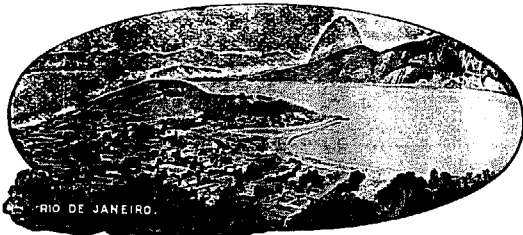


The Brazilian Review



A WEEKLY RECORD OF TRADE AND FINANCE

VOL. XI

RIO DE JANEIRO, TUESDAY, APRIL, 21th, 1908

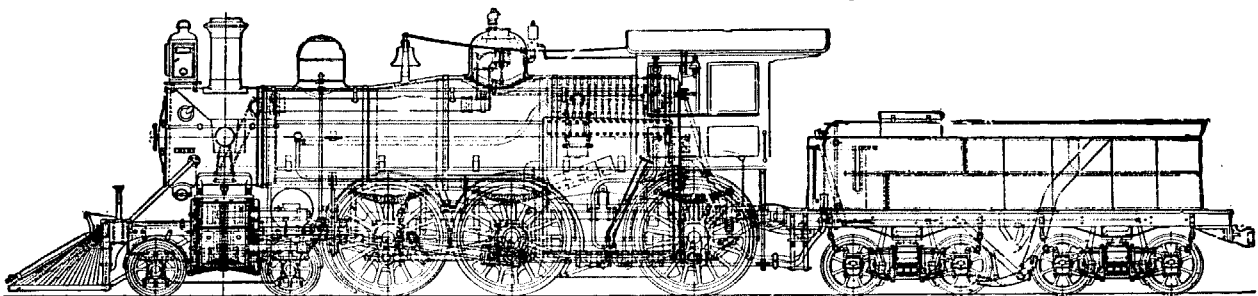
No. 13

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Penn.

(Established 1831)

BURNHAM, WILLIAMS & CO, Proprietors.

(Established 1831)



These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable. Passenger and Freight Locomotives, Narrow Gauge Locomotives, Steam Street Cars, &c., &c.

Electric Locomotives and Plant for Electric Railways by the Baldwin-Westinghouse Combination.

All Work Thoroughly Guaranteed.

Illustrated Catalogue furnished on application of customers.

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

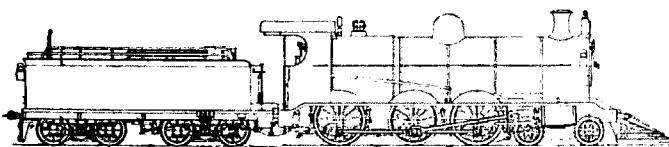
THE WESTINGHOUSE AIR BRAKE COMPANY, Pittsburg, PA., U. S. A.

Manufacturers of the **WESTINGHOUSE AUTOMATIC BRAKE**

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

Sole Representatives in Brazil:

NORTON, MEGAW & CO. LTD - RUA PRIMEIRO DE MARÇO NO. 58 - Rio de Janeiro



A. BORSIG
BERLIN - TEGEL

ESTABLISHED - 1837

4 Grands Prix — 20---Highest Awards

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

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

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

ILLUSTRATED CATALOGUES ON APPLICATION

AVENIDA CENTRAL, 81 — P. O. BOX 911

DICK'S PATENT BELTING

TELEGRAPHIC ADDRESS: **GUTTA PERCHA-GLASGOW**

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

AGENTS AND REPRESENTATIVES

—————) **BORLIDO MAIA & Co.** (—————

Successors to **BORLIDO MONIZ & Co.**

17, RUA DO ROSARIO — Rio de Janeiro — BRAZIL

RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED

Telegraphic Address "Epidormis"

Post Office Box No. 486

Mills. Rua da Cambôa, No. 1

HEAD OFFICE:

LONDON: 48, Moorgate Street, E. C.

BRANCHES:

S. PAULO: 4, Rua da Quitanda.

ROSARIO: 1086, Calle Santa Fé.

BUENOS AIRES: 335, Calle B. Mitre.

AGENCIES:

Victoria, Bahia, Maceió, Pernambuco,

Ceará, Maranhão and Pará

Curitiba, Desterro, Rio Grande, Pelotas
and Porto Alegre

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

"NACIONAL"

"SAVOIA"

"BUDA-NACIONAL"

"BRAZILEIRA"

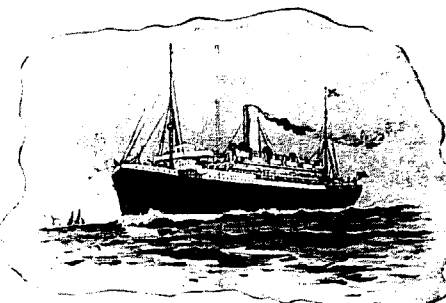
"SEMOLINA"

Daily production of Flour and Bran: 10,000 Bags

Office: 57, Rua do Rozario, Rio de Janeiro

THE ROYAL MAIL STEAM PACKET COMPANY

	Tons
Asturias.....	12,500
Avon.....	11,000
Araguaya.....	10,500
Amazon.....	10,000
Aragon.....	10,000



	Tons
Danube.....	6,500
Thames.....	6,000
Clyde.....	6,500
Nile.....	6,000

Tel. OMARIUS - Rio P. O. B. 24

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

FRY, MIERS & CO

112, Cannon Street

London E. C.

ENGINEERS, MERCHANTS

— AND —

Contractors for Railway Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION — LONDON"

Pernambuco - Nathan & Co., Rua do Vigario, 2

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

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

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

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

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

The Brazilian Review

Offices: Rua Visconde de Inhauma No. 42

P. O. BOX: 472, RIO DE JANEIRO

TELEGRAPHIC ADDRESS: "REVIEW"-RIOJANEIRO

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

Separate copies 18200
Back numbers 28000

AGENTS: -

Rio de Janeiro: CRASHLEY & Co., rua do Ouvidor No. 38
São Paulo: EVERARDO KIEHL, rua São Bento, 51. Caixa do Correio: 505.

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

All communications to be addressed to the Editor

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

Scale of Charges for Advertisements
1 £ = 18000

IN ORDINARY POSITIONS

SPACE	53 Insertions Per Insertion	26 Insertions Per Insertion	12 Insertions Per Insertion	6 Insertions Per Insertion	Single Insertion
One Page.....	£ s. d. 8 10 0	£ s. d. 4 0 0	£ s. d. 4 10 0	£ s. d. 5 0 0	£ s. d. 5 10 0
Half Page.....	1 15 0	2 0 0	2 5 0	2 10 0	2 15 0
Third Page.....	1 4 0	1 7 0	1 10 0	1 14 0	1 17 0
Quarter Page...	18 0	1 0 0	1 3 0	1 5 0	1 8 0
1/2 inch x 8 inch	4 0	5 0	5 6	6 6	7 6
1/2 inch x 4 inch	2 0	2 6	3 0	3 6	4 0

The 53 and 26 Series Rates are for Consecutive Insertions.

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

SPECIAL POSITIONS BY ARRANGEMENT

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

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

Dane Court,

Parkstone,

Dorset.

ENGLAND.

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

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
FOR EUROPE			
April 22	Amazon	Royal Mail	Southampton
25	Thames	do	do
28	Ortega	P. S. N. C.	Liverpool
May 6	Aragon	Royal Mail	Southampton
9	Esmeralda	Messageries Maritimes	Bordeaux
12	Croquet	P. S. N. C.	Southampton
15	Clyde	Royal Mail	do
18	Amazon	Messageries Maritimes	Bordeaux
20	Araguaya	Royal Mail	Southampton
27	Nile	do	do
27	Chile	Messageries Maritimes	Bordeaux
28	Orla	P. S. N. C.	Liverpool
June 8	Avon	Royal Mail	Southampton
9	Pacific s.s.	P. S. N. C.	Liverpool
10	Atlantique	Messageries Maritimes	Bordeaux
17	Asturias	Royal Mail	Southampton
24	Danube	do	do
25	Cordillere	Messageries Maritimes	Bordeaux
28	Pacific s.s.	P. S. N. C.	Liverpool
July 1	Amazon	Royal Mail	Southampton
7	Pacific s.s.	P. S. N. C.	Liverpool
8	Thames	Royal Mail	Southampton
15	Magellan	Messageries Maritimes	Bordeaux
15	Aragon	Royal Mail	Southampton
22	Esmeralda	Messageries Maritimes	Bordeaux
23	Amazon	do	do
29	Clyde	Royal Mail	Southampton
29	Araguaya	do	do

FOR THE RIVER PLATE AND PACIFIC

April 27	Amazon	Messageries Maritimes	B. A.
28	Ortega	P. S. N. C.	Valparaiso
May 4	Araguaya	Royal Mail	B. A.
10	Chile	do	do
12	Nile	Messageries Maritimes	do
13	Oronsa	Royal Mail	Valparaiso
15	Avon	P. S. N. C.	B. A.
25	Atlantique	Royal Mail	do
26	Orlana	Messageries Maritimes	Valparaiso
June 1	Asturias	Royal Mail	B. A.
7	Cordillere	Messageries Maritimes	do
9	Danube	Royal Mail	do
10	Orissa	P. S. N. C.	Valparaiso
15	Amazon	Royal Mail	B. A.
22	Magellan	Messageries Maritimes	do
23	Pacific s.s.	P. S. N. C.	Valparaiso
24	Thames	Royal Mail	B. A.
29	Esmeralda	Messageries Maritimes	do
29	Aragon	Royal Mail	do
July 5	Amazon	Messageries Maritimes	do
7	Clyde	Royal Mail	do
8	Pacific s.s.	P. S. N. C.	Valparaiso
13	Araguaya	Royal Mail	B. A.
20	Chile	Messageries Maritimes	do
21	Pacific s.s.	P. S. N. C.	Valparaiso

FOR UNITED STATES

May 2	Tennison	Lampert & Holt	New-York
18	Voltaire	do	do

HERBERT MOSES

Attorney and Counsellor at Law, Office, Rua do Rosário 68, Rio de Janeiro, solicits the patronage of English speaking people.

