cordova	do	do	3,022	Buenos Aires
15	Santos	Uruguayan	do	1,694	do
15	Southern Cross	British	do	3,348	Liverpool
15	Caravaglia	Brazilian	do	2,8	S. Mathews
15	Itaba	do	do	514	Porto Alegre
15	Santa Cruz	do	do	511	Santos
15	Chances	British	do	1,757	do
15	Itataya	Brazilian	do	403	Cabo Frio
15	Olivia	do	Schooner	223	do
15	Defence	S. S.	do	250	S. João da Barra
15	Melivros	do	Schooner	190	Itapponna
15	Concordia	French	S. S.	1,787	Santos
15	Dumcatene	British	do	2,779	Cardiff
15	Tennyson	do	do	1,315	New York

SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ended February 21st, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Feb. 15	Brasil	Brazilian	S. S.	1,999	Mandós
15	Louther Kouge	do	do	2,468	Bahia Blanca
15	Amiral Amelin	French	do	3,095	River Plate
15	Itapahy	Brazilian	do	401	Porto Alegre
15	Calderon	Belgian	do	2,559	Santos
15	Manoel	British	Schooner	159	Barbados
15	Moavira	do	do	123	Itapponna
15	Algarve	do	S. S.	1,717	Porto Alegre
15	Itatiba	do	do	1,717	Porto Alegre
15	Yang-Tse	French	do	2,252	Buenos Aires
15	Santa Cruz	Brazilian	do	511	Santos
15	Marina Madre	Italian	Barque	1,408	Pernambuco
15	S. Sebastião	Brazilian	Schooner	29	Cabo Frio
15	Amazona	French	S. S.	2,343	Buenos Aires
15	Corrientes	German	do	2,408	New York
15	Mutichs	Brazilian	do	511	Pernambuco
15	Ypiranga	do	do	650	Pelotas
15	Amoré	do	do	389	Florianopolis
15	Orta	British	do	5,824	Liverpool
15	Tamar	do	do	2,955	Havre
15	S. João da Barra	Brazilian	do	230	Porto Alegre
15	Marph	do	do	301	Canavellas
15	Pinto	do	do	259	S. João da Barra
15	Emilie	British	Schooner	371	Falmouth
15	Estrella do Norte	Brazilian	do	21	Cabo Frio
15	Urtide	do	do	30	do
15	Despique	do	do	30	do
15	Guma	do	do	50	do
15	Thames	British	S. S.	5,033	Buenos Aires
15	Bilbster	do	do	2,790	Bahia Blanca
15	Swedish Prince	do	do	2,358	New York
15	Itit	Brazilian	do	820	Mussoró
15	Danube	British	do	3,333	Southampton
15	Maravia	Austrian	do	2,368	Trieste
15	Voltair	British	do	5,590	New York
15	Aracaty	Brazilian	do	631	Mandós
15	Oriana	British	do	4,549	Valparaiso
15	Dalmata	Austrian	do	1,135	Paranaguá
15	Magellan	Brazilian	do	1,699	Santos
15	Sito	French	do	2,467	Bordeaux
15	Guahabara	Brazilian	do	930	R. G. do Sul
15	Santa Lucia	do	do	529	Villa Bella
15	Nadia	German	do	2,701	Hamburg
15	Adino II	British	do	1,552	Rosario
15	Pará	Brazilian	Schooner	33	Cabo Frio
15	Erlangen	German	do	2,097	Mandós
15	Canada	British	Schooner	3,337	Bremen
15	Cordova	Italian	S. S.	3,002	Genoa
15	Providence	Brazilian	Schooner	65	S. João da Barra
15	Unias	do	S. S.	650	Santos
15	Cambridge	French	do	2,502	Buenos Aires
15	Southern Cross	British	do	5,348	do

ARRIVALS AT THE PORT OF SANTOS

During the week ended February 21st, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Feb. 15	Paraná	Brazilian	S. S.	383	Paranaguá
15	Sito	do	do	554	R. G. do Sul
15	Voltair	British	do	5,499	Buenos Aires
15	Canova	Belgian	do	2,571	do
15	Tomato di Savona	Italian	do	4,572	do
15	Gloria	Brazilian	do	253	Iguape
15	Calderon	Belgian	do	2,559	Manchester
15	Strathys	British	do	2,841	R. G. do Sul
15	Parahyba	Uruguayan	do	1,996	Rosario
15	Itatiba	Brazilian	do	513	Porto Alegre
15	Orta	British	do	5,824	Valparaiso
15	Amazona	French	do	2,358	Bordeaux
15	Ypiranga	Brazilian	do	650	Aracaju
15	Danube	British	do	3,312	Buenos Aires
15	Magellan	French	do	2,962	do
15	Santa Cruz	Brazilian	do	516	Maceió
15	Aymoré	do	do	243	Rio de Janeiro
15	Thames	British	do	5,032	Southampton
15	Alexandria	Brazilian	do	300	Laguna
15	Cordova	Italian	do	5,002	Buenos Aires
15	Oriana	British	do	4,551	Liverpool
15	Canoe	do	do	1,295	Buenos Aires
15	Corinthia	British	do	2,339	Cardiff
15	Provence	French	do	2,479	Buenos Aires
15	Etiopia	German	do	2,983	Hamburg
15	Amazona	Brazilian	do	927	Paranaguá
15	Sito	do	do	554	Rio de Janeiro