Owing to the failure of the gas supply in the early part of the week due to the strike and the two consecutive holidays at the close it has been impossible to set up the usual amount of copy. This accounts for the meagre appearance of this week's number.

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



Dannemann & Co.

SÃO FELIX (BAHIA) — BRAZIL

Established in 1873

AWARDED THE GRAND PRIZE AT THE ST. LOUIS EXHIBITION

The Leading Cigar Manufacturers in Brazil

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

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

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

D&C.

General News

Local Items. The returns of the Director General of Public Health for the week ended April 12th, 1908 are as follows, Yellow fever 0; bubonic plague, 0; small-pox, 51; measles 1; scarlet fever 0; diphtheria, 1; whooping cough, 0; influenza, 9; typhoid fever, 1; dysentery, 3; beriberi, 1; leprosy, 0; erysipelas, 0; marsh fevers, 4; pulmonary diseases, 50. Total infectious diseases, 121. Violence, (including suicides), 12. Non-infectious diseases, 154. Total deaths from all causes, 287; equal to an annual death rate of 23.59 per 1,000 inhabitants. Mortality of infectious diseases to total number of deaths 42.16%. Under treatment in hospitals: yellow fever, 0; small-pox, 153; and bubonic plague, 0, under observation 29.

— During the week the weather has been gradually getting colder, and with a fierce storm of rain and wind which swept the City on Monday last, we may be practically certain that the summer was finally vanquished by the hand of winter. We cannot call it the iron hand of winter in these latitudes, but after a temperature of 30 degrees, that of 53 or 54 degrees seems absolutely Arctic, which may seem surprising to people at home, who would look upon such a temperature as extremely mild. Last week the thermometer went down several evenings as low as 60 degrees at Tijuca, and this is only the beginning of the cold weather, so that we may look for a still greater drop ere long. The absence of gas during the early part of last week, owing to the strike, caused a great deal of inconvenience, though we cannot attribute the fall in temperature to this phenomenon. The precautions taken by the police must have been very thorough, since the number of thefts, burglaries and assaults for the week has not appreciably risen, as might have been expected when the city was plunged into darkness. Evidently the enterprising burglars of Rio thought discretion the better part of valour, owing to the energy of the Chief of Police, who was on duty in person practically all and every night, to outwit the felonious little plans which would otherwise have undoubtedly matured. In another column will be found further remarks about the merits and demerits of the gas strike which so greatly disorganised everything in the City. Whatever the men's grievances may have been, it certainly seems ridiculous that 800,000 people should be put to such a great inconvenience by some 200 men, who never even sent in a petition stating their demands, but without a word of warning walked out of the works one afternoon, leaving the company to do the best they could to serve a public for whose convenience the strikers showed not the slightest regard. This complete disregard for anybody's convenience greatly alienated any sympathy the public might have felt for the men. The press for the main part urged the men to return to work on the granting of some of their requests, such as an hour instead of 30 minutes for lunch, and less coal to be carried at a time, the question of salaries to be settled later, though one journal went so far as to urge the men to have resort to violence and burn down the works, a piece of advice that the men's good sense prevented them from taking. The demands of the men may be summed up as follows: Increase of wages from \$3500 to 10\$500, an hour instead of 30 minutes for lunch and reduction of the weight of coal to be carried by each man from 95 to 85 kilos. They returned to work on the granting of the reduction of the weight of coal to be carried, the granting of one hour for lunch, the promise not to dismiss any of the strikers during the days they were "out" and finally the promise to discuss and settle the question of a rise in wages after work had been resumed. Incidentally we may remark, with regard to the weight of coal to be carried, that the firemen and sailors who did the work whilst the men were on strike in many cases carried as much as 125 kilos at a time.

— The epidemic of smallpox shows no signs of abatement, in spite of the fact that thousands of people are being vaccinated or re-vaccinated every day, but it is stated that the majority of cases at present occurring are amongst people who

have not undergone that operation. Out of the population of Rio there must be 200,000 or 300,000 people who are as yet unvaccinated, and it is the duty of every one to try and induce people to see the error of their ways, both in their own interests and in those of the community. The number of deaths last week was 51 out of a total of 287, whilst patients in hospital number 153. A glance at the health returns for the week will show that, were it not for this particular epidemic, the city would be in a very healthy condition indeed. We trust that all the precautions that are being taken it may not spread and work the havoc which it did in the year 1904.

— In his message which we published last week, the Prefect stated that he had solved, for the present at least, the question of the landing of small farmer's and fishermen's merchandise at the new Markets, a question which was a burning one for the people concerned, and which also affected the community, in that a great part of their food supply, which comes in boats from the other side of the bay, could not be landed in time to be retailed at the customary hours. The Prefect has now allowed the discharge to take place at the Harmonia Quays, which are 800 metres away, or half a mile from the Markets. This is inconvenient, and it is to be hoped that the War Department will not delay much longer in handing over the Marechal Floriano Quays to the Market Company, as so soon as that happens the whole difficulty will disappear, and boats be able to come alongside and discharge without trouble in a handy and sheltered spot.

— The Avenida Beira Mar will ere long be extended to the Military Arsenal, and thence to the Chamber of Deputies, whilst the rua de Misericórdia is to be widened, so that it will be the same width as it now is between the Telegraph Station and the Instituto Historico. On the site which lies between the New Market and the Avenida, Government proposes to build new premises for the Faculty of Medicine. The cost of all this work is estimated at about 1,200,000\$, which will include the expense of transferring the Military Arsenal to the praça de São Christovão.

— The level crossing over the Mangue Canal, which till lately formed part of the main line of the Central Railway, has now been definitely removed, and the way is now clear for the carrying of water right out to sea. At present the water, or what there is of it, shows no inclination to flow anywhere, but just stays where it is with a beautiful multicoloured glaze on it, acquired probably from its propinquity to the gas works, being broken in places by islands of mud, on which grasses and other herbs flourish like green bay trees. All this has to be cleared away, for which purpose a dredger is necessary. We believe that the dredger which was ordered for the work will not go under the railway bridge, a question which one would have thought had been better settled before than after its arrival. At any rate, for the present no dredger is at work, but large flat-bottomed pontoons are apparently being filled with mud by hand, a process which is the reverse of speedy. Doubtless, before long, either a new dredger will arrive or the one that is here will be adapted so that it will pass under the bridge. When the canal is at last clear, we trust that the floods which have so often interrupted the electric trams in that part of the city will be a thing of the past. In any case, the canal will need constant dredging, whilst the level of the drains in the rua Senador Euzébio, which are supposed to take away the water, might with advantage be made lower than at present, since they are now nine inches above the level of the road, a position which does not tend to the rapid draining of that thoroughfare during heavy rains, or indeed, at any time.

— According to the Prefect, the Municipal section of the Exhibition will cover an area of some 4,000 square metres, whilst the number of exhibitors who have already declared their intention of competing is 392, of whom 300 are manufacturers and 92 agriculturists. For the encouragement of small farmers the Prefect has arranged a series of prizes consisting of gold and silver medals, which will be awarded for the exhibitors who show the best specimens of fruit, vegetables, ornamental plants and cut flowers in vases or in decorative form. Four prizes of gold and silver medals are also to be awarded

for the best exhibits of furniture and artistic decorations. The fruit and flower shows will, it is to be presumed, take place at stated intervals during the Exhibition and the days set apart for them are sure to be very popular, as the flower show is a popular thing all the world over. The Prefect is building a Grand Pavilion for the main exhibits of the Municipal and several smaller houses for various other departmental exhibits. So far the Prefect has opened credits for this purpose amounting to 200,000\$ or some £13,000.

— Last week we referred briefly to the arrival of the Comte de Lesdain at São Paulo on his automobile. During the trip from Rio to that City he traversed some 700 kilometres and certainly encountered many difficulties. Several nights were spent in the open, and on once occasion a team of oxen had to be requisitioned to drag the car out of a perfect morass of mud. In one place the travellers were refused board and lodging by a peasant who said, "that no one with any sense would go about the roads with such a cart unless they were vagabonds!" though, whenever they came to any of the larger villages they were fêted and sped on their way with cheers and good wishes. The whole journey was completed in about 5 weeks, and the Count has the proud distinction of being the first person to make it under such conditions. The importance of the trip hinges on the fact that it was possible to perform it, thus showing that the roads, though in a terribly bad condition, are still passable and might with a certain amount of expenditure of time and money, be put into such repair as would make them of great use as feeders to the railways. If these roads were properly mended, industrial automobiles could be run on them and produce, which at present has difficulty in getting market, be carried with no trouble at all and at very small expense. Many of the roads which at present are smothered in undergrowth, or have fallen to the estate of bridle paths could be mended without great expense, since in the first instance they were built by the early colonists who knew what they were doing, and depended on them for means of communication. The opening-up of these roads, where ever they exist, all over the country would, we should imagine, be of great assistance to Government in carrying out its programme of improving means of communication and settling the land. If this trip of Comte de Lesdain's has the effect of starting this ball a-rolling, he will not have made it in vain.

— According to figures just published by *O Jornal do Commercio* the number of boxes of matches produced in the Federal District during the year 1907 were no less than 202,041,400, of which 189,559,000 were of wooden and 12,482,400 of wax matches, whilst the stamp tax paid for the sale of the same produced a revenue of 4,061,280\$, or £253,830. The following were the producing firms:—

Companhia Fiat Lux (wooden)	122,082,000	boxes
" " " (wax)	12,482,400	"
M. M. Ferreira (wooden)	54,000,000	"
John Doyle and Co. (wooden)	9,770,000	"
Oscar Pereira and Co. (wooden)	3,707,000	"

From these figures it will be seen how much more popular wooden matches are in this country than those made of wax. Possibly this is due to the fact that almost every male smokes, and naturally prefers wooden matches to wax for the lighting of cigarettes and cigars. Whilst on the subject we would suggest that one of the above firms should make a match that will strike elsewhere than on the box, in order that people might make use here as elsewhere of silver match boxes and others that are made for the greater convenience of the pocket.

— During the year 1907 the different breweries and factories produced the following amount of alcoholic beverages:—

Beer of low fermentation	bottles	5,571,398
Beer of low fermentation on draught	litres	410,162
Beer of high fermentation	bottles	12,960,996
Vermouth, bitters, etc.	litres	109,982
Beverages as enumerated in No. 130 of Class 9 of the Tariff, liqueurs, anisette etc.	litres	157,986
Ditto in No. 131 of Class 9 of the Tariff, Cognac, etc.	litres	192,398
Syphons, soda, etc.	litres	1,560,340
Artificial mineral waters	litres	8,190
Revenue collected on the above	Rs.	1,054,104\$825

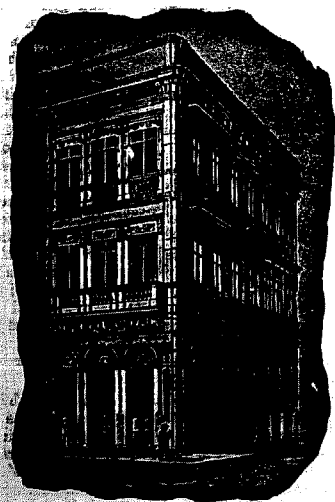
From this it would appear that it is a good thing that beer is produced here in large quantities, otherwise with the present rates charged on imported beer, that beverage would rank for expense very much at the same rate as champagne in France. As it is, we have to pay 1s. 3d. for a bottle of beer produced in the country, which to the ordinary person seems to be quite expensive enough.

— From figures issued by the Mint it appears that during the year 1907 the actual value of money coined was 8,029,680\$ or £501,855. The coins withdrawn from circulation were of a total value of 273,337\$890, of which 244,523\$290 was in copper. During the same period the Mint struck 2,927 medals, of which 412 of gold, 1,190 of silver, 930 of bronze and 389 of copper.

— During the week there were 355 births and 61 marriages in the Federal District. The fact that, in spite of the epidemic of small pox, which carried off 51 victims, the death for the whole city only numbered 287 for the week, shows that, apart from this phenomenon, the health of the community is excellent, since without deaths from this cause, the figures for the week would only have totalled 236, which is not high for a city of 800,000 inhabitants.

— The increase of Revenue for the first two months of the current year, to which the Prefect referred to in his Message, has been maintained during the month of March, as the total Revenue for the first quarter of the current year amounts to 13,176,136\$704, as against 12,513,210\$241 for the corresponding period of 1907, an increase of 662,926\$463. Revenue from the House Tax alone has increased during the period under review by 282,003\$022, since the total collected under this head amounts this year to 5,835,267\$228, as against 5,553,264\$206 for the first quarter of 1907. We do not quite understand the remarks of the *Jornal do Commercio* with regard to the tax on sites occupied by ruined houses, since our contemporary rejoices over the revocation of the Decree which enforced this tax, whilst the following words appear in the Message of the Prefect published last week:—"It is both advisable and just that in a certain zone—the most important of all on account of the enormous material improvements which have been made in it—properties on which ruined houses are standing should be subject to the tax, for they offend the eyes of visitors and residents alike, and spoil the appearance of certain avenues and streets where they stand side by side with handsome buildings in such a ruinous state that they would disgrace any small city in the interior."

— Last week the City received a flying visit from Mr. Adolphe Guérard, Inspector General of Bridges and Paving in Paris, who is on his way to Valparaíso. He first of all paid a visit to the new port works and expressed his admiration of the warehouses which have been springing up there in profusion during the last few months. It is 12 years since this distinguished engineer was in Rio, and he is stated to have been dumbfound-



Cable-Address BORLIDO-RIO

P. O. BOX 131

BORLIDO MAIA & CO.

Successors to BORLIDO, MONIZ & Co.

ESTABLISHED 1878

General Merchants, Importers & Contractors

SUPPLY THE PRINCIPAL RAILWAY AND STEAMSHIP COMPANIES OF BRAZIL

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

AGENTS AND REPRESENTATIVES for

R. & J. Dick, Glasgow - Original Balata Belting.

Mander Brothers, London - Oils and Water Paint.

Bliven & Carrington New York - Lubricating Oils and Grease.

Enfield Cycle Co. Ltd. Redditch, England - Royal Enfield Cycles.

Wm. Simons & Co., Ltd., Renfrew Scotland - Dredge Constructors.

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

HORLICK'S MALTED MILK



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

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

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

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

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

ered with all that he saw, saying that he would not have thought it possible to so radically change a City which had so many defects as Rio a few years ago. He also expressed himself as opposed to the further removal of the Morro do Castello and, indeed, we believe that the hill will remain as it now is, except for a slice which is to be taken away near the *rua Santa Luzia*, so that the golden apostles do not seem likely to come to light to swell the gold deposit in the Caixa yet awhile. Mr. Guérard considers the Morro do Castello to be one of the features of the view of the town from the entrance to the Bay. His final remarks were "Rio is a revelation, if only other cities would do the same!" forgetting to add and "get into debt to the same extent."

— It is stated that an arrangement has now been made between the various transatlantic shipping companies in order to put an end to the cut-throat competition which was bidding fair to eliminate all profit from the carrying of third-class passengers, a traffic which we believe is not without its remunerative features under normal conditions. To carry passengers at 15\$000, or even 25\$000 per head to Lisbon from Rio could not be profitable under any circumstances, and for the present an armed truce has been declared, and rates have re-adjusted themselves to 160\$000 a single ticket. An enormous number of people have, however, taken advantage of the low rate to make the voyage home, some indeed seizing the opportunity to take their families home, with the intention of leaving them in Europe. We know of one particular case in point where an Italian fruit seller who has been out here for some years is now taking his family home, since he finds the prices of the necessities of life have risen to such a height that he can no longer maintain his wife and children, in spite of the fact that his business has increased. This is probably only one case out of hundreds, and if the settling of the soil is to be made an enduring success, it would be well if something were done to lighten the burdens of all classes, who are taxed down to the uttermost farthing, without getting any really adequate return.

— A telegram from London to *O Jornal do Commercio* states that there is to be another freight war between the Royal Mail Steam Packet Company and the Hamburg America line, since the latter has decided to make Rio de Janeiro a port of call for its new fast steamers running between Hamburg and the Plate. As a matter of fact, we believe that there is very little, if any, truth in the report.