SAILINGS FROM THE PORT OF SANTOS

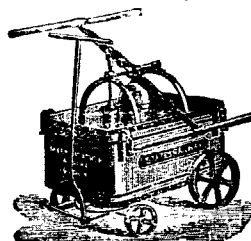
During the week ended February 21st, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Feb. 15	Itatiba	Brazilian	Schooner	64	Itajahy
15	Sito	do	S. S.	554	Rio de Janeiro
15	Voltaire	British	do	2,907	Buenos Aires
15	Manoel	Austrian	do	2,285	Trieste
15	Tomato di Savona	Italian	do	4,572	Genoa
15	Gloria	Brazilian	do	253	Rio de Janeiro
15	Voltair	do	do	5,499	New York
15	Orta	do	do	5,824	Liverpool
15	Amazona	French	do	2,358	Buenos Aires
15	Santa Lucia	German	do	2,701	Hamburg
15	Danube	British	do	3,312	Southampton
15	Ypiranga	Brazilian	do	650	Pelotas
15	Magellan	French	do	2,962	Bordeaux
15	Paraná	Brazilian	do	383	Antonina
15	Canoe	do	Schooner	55	Itajahy
15	D. Rodolpho	do	do	47	do
15	Itatiba	do	S. S.	553	Pernambuco
15	Santa Cruz	do	do	516	Maceió
15	Aymoré	do	do	243	Florianopolis
15	Alexandria	do	do	300	Rio de Janeiro
15	Thames	British	do	5,032	Buenos Aires
15	Erlangen	German	do	3,337	Hamburg
15	Siegmund	do	do	1,913	R. G. do Sul
15	Cordova	Italian	do	5,002	Genoa
15	Oriana	British	do	4,551	Valparaiso
15	Chauver	do	do	1,736	New Orleans
15	Concordia	French	do	1,767	Havre
15	Sito	Brazilian	do	554	R. G. do Sul
15	Provence	French	do	2,479	Marseilles

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	via New York....	62/6	} per ton of 1,000 kilos
Agua Bay and Capetown	» Southampton.....	—	
	» Hamburg.....	42/6 & 2 1/2 %	
	» Antwerp.....	—	
	» Bremen.....	—	
Beira	via Hamburg.....	58/6 in ton.	—
	» Southampton.....	—	—
	» Antwerp or Bremen.....	75/6 in full	—
	»	—	—
Mussel Bay	via New York....	70/- & 5 %	—
	» Southampton.....	—	—
	» Hamburg.....	54/- & 2 1/2 %	—
	» Antwerp.....	—	—
	» Bremen.....	—	—
East London	via New York....	54/- & 5 %	—
	» Southampton.....	—	—
	» Hamburg.....	50/- & 2 1/2 %	—
	» Antwerp.....	—	—
	» Bremen.....	—	—
Durban...	via New York....	54/- & 5 %	—
	» Southampton.....	—	—
	» Hamburg.....	42/6 & 2 1/2 %	—
	» Antwerp.....	—	—
	» Bremen.....	—	—

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

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

WEST COAST PORTS

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

A RECORD TRIP FROM NEW YORK.—The Lamport and Holt S.S. *Penouca*, Captain Allen, left New York at 1 p.m. on February 6th, passing Sandy Hook at 3.20 p.m., and reached the Santa Cruz fort in the Bay of Rio de Janeiro on the 21st inst. at 7.32 p.m., the mails being in the Post Office by 8.30 p.m. the same evening. The trip from Sandy Hook to Santa Cruz thus took 16 days, 4 hours and 12 minutes, which is a record between the two points.

THE FREIGHT WAR ENDED.—We understand that the freight war has come to an end, and that the following alterations will be made by the different companies at the dates stated below. As from 11th March the

freights by the Royal Mail Steam Packet Company and the Chargeurs Réunis to Havre will be 40 francs and 10 per cent per 900 kilos, and to London 40s. and 5 per cent per 1,000 kilos. By the Hamburg Sud Amerikanische D. G. to Rotterdam and Hamburg as from March 25th 40 s. and 5 per cent, whilst the Norddeutscher Lloyd S.S. *Dona* will sail on April 3rd for Antwerp, Bremen and Rotterdam at the same rates (40s. and 5 per cent), though the *Aachen* will sail on March 6th and the *Wurzburg* and *Mainz* on the 20th, carrying coffee at current rates, so that the change will only date as from April 3rd as far as this company is concerned.

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date	
	1906	1907	Week or Month	1907	1906	1906
Renz. Gl. Month... δ	110	110	Nov....	28:750	31:938	354:129
			Dec....	43:666	35:458	397:794
Leopoldina	1,475	1,460	Feb. 15th	1908	1907	1908
				24,325	17,938	163,714
						119,670

a Earnings reported in pounds. δ in milreis.