— The Minister of Marine proposes to build a new and well equipped School on the Island of Villegaignon, on the site at present occupied by the premises belonging to the Corps of National Sailors. It is proposed that the new building shall be 3 stories high with four sides, of which the principal façade will be 70 metres long flanked with two towers, looking towards the City. The side which will face the interior of the Bay will be surmounted by an observatory, and that facing the mouth of the Bay will have a lighthouse, the lamp of which will light up the whole surroundings, 60 metres high. The centre of the building will be surmounted by a cupola. The whole place will be built in accordance with the latest ideas of sanitation and hygiene and will enclose a large and airy courtyard, whilst gardens will run down to the sea and piers be built for the use of the School. The establishment will be fitted with batteries for teaching the cadets and for giving salutes. It is to be hoped that the edifice will be of fine proportions, since it will occupy such a very conspicuous position at the entrance to what is generally acclaimed to be the finest bay in the World.

— Sr. C. Coatelem, President of the Centro de Navegação Transatlantica, has addressed a letter to the Editor of *O Jornal do Commercio*, thanking that paper for the good work it has done by taking up the question of the goods which are so often found to be missing when crates and cases have been delivered to the consignee after passing through the Custom House, compensation, for which has so often, unfairly, as they claim, been paid by the shipping companies. The series of

articles in the *Jornal*, which were most able and free from any unnecessary padding and very much to the point, were written by Col. Ernesto Senna who, in consequence, on several occasions had to be escorted from his house and guarded while there by the police.

— The Brazilian Ambassador to Washington has, according to the American papers, given one of the fêtes of the season in Washington, when he entertained some 80 persons at dinner, in honour of the Supreme Court of the United States. Most glowing accounts fill these contemporaries' columns of the splendour of the decorations, flowers, music, etc. There were no speeches, but, at the suggestion of Sr. Nabuco, Mr. Root, Secretary of State, said that the safeguarding of the constitutionalism of the laws by the National judicial power was the greatest contribution America had made to political science. The prestige of the Supreme Court showed the development of the judicial spirit and of the power of arbitration. Approximation is evidently still going strong.

— Brazil has been invited by the Italian Government to take part in the International Congress to be held in Rome this year for the discussion of mental diseases and their prevention. Last week the Minister of Justice and the Interior had a lengthy conference with the Director of the National Asylum in respect to the matter. It is to be hoped that the Government will see their way to accepting the invitation, as anything which can be done to reduce the number of cases of lunacy confers a priceless benefit on humanity and is safeguarding the interests of posterity.

— The uniform of the Army is once more to be changed so soon as the commission appointed to study the question has sent in its report. It is understood that the main ideas to be carried out in the new uniform are utility and comfort. We trust that the results will be satisfactory, for at present many of the uniforms seem hardly adapted to the climate, during the hot months at least.

— For some years now we have been warring on the rats in this City, and the number that has been killed since the commencement of the campaign is now well on towards the second million. Here, the reason for the war has been primarily the danger of the rat as a carrier of plague, since the fleas which he takes about with him will readily convey the plague to a human being if they settle on him and bite. Since the wholesale destruction of rats here there has been a marked diminution of plague cases in the City. Now the news comes from France that an International Society has been formed for the destruction of rats, all the Nations being invited to take part in the campaign. It is stated that a pair of healthy rats, will, in a year have 800 descendants. The Society proposes to utilise the bacillus of which we spoke some time ago which was discovered by a German, Dr. Neumann, who found that it will not attack any other form of life except the rat, and another which has been discovered by a Dane which is certain when the Neumann bacillus fails. The bacillus multiplies by millions in 24 hours and is virulently infectious for the rats. As we have remarked before, whether the wholesale destruction of rats will be a good thing or not, remains to be seen, as all animals have a use in Nature and the extinction of the rat might be followed by the appearance of something worse, which is at present kept under by the rat itself.

— In view of the evident determination of the American people to have a strong Navy, it seems quite on the cards that the new ocean mail service bill, which, as the *New York Journal of Commerce* says, is a ship subsidy measure in a mild way, will pass. The bill is really an amendment to the law of 1891 and extends the provisions of that law to vessels of the second class on the routes to South America, and others which we have previously enumerated. Vessels of the second class are those which have a speed of 16 knots or more, and less than 20. The reason we say above that the bill stands a good chance is that according to our contemporary:—"The law of 1891 requires

that new steamships for this subsidized mail service shall be constructed with particular reference to prompt and economical conversion into auxiliary naval cruisers, and according to plans and specifications to be agreed upon by and between the owners and the Secretary of the Navy." They must be "of sufficient strength and stability to carry and sustain the working and operation of at least four effective rifled cannon of a calibre of not less than six inches," and must be of the "highest maritime rating." Before being accepted for the mail service under contract with the Post Office Department they must be "thoroughly inspected by a competent naval officer or constructor detailed for that service by the Secretary of the Navy," and may be subjected to a sea trial, similar to that required for war vessels under the supervision of a board of naval officers. It is also provided that these contract mail steamers may be taken and used by the United States "as transports or cruisers on payment to the owners of the fair, actual value of the same at the time of taking," and in case of failure to agree upon the value it may be fixed by arbitration.

"The strongest argument that can be urged in justification of a measure for a sufficient mail compensation to support steamships under the American flag on these long routes is the need of an auxiliary force for the navy in case it should be brought into use in actual war. Such a force would then be needed and might be difficult to obtain even at great cost, sufficient for the occasion, which might be urgent. If we are to have a powerful navy, even as a guaranty of peace rather than preparation for war, we ought to have a mercantile marine which could give it the necessary auxiliary support in case of need. So much may be freely admitted, and it may also be allowed that in order to have it ready for such service it must be employed in time of peace in ocean commerce. The real question is how it can be best provided, without too much burdening the Government to sustain it, when the only service it is rendering is mail carrying, which might be more economically obtained from foreign vessels." Our contemporary goes on to say that practically the root of the whole matter lies in the much needed revision of the navigation and tariff laws "so as to enable Americans to own and operate sea-going vessels at the smallest cost and to trade with distant countries as freely as their competitors. Then if they cannot provide a sufficient mercantile marine, with vessels equipped to become naval auxiliaries, it will be known how much Government needs to accomplish the object and mail contracts and subventions for adapting mail vessels for naval service can be put upon a proper economic footing. With conditions as they are, it is doubtful if the proposed increase in compensation will have the desired effect." In the meantime the Lamport and Holt line and others are doing as much trade as is humanly possible on the New York route, and even with a subsidy all that will result in all probability for many years to come, may be the gain of a day or so in the carrying of the mails. It will take a long time to build up such a trade as that of Messrs. Lamport and Holt, since they have the triangular route from Rio to New York with coffee, from New York to Manchester or Liverpool in ballast or with anything that may be going, and then from those ports back to Brazil with valuable cargoes of fine goods. Vessels coming from the States at frequent intervals would bring but little cargo as things are at present, and would only pay on the return trip when full of coffee. However, the more the merrier, and if the public is the gainer by such competition, so much the better, as it will be following out the ideal of the greatest happiness for the greatest number.

—By Decrees signed on the 9th inst the President of the Republic has cancelled the authorisation to operate in the Republic granted in 1903 and 1889 respectively to the Com-

panhia Geral de Seguros and the Sociedade de Seguros sobre a vida Garantia Mutua do Brazil.

—The new building of the Jardim Botânico Tramway Company which makes such an imposing show in the Avenida Central will not be finished for at least another 4 months which time has been allowed to the Company for its completion by the Minister of Public Works. The building over the station will we understand be occupied by an hotel.

—A new police barracks of considerable size are being constructed at Meyer one of the most thriving of the suburbs of Rio. The new barracks were last week visited by the Minister of Justice and the Interior and the Chief of Police. The barracks are expected to be completed in two months time.

—The Japanese Minister on the 11th inst paid a visit to the works of the Rio de Janeiro Tramway Light and Power Company at Ribeirão das Lages, staying the previous night at Mendes.

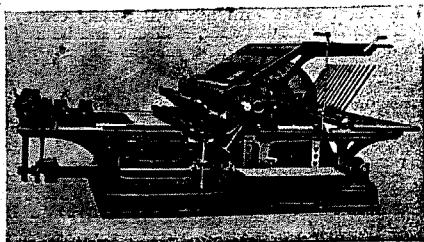
—Mr. Haggard, H. B. Minister Plenipotentiary and Envoy Extraordinary a few days ago presented Dr. Leitão da Cunha with a silver inkpot which was offered to him by the British Government in recognition of the services which he had rendered for so many years as legal adviser to the British Legation at Petropolis.

—The Conde de Avellar, President of the Executive Committee which was entrusted with the ordering of the warship "Patria," which was presented to Portugal by the Portuguese Colony in Brazil some years ago, has received a telegram from King Dom Manoel II, thanking him and the Committee for their good wishes and saying that he will never forget the sympathy lately extended to him by the Portuguese Colony here in Brazil. As far as can be judged from the letters of many correspondents the feeling here was very much deeper than it appears to have been in Portugal itself.

—Mr. Haggard has now sufficiently recovered from his recent severe illness to seek complete restoration in Europe. We understand that although he is actually going home on leave it is extremely improbable that he will return to this country as British Minister. It is possible that he will be given an appointment in Europe since he has spent practically the whole of his official career in South America, having been at Caracas, Quito, Buenos Aires and now here.

—The new Lloyd Brasileiro s. s. "Oyapock" and "Javary" of 1,700 tons each, which are intended for the Buenos Aires and Rio route have left Liverpool and are on their way to this port. The Lloyd Brasileiro has also presented a completely new timetable to the Government in which the departures from each port, stay in the same, and duration of voyages are all laid down. The question will be when the timetable is accepted whether or not the Lloyd will be able to keep to it. The trip to New York and back from Santos with a stay of 8 days in New York is timed to take 60 days which gives an average of 21 days for the voyages there and back. The ports to be called at and the length of stay as follows:—Rio de Janeiro, 12 hours; Bahia, 6; Recife, 10; Ceará, 4; Maranhão, 6; Belém, 8; Barbados, 8.

—The week before last when the instruction division of the navy was entering the port of Santos a collision occurred between the battle ship "Republica" and the Lamport and Holt liner "Voltaire." According to the statement of the Captain of the battleship the "Voltaire" did not follow the instruction in force for two vessel when meeting each other. The Lamport and Holt Company have stated their readiness to defray the cost of repairing the "Republica," which will it is estimated cost some 10,000\$ or £625, an offer which has been accepted by the Minister of Marine.



IMPrensa INGLEZA

THE BRITISH PRINTING WORKS

33, RUA THEOPHILO OTTONI

WILEMAN & CO

Undertake all kinds of Printing with Despatch and Accuracy

SEND FOR ESTIMATES TO

39, Rua Theophilo Ottoni, 39

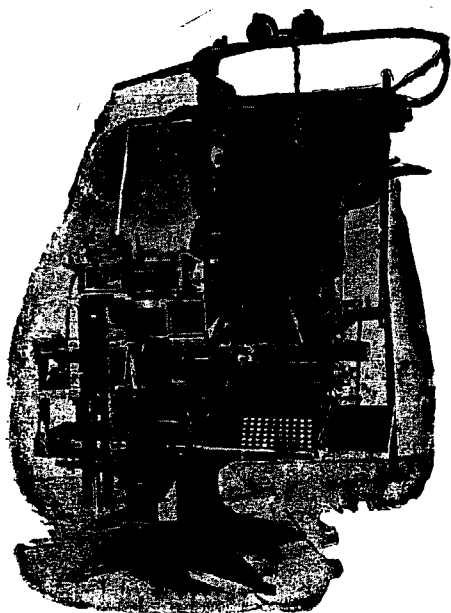
ORDERS TAKEN AT THE OFFICE
OF THE BRAZILIAN REVIEW

{ 42, RUA VISCONDE DE INHAUMA, 42

or at CRASHLEY'S — 36, Rua do Ouvidor, 36



THE MERCENTHALER LINOTYPE.



The *Brazilian Review* has recently introduced into its Composing Room a LINOTYPE Composing machine manufactured by the Canadian American Linotype Corporation, of Toronto, Canada.

This machine composes and casts a solid line of type as shown above, changing the unit of composition from a single letter to a single line of type. When used this line of type is used over again in the machine to make other type lines, the cost of distribution being saved.

One LINOTYPE and one operator does the work of from FOUR to SEVEN hand compositors.

The Linotype saves the great expense of type, and the owner of a machine can set as many pages as he likes and keep it standing without the necessity of buying more type.

General agents representatives of the Canadian American Linotype Corporation for Brazil

Société Financière et Commerciale Franco-Brésilienne

RUA SÃO BENTO NO. 43, SÃO PAULO

SPECIAL AGENCIES FOR THE STATES

RIO DE JANEIRO—Alvaro Gomes de Mattos, Rua da Quitanda No. 41.

PERNAMBUCO—Nathan & Co.

BAHIA—Nathan & Co.

SANTOS—Société Financière et Commerciale Franco-Brésilienne, Rua Quinze de Novembro No. 13.

PORTO ALEGRE—Edwards Cooper & Co.

Please send for illustrated Catalogue

— Last week the s. s. "Sofia Helemberg" anchored for a short time in this port on her way to Paranaguá with 697 immigrants. The Director of the Department of the Povimento do Solo sent interpreters on board to ascertain from the immigrants what sort of treatment they had met with on board. They were unanimous in saying that their treatment had been excellent. The Department provided the immigrants with post cards duly stamped so that they might let their families at home know of their safe arrival in Brazil.

— The Minister of Marine has issued some strict regulations with regard to the wireless telegraph department belonging to the service. There is to be regular telegraph and telephone drill every day between the forts and the vessels in the harbour, whilst men are to be trained on each ship in sufficient numbers to be ready for any emergency. It is a great thing that these energetic measures are being taken, for the system is no longer an expensive toy but a very real addition to the conditions of modern warfare.

— Some interesting details with regard to the Central of Brazil Railway have appeared in a pamphlet entitled *Memoirs Historica* which was published to commemorate the Jubilee of the line, celebrated a few weeks ago. From this work it appears that the actual amount of capital employed in the line reaches the total of 210,938,844,8821, of which the most important items are Rolling stock, 36,483,409,8821; Construction of the 5th Section of the line 22,069,987,8765; Construction of 1st Section, 19,718,055,030; Construction of 6th Section (1 metre gauge), 18,282,084,8484; Stations, 15,868,601,8393. Revenue in the year 1858 amounted to 302,278,8900 which rose to 31,106,658,8610 in 1898 falling to 28,641,492,8942 in 1905 and rising again to 31,140,011,8782 in 1906. The largest net profit realised in any one year was in 1881 when it amounted to 7,430,447,8256. The number of passengers carried on suburban trains was 263,309 in 1866 and by 1908 this number had risen to 19,239,236, whilst passengers carried on trains to the interior in 1858 numbered 11,112 and in 1906 the number had risen to 1,838,696. The value of merchandise exported and imported to and from the interior in 1858 amounted to 137,282,8045, which figures had risen by 1906 to 17,441,447,8202.

— Dr. Aarão Reis, director of the Central of Brazil Railway, is having a large sketch made of the proposed new Central Station of be shown at the Exhibition.

— The Minister of Public works has given permission to the Police Force of the Federal District to have green glass put into the street lamps which are opposite the alarm stations, in order that the public may be easily able to find the same during the night. With regard to the new posts which will communicate with the said stations, it appears that keys are to be given to all rate payers whose names will be taken at the time the key is handed over to them, together with number of the key. If an alarm is given by the placing of the in the post the said key cannot be extracted, so that when the police arrive they will know from the number who gave the alarm and if it is a false one or one given for a joke the offender will be easily run to earth and arrested for misdeemeanour.

— Mr. Pedro Foulkes (69), 9, Livingstone-drive, Sefton Park, Liverpool, of Messrs. P. J. Foulkes and Son, Brazilian merchants, 2, Exchange-street, East Liverpool, left £18,779.

— The Swedish South America Line (Johnson Line), running boats to Argentina, intends to extend its operations to Brazil and Uruguay.

— Westcombe, Dyke Road, Brighton —

HIGH SCHOOL FOR GIRLS

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

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

All bedrooms and passages heated in winter.

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

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

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

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

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

Inclusive terms for sole charge can be quoted.

— REFERENCE: J. P. WILEMAN ESQ. —

42, Rua Visconde de Inhauma, 42

— XX RIO DE JANEIRO XX —

Ceylon Precious Stones

Rough or Polished, supplied direct from our Mines.

Samples and Price List on demand to:

J. WICKRAMANAYAKA & Co.,

KALUTARA, COLOMBO, CEYLON

Banco Commerciale Italo Brasiliano

(SOCIETÀ ANONIMA)

HEAD OFFICE: SÃO PAULO

Capital subscribed and paid up..... Rs. 5.000:000\$000
Reserve fund..... " 1.000:000\$ 00

BRANCHES: RIO DE JANEIRO AND SANTOS

Agencies at: Botucatu, Ribeirão Preto, São Carlos and Espírito Santo do Pinhal.

Correspondents at: Arsenjô, Bahia, Ceará, Curitiba, Desterro, Maceió, Mandos Maranhão, Pará, Parahyba, Paranaçu, Pernambuco, Porto Alegre, Rio Grande do Sul, Rio Grande do Norte, São Francisco, Victoria and all other important towns of Brazil.

Address: CAIXA DO CORREIO 304—SÃO PAULO

Telegraphic Address: — "ITALOBANCO"

Agents of the BANCA COMMERCIALE ITALIANA, MILAN

CORRESPONDENTS ABROAD

London, City and Midland Bank, Crédit Lyonnais.....	London.	Banco Hispano-Americano.....	Madrid.
Banque de Paris et des Pays Bas, Crédit Lyonnais, and		Crédit Franco-Portugais, Banco de Lisboa e Açores.....	Lisbon.
Société Générale pour favoriser etc.....	Paris.	National City Bank of New York.....	New York
Hamburger Filiale der Deutsche Bank Commerz und		Banco Italiano del Rio de la Plata and Nuevo Banco	
Disconto Bank.....	Hamburg.	Italiano.....	Buenos Aires.