— **Leopoldina Railway.** Entries of coffee for the season up to February 21st amounted to 1,352,624 bags, of which the Leopoldina carried 1,543,788 bags, the Central 687,030 whilst 161,906 came coastwise. The traffic returns of the Leopoldina for the week ended February 15th show an increase of 106,000s, equivalent to £6,388 compared with last year, making the aggregate increase since 1st January 1908, £50,044.

THE SÃO PAULO TRAMWAY, LIGHT AND POWER COMPANY, LIMITED

HEAD OFFICE, TORONTO, CANADA — NEW YORK OFFICE, 25 BROAD ST.
SÃO PAULO, CASA MARTINICO — RIO DE JANEIRO, 76 AVENIDA CENTRAL

The city of São Paulo, which is the capital of the State of São Paulo, Brazil, is situated in the valley of the Tieté River, 800 meters above the sea level and 35 miles from Santos, the sea port of this State. The climate is delightful throughout the year, RESEMBLING very closely that of Southern California. São Paulo is a city of 300,000 inhabitants and may easily be seen by travellers touching at the ports of Santos or Rio de Janeiro, the journey from Santos to São Paulo by railway taking 2 hours and from Rio to São Paulo 12 hours. On account of the natural resources of the State of São Paulo and owing to its peculiar location, the City of São Paulo is one of the most important commercial centers in South America.

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

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

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

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Araguaya..... 10,500	Aragon..... 10,000	Thames..... 6,000	Nile..... 6,000

Tel. OMARIUS — Rio P. O. B. 24

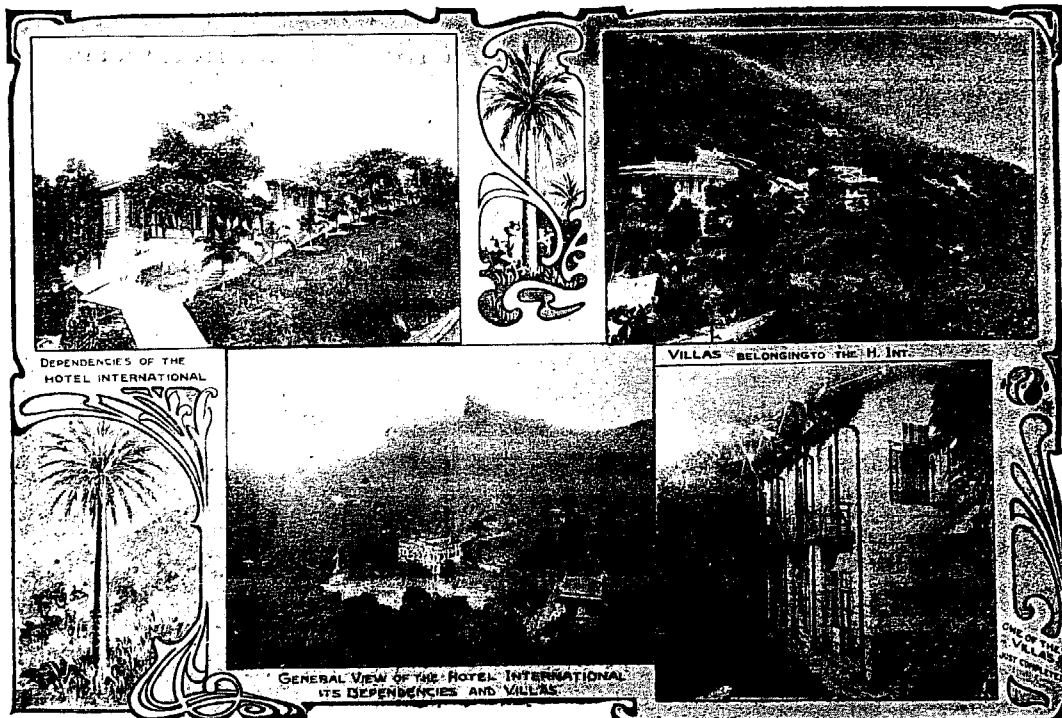
E. L. HARRISON—Representative — 53 and 55, Avenida Central

GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

NO 22 2451

Telegraphic Address — MONTGEE — RIO



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

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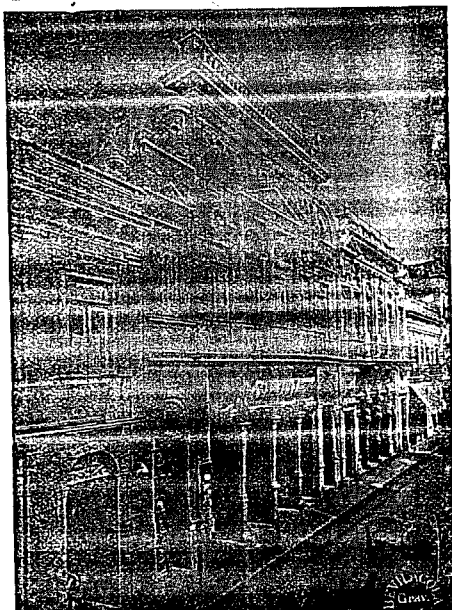
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