Bills negotiated or collected on the most favourable terms. Letters of Credit, Bill's of Exchange and Cable Transfers issued. Purchase and Sale of Stocks, Shares and other securities. Dividends and interest received. Current accounts opened. Deposits received at rates varying according to the time fixed for their withdrawal. All kinds of general and Banking business transacted.

GENERAL AGENTS OF THE

Navigazione Generale Italiana — La Veloce and La Italia, Shipping Companies.

AMERICAN BANK NOTE COMPANY

70--72 BROAD STREET, NEW YORK, U. S. A.

BUSINESS FOUNDED, 1795

Engravers and Printers of Postage and Revenue Stamps, Bank Notes, Bonds, Stock certificates, Drafts, Checks, Bills of Exchange, and all instruments requiring security.

Work executed from steel plates with special safeguards to prevent counterfeiting. Special papers manufactured exclusively for the use of this company.

Railway tickets, maps, numbered and coupon tickets of any size, pattern, style or device, with steel plate tints.

Estimates submitted on receipt of particulars or requirements.

REPRESENTATIVE IN BRAZIL

L. C. IRVINE

Rua da Alfandega 37, (Sobrado)

RIO DE JANEIRO

FUNDADA EM 1795

Gravadores e impressores de sellos, estampilhas, notas bancarias, apolices, ações, saques, cheques, letras cambiais, e todos os documentos e títulos requerendo 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 incumbe-se da impressão de bilhetes de Estrada de Ferro, mappas, bilhetes com coupons numerados de qualquer tamanho, estilo ou desenho e com cores semelhantes às das impressões de gravuras de aço.

A Companhia está prompta a submeter ofertas em qualquer ocasião.

REPRESENTANTE NO BRAZIL

L. C. IRVINE

Rua da Alfandega 37, (Sobrado)

RIO DE JANEIRO

COMMERCIAL AND PASSENGERS' GUIDE

Coffee Merchants

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

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

Roofing

Eternit — The best roof of the Present. For Particulars apply to — Blum & Co., 46, Rua 1º de Março — Rio.

13-2-07

Rubber Hand Stamps

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

27-7-06

THE BRAHMA BREWERY



Besides our famous Brands BOCK-ALE and TEUTONIA we recommend especially our celebrated BRAHMA-PORTER, which in quality equals Guinness' Stout and is expressly brewed for the tropics

It is the most nourishing beer in the world. Makes appetite. Gives strength. Food in liquid form
PRICE: Rs. 60\$000 in cases of 48 bottles — 55\$000 in cases of 72 half bottles

RUA VISCONDE DE SAPUCAHY 104-142

Notes

Treasury Remittances. On Wednesday last by the R. M. S. P. s. s. "Danube" the Federal Treasury remitted to their London agents, Messrs N. M. Rothschild the sum of £94,261:7:6 and francs 175,583.82.

Revenue during the month of March, according to telegrams received by the Minister of Finance, amounted in all to 30,441:167\$888, of which 7,613:251\$653 gold and 22,827:911\$035 paper, as against 33,641:911\$409 for the corresponding month in 1907, a total shrinkage of 3,400:745\$721, of which..... 224:062\$237 in gold and 3,176:681\$484 in paper.

Rio Trams. A correspondent is feverishly anxious to know if it is correct, as he has heard, that the Rio de Janeiro Tramway Company have been endeavouring to float a Debenture issue on the Continent. If so, what is the money wanted for, has it been obtained, and on what terms? Well, really, I think my correspondent is a little "previous." Unless my information is very wrong, the management have not even yet decided whether they will seek to raise more Debenture capital at the present juncture. If they do so decide, more unlikely things may happen than that the issue may be made on the Continent. For good or ill, Continental capitalists are more keen upon South American securities just now than Britishers. The Germans, in particular, seem anxious to increase their stakes in that part of the world, and are prepared to do more venturesome things than take up Debentures in the Rio Tramway Company. However, the subject is one which will, perhaps, come to a head in a few weeks—possibly even a few days—when I hope to be able to satisfy the aching curiosity that prevails.

Financier 28 March.

Pernambuco. One of the last acts of the late Government was to take over the Drainage and Sewage Works and appoint the ex-Secretary of the Interior as manager! All the old experienced hands of the English company were dismissed and Pernambucanos are now wondering what will happen with such complicated works in the hands of a staff without any technical knowledge or experience. It is sincerely to be hoped that there may be no breakdown, as otherwise Pernambuco, never the healthiest of places, may undergo a bitter experience.

SÃO PAULO RAILWAYS

The financial movement of the four principal Railways in the State of S. Paulo during the year 1907 was as follows:—

RAILWAY	1907			
	RECEIPTS	EXPENDITURE	BALANCE	Relation of Expenditure to Revenue
São Paulo Railway.....	25,806:634	15,972:704	9,833:930	62 %
Paulista.....	21,510:913	9,792:003	14,718:910	46 %
Mogiana.....	19,493:453	10,070:263	9,423:190	51 %
Sorocabana.....	12,695:598	7,620:310	5,075:288	60 %
Total.....	1907 82,507:0315	43,454:278	39,052:753	53 %
1906.....	86,826:3168	38,055:050	48,771:266	44 %
1905.....	65,713:598	35,008:822	30,704:776	53 %
1904.....	66,465:587	31,487:641	34,977:946	52 %

COTTON MILLS IN RIO

According to statistics just published the production of cotton goods in the various mills in the Federal District during the year 1907 was as follows:—

	metres
Unbleached.....	17,801,180
White or dyed.....	50,623,714
Printed.....	18,762,407
Wool and wool and cotton mixed.....	28,842
Cashmires, chevrons, flannels etc.....	436,069
Blankets, shawls etc.....	5,320
Hessians.....	8,467,163

The consumption tax collected on these goods amounted in all to 2,018:287\$900.

The mills acquiring the largest number of stamps were the following:—

Mills	Value
Companhia Progresso Industria do Brasil.....	384:497\$109
Companhia Manufactura Fluminense.....	325:00 \$500
Companhia Fiação e Tecidos Confiança Industrial	257:000\$000
Companhia Tecidos Aliança.....	256:256\$200
Companhia Tecidos Carioca.....	232:5 \$3000
Companhia Tecidos Corcovado.....	187:508\$000
S. T. Fabrica S. João.....	160:0 \$3000
Companhia America Fabril Cruzeiro.....	61:044\$000
S. A. Nova Fabrica Rink.....	32:000\$000
Sundry.....	124:653\$100

There are in all 18 cotton mills in the Federal District.

Sir W. Armstrong Whitworth and Co. In view of the orders placed with this firm by the Brazilian Government, the following is of interest:—

The report of Sir W. G. Armstrong Whitworth and Co., Ltd., for the year ended 30th December last, submitted at the meeting in Newcastle-on-Tyne on March 31st, states that, after adding £102,944 brought forward from last year, there remains a net profit of £682,698 on the year's operations. It is proposed to declare on the ordinary shares a dividend of 8s. per share, free of income tax, of which 1s. per share has been already paid as interim dividend. This leaves now payable a dividend of 2s. per share, which, with the payment of £40,000 on the 4 per cent. preference shares, will absorb £521,500, leaving £161,198 to be carried forward. The sum of £50,000 has been placed to the credit of the reserve fund and £50,000 to the fire insurance account. A revaluation of the property of the company has been made, and the result confirms the course adopted in the past with regard to depreciation. The valuation having been taken up to the 31st December, 1907, no depreciation has been written off for the past year. The directors have to regret the death of their colleague, the Hon. E. F. Leveson-Gower, who had been a member of the Board since 1884.

North German Lloyd. The reduction in the dividend of the Hamburg-American Steamship Company for 1907 has now been followed by a similar declaration on the part of the North German Lloyd Steamship Company, which, after having paid an average of 5.8 per cent. for the ten years ended 1906, is now only able to recommend 4½ per cent, as contrasted with 8½ per cent. in 1906. According to a statement issued by the company, the gross receipts for 1907 amounted to £1,634,850, as against £1,965,900 in the previous year. After meeting costs of expenses on extraordinary repairs, general expenses, taxes, interest charges, etc., and providing £805,400 for depreciation, as compared with £811,750 in 1906, and placing £92,300 to the reserve fund, as contrasted with £247,850, the balance remaining allows of the payment of the dividend mentioned above on a share capital of £6,250,000. The payment of the dividend absorbs £281,250, as against £431,690 in 1906, when new shares amounting to £1,250,000 only participated to the extent of one-fourth of the dividend. *Financial News.*

ENTRIES OF RUBBER

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

	1904-1905	1905-1906	1906-1907	1907-1908
July.....	1,250	1,450	1,840	1,370
August.....	1,260	1,300	1,690	1,500
September.....	1,780	2,200	2,070	2,410
October.....	2,820	3,580	3,030	3,200
November.....	2,800	2,890	3,480	3,200
December.....	3,390	3,270	2,610	2,560
January.....	4,590	5,710	3,780	4,860
February.....	4,320	3,920	5,060	5,340
March.....	5,000	3,700	5,830	4,240
April.....	2,120	2,500	4,490	—
May.....	2,260	2,320	2,626	—
June.....	1,470	1,650	1,500	—

Total tons... 33,060 34,490 38,005 28,680

Entries during March 1908 were 1,590 tons or 27% less than during the same month last year. Entries for the eight months, July to March, were 28,680 as against 29,389 for the same period during the 1906-07 crop and 28,020 during the 1905-06 crop.

Personal News

Arrivals and Departures during the week:—

ARRIVALS.

By the s.s. "Thames," from Southampton, on April 14th.—A. Gould, Mr. and Mrs. J. Watt, F. I. Newton.
By the s.s. "Orita," from Liverpool, on April 15th.—Miss R. Quayle, F. Oldham, C. Bains.
By the s.s. "Orissa," from Valparaiso, on April 15th.—G. Anderson, Miss M. Curle, H. Boyes, J. Kird and family.
By the s.s. "Danube," from Buenos Aires, on April 15th.—D. Hogg and family, H. Wood, A. Burke, A. Cailler.
By the s.s. "Grefeld," on April 16th.—J. W. Cullart.

DEPARTURES.

By the s.s. "Danube," for Southampton, on April 15th.—W. Millar and family, W. J. Crawford, W. J. Hudson, W. Hendrick.
By the s.s. "Orissa," for Liverpool, on April 15th.—F. Smith and family, G. Bailey and family, J. D. MacGregor, J. Hill, W. H. Holmes.
By the s.s. "Orita," for Valparaiso, on April 15th.—D. G. Morrison, W. B. Howard, H. J. C. Johnston.

PATEK, PHILIPPE AND CO.

THE BEST WATCH IN THE WORLD

SOLE AGENCY FOR BRAZIL

Relojoaria GONDOLO—71 Rua da Quitanda

E. JOHNSTON & Co. Limited SANTOS

Coffee Exporters.

Steamship Agents.

General Commission Agents.

Estate Agents.

BRANCH OFFICES IN THE STATE OF S. PAULO AT
S. Paulo.

Amparo.

Espirito Santo do Pinhal.

Ribeirão Preto.

S. Carlos do Pinhal.

S. Manoel.

Taubaté.

Open to accept sole representation of manufacturers

General Agents in Brazil for the Hamburg-Südamerikanische Dampschiffahrts-Gesellschaft

Agents for the Guardian Assurance Co.

HEAD OFFICE:

8, GREAT ST. HELEN'S

LONDON, E. C.

BICYCLETTAS

Royal Enfield Cycles

Agentes no Brazil

Borlido Maia & Co.

Successores de: BORLIDO, MONIZ & C.

CAIXA DO CORREIO 181

Rua do csario n. 17 — Rio de Janeiro

"MADE LIKE A GUN"

BOUND VOLUMES

OF THE

Brazilian Review

FOR 1900/1908

Can be obtained at the Office

42 Rua Visconde de Inhauma 42

Price 80\$000

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

Passenger service for New York

Average passage Rio to New-York 17 days

TENNYSON.....	1st May
VOLTAIRE.....	18th "
BYRON.....	3rd June
VERDI.....	18th "
TENNYSON.....	3rd July
VELASQUEZ.....	18th "

TENNYSON

sails on 1st May for

Bahia, Barbados and New York

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

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

For freight apply to the Broker

Wm. R. Mc Niven,

18, RUA DE S. PEDRO

For passages and further information apply to the

Agents: NORTON, MEGAW & Co., Ltd.

44, RUA PRIMEIRO DE MARÇO
ao-bi-ca x x

WILSON SONS & CO. (LIMITED)

Steamship Agents and Proprietors of

COAL DEPOTS AT

MADEIRA.	SANTOS.
LAS PALMAS.	SAO PAULO.
ST. VINCENT, C. V.	MONTEVIDEO.
PERNAMBUCO.	LA PLATA.
BAHIA.	BUENOS AIRES.
RIO DE JANEIRO.	ROSARIO.
	BAHIA BLANCA.

Also Branch Establishments at CARDIFF and BARRY

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

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

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

Tag boats always ready for service.

Orange lighters.—ditto.

Stevedoring undertaken.

Ballast supplies to ships.

Repairs to Ships and Machinery

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

AGENTS OF THE

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

Inquiries as regards prices etc. should be addressed to

WILSON, SONS, & CO. LTD.

2, Rua de S. Pedro
RIO DE JANEIRO

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

Hamburg-Südamerikanische Dampschiffahrts-Gesellschaft

The German Steamer

CAP VERDE

Expected from Santos on the 23rd April will leave 24th for

Bahia, Madeira, Lisbon, Leixões, Boulogne and Hamburg

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

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

Free conveyance on board supplied for passengers and luggage.

For freight apply to the Broker.

Wm. R. Mc Niven

18, RUA DE S. PEDRO, 18

For passages and further information apply to the agents

Theodor Wille & Co.

AVENIDA CENTRAL, 79

ao-bi-ca

x x

BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Limited

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

DEPARTURES FOR TRIESTE

SZÉL KALMAN.....	10th May
MELPOMENE.....	5th Jun.
DUNA.....	3rd Jul.

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, 1A.

Santos.

ao-bi-ca

x x

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS

FOR EUROPE

PROVENCE.....	4th May
FRANCE.....	21st "

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class.....	£ gold 728
do do 2nd.....	£ 550
do do 3rd.....	£ 199
Through fares to Paris return 1st class f.	1146
do do 2nd... f.	882
do do 3rd... f.	364
Marseilles Genoa, Naples, 3rd class...	1146000
Barcelona 3rd class.....	1246000

Agents—Antunes dos Santos & C.

Rio de Janeiro—Avenida Central, 14.

S. Paulo.—29 Rua S. Bento

Santos.—1 Praça da Republica

ao-bi-ca

x

NORDDEUTSCHER LLOYD, BREMEN.

Capital. 125,000,000 Marks

NEXT DEPARTURES

Date	Steamer	Destination
1908 May 1	Halle.....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp & Bremen.
15	Erlangen....	Bahia, Madeira, Leixões, Rotterdam, Antwerp and Bremen.

Passengers & Cargo accepted

Passenger rates	Cabin	Steerage
Rio — Rotterdam, Antwerp, Bremen.....	Marks 500	£ 10/-
— Lisbon & Leixões.....	£ 17/-	Rs. 1600

For further information apply to

BERN. STOLTZ & Co. Agents

Avenida Central, 66-74

Rio de Janeiro

lu-bi-ca

x x

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

(South American Service)

The Fine Mail Steamer

CORCOVADO

Expected from Santos on the 21st sails on the 22nd May 12 noon.

Bahia, Madeira, Lisbon, Leixões, Boulogne and Hamburg

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

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

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

For freight apply to the broker.

Wm. R. Mc Niven,

18, RUA DE S. PEDRO

And for passages and other information to

Theodor Wille & Co.

Avenida Central, 79

ao-bi-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
April 22	Amazon...	Bahia, Pernambuco, St. Vincent, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
29	Clyde.....	Santos, Montevideo and Buenos Aires.
29	Thames....	Bahia, Pernambuco, St. Vincent, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
May 4	Aráguaya..	Santos, Montevideo and Buenos Aires.
6	Aragon....	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.

Special attention is drawn to the following:

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

For freight, passages, and other information apply,

Avenida Central Nos. 53 and 55.

E. L. HARRISON, Representative.

lu-bi-ca

x x

Navigazione Generale Italiana

Società Riunite Florio & Rubattino

LA VELOCE

Navigazione Italiana a Vapore

ITALIA

Società di Navigazione a Vapore

Weekly service by the new and splendidly equipped transatlantic steamers of these three companies trading between Spain, Italy and Brazil, and between Brazil and River Plate and vice-versa

SAILINGS FOR EUROPE					SAILINGS FOR RIVER PLATE				
MONTHS	DATE	STEAMERS	COMPANY	ROUTE	MONTHS	DATE	STEAMERS	COMPANY	ROUTE
April	27	«Umbria».....	N. G. I.....	Las Palmas, Barcel. & Gen.	April	25	«Sardegna».....	N. G. I.....	Santos, Mont. & B. Aires.
»	2	«Toscana».....	Italia.....	Tenerife, Genoa & Naples	»	14	«Savoia».....	La Veloce.....	Santos & Buenos Aires.
»	3	«Argentina».....	La Veloce.....	Tenerife, Barcel. & Genoa	»	23	«Sicilia».....	N. G. I.....	» Mont. & B. Aires.
»	11	«Sardegna».....	N. G. I.....	Las Palmas » » »					
»	17	«Italia».....	La Veloce.....	» » » » »					

NEXT SAILINGS**For Barcelona, Genoa and Naples****April 27th — UMBRIA**

These luxurious steamers are the fastest of the Italian mercantile marine; they have three decks with splendid accommodation for families and spacious cabins for both first and second class passengers. The accommodation for third class passengers is of the most modern description in accordance with the new regulations of the Italian Government.

N. B. — These large and magnificent packets run in combination with the sailings of the Company's steamers for **Marseilles, Heyrouth, Alexandria, Port-Said**, etc.

For cargo rates apply to the agent: — **St. Campos, rua General Camara No. 2.** For passages and other information to the **BANCO COMMERCIALE ITALO-BRASILIANO (STEAMER DEPARTMENT). — 31, RUA PRIMEIRO DE MARÇO, 31.**

For the River Plate**April 25th — SARDEGNA****BRAZILIAN EXCHANGE****THE STUDY OF AN INCONVERTIBLE CURRENCY**By **J. P. WILEMAN C. E.**

(Editor of the "BRAZILIAN REVIEW")

PRICE 10\$000

Sold at Laemmert, & Co. RIO DE JANEIRO.

Effingham Wilson, Royal Exchange, LONDON.

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

THE BRAZILIAN YEAR BOOKEdited 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**Advertisements 300\$900 or £18:15:6 per page****LLOYD BRAZILEIRO****OWNERS****M. BUARQUE & Co.****2, 4, 6, AVENIDA CENTRAL, 2, 4, 6****RIO DE JA. EIRO****NAVIGATION SERVICE OVER ALL THE BRAZILIAN COAST**

Passengers and cargo services for **Uruguay, Paraguay, Argentina and Mello Grosso**

MONTHLY TRIPS BETWEEN RIO DE JANEIRO & NEW YORK**Sailings From Rio:**

NORTH LINE..... Every Sunday at 10 o'clock a. m.
RIO GRANDE LINE... The 1st., 7th., 14th., and 23rd., every month, at 12 noon.
NEW YORK LINE..... Once a month.
RIVER PLATE LINE... The 4th. and 20th. every month, at 12 noon.
STA. CATHARINA LINE The 11th. and 28th. every month at 12 noon.
SUL DA BAHIA LINES Once a month (Departures not fixed.)
SERGIPE LINE..... Twice a month (Departures not fixed.)
MATTO GROSSO LINES. Are in connection with the River Plate Line, departures from Montevideo or Buenos Aires.

FLEET*Alagoas**Brazil.**Manãos.**Maranhão.**Olinda.**São Salvador.**Pernambuco.**Espirito Santo**Bragança.**Matto Grosso.**Marajó.**Cozipó.**Goyaz.**Sergipe.**Mayrink.**Victoria.**Aymoré.**Estrella.**Fagundes Varela.**Grão Pará.**Diamantino**Mercedes.**Rapido.**Rio Verde.**Florianopolis.**Santos.**Planeta.**Satellite.**Prudente de Morais**Iris.**Amazonas.**Guarajá.**Ludario.**Nioac.**Itapemirim.**Cahy.***26 BUILDING**

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

A FEW CASES OF EXTRA FINE OLD WHISKY**V. O. B.—MACKINLAY—LEITH****FOR SALE****MONTEIRO JUNIOR — 42, Rua Visconde de Inhauma**

LONDON AND BRAZILIAN BANK LIMITED

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

HEAD OFFICE: — LONDON.

Branch Office in Rio de Janeiro:

× × × × ×

RUA DA ALFANDEGA, 10

Draws on Head Office and the following Branches and Agencies:

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

Also on:

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

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

THE LONDON & RIVER PLATE BANK LIMITED

ESTABLISHED 1862

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

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

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

AGENCIES IN BRAZIL

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

BILLS OF EXCHANGE issued and purchased on

the following places: —
 LONDON and all the principal towns of the
 UNITED KINGDOM.

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

CURRENT ACCOUNTS opened with commercial
 firms and private individuals.

DEPOSITS received for fixed periods on a 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: ALLENBANK.

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

Draws on:—

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

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

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

What we intended to convey was that, even if this year's shipments equal last year's, there seems no reason to look for any speculative movement in coffee, until *Convenio* stocks are in some way disposed of and that, in that case, shipments would only be in proportion to the requirements or consumption, but in no case exceed last year's average of 1,200,000 bags, yielding some £2,000,000 per month in bills. This we regard as an optimistic forecast of the supply of bills for the next few months, whereas in many quarters a big expansion is looked for, as the issue of £3,000,000 in Treasury bills, repayable at six months date clearly shows. Should there be no expansion in coffee exports will £2,000,000 a month for coffee suffice with "other exports," averaging certainly not more than £1,000,000 a month including rubber, to cover the demand for bills?

As regards speculation, we doubt if, under any circumstances, it will become very active with 8,000,000 bags hanging over it; but in case it did, as our correspondent suggests, would the increase of volume make up for the fall of prices and maintain export values at £2,000,000 average per month?

That is the problem we propounded.

For our part we think it would not.

The balance sheet of the *Caixa de Conversão* shows fresh issues during the week ended 18th April to have been 33,980\$ and withdrawals 231,240\$, leaving a net loss to the *Caixa* of 198,210\$ or £12,388. The value of the gold in deposit on 18th April was 96,817,208\$974 or £6,051,075 as against £6,063,433 the week before, against which convertible notes are in circulation to the value of 96,809,960\$ and 7,218\$974 in subsidiary coinage.

Balance of the Caixa de Conversão Saturday April 18th

Debit Balances		
Note Account (Total ready for emission).....	80,030,910\$000	
Subsidiary Coins, Balance in Hand.....	10,751\$026	
	80,041,661\$026	
£ s. d.		
Cash, Gold in Deposit 5,592,215-0-0 =	89,475,440\$000	
Res. 10,516,40-0-0 =	4,797,714 10 =	6,687,643\$934
Dollars 136,237-0-0 =	26,003-7-4 =	416,053\$892
Marks 870-0-0 =	42-13-9 =	683\$045
Rs. 126,120\$-0-0 =	14,188-10-0 =	227,310\$000
Pesos 2,275-0-0 =	452-2-3 =	7,233\$842
Liras 4,590-0-0 =	182-8-8 =	2,311\$970
Crowns 100-0-0 =	4-3-3 =	66\$967
Peças 240-0-0 =	9-10-6 =	152\$624
	6,051,075 10-7 =	96,817,208\$974
		176,859,870\$000

Credit Balances

Emission, Notes issued.....	116,497,400\$	
Less retired paid.....	19,687,440\$	96,809,960\$000
Notes emittable (recd).....	80,030,910\$	
Federal Treasury (recd in subsidiary coin).....	18,000\$	80,048,910\$000
		176,858,870\$000

BUSINESS DONE ON THE RIO STOCK EXCHANGE

During the week ended April 17th, 1908

DESCRIPTION	Sales	Highest	Lowest	CLOSING	
				This week	Previous
GOVERNMENT SECURITIES					
Apólices geraes 5%.....	889	1,017 1/2	1,012 1/2	1,016 1/2	1,018 1/2 Apr. 10
do 4th Fractions.....	2,610	1,028 1/2	1,019 1/2	1,019 1/2	1,018 1/2 Apr. 10
State of Minas 5%.....	231	81 1/2	81 1/2	81 1/2	80 1/2 Apr. 10
do 4th order.....	310	81 1/2	80 1/2	81 1/2	80 1/2 Apr. 10
Municipal Loan.....	166	18 1/2	18 1/2	18 1/2	18 1/2 Mar. 31
do 1903.....	18	1,024 1/2	1,023 1/2	1,024 1/2	1,023 1/2 Apr. 10
do 1906.....	274	17 1/2	17 1/2	17 1/2	17 1/2 Apr. 10
do 4th 5%.....	16	27 1/2	27 1/2	27 1/2	26 1/2 Apr. 10
Government Loan 1897.....	14	1,012 1/2	1,011 1/2	1,012 1/2	1,011 1/2 Apr. 10
State of Rio 4%.....	715	68 1/2	68 1/2	68 1/2	68 1/2 Apr. 10
do 5th 4th order.....	10	42 1/2	42 1/2	42 1/2	42 1/2 Apr. 10
BANKS					
Banco do Brasil.....	336	132 1/2	130 1/2	130 1/2	132 1/2 Apr. 10
Nacional.....	60	4 1/2	4 1/2	4 1/2	3 1/2 Mar. 13
RAILWAYS & TRAMWAYS					
Jardim Botânico.....	15	210 1/2	210 1/2	210 1/2	205 1/2 Apr. 10
do 40 5%.....	85	79 1/2	78 1/2	78 1/2	79 1/2 Apr. 10
MISCELLANEOUS					
Docas do Porto da Bahia.....	1,000	695	685	685	78 Apr. 10
Loterias Nacionais.....	100	118	118	118	106 1/2 Apr. 10
Construções Civis.....	22 1/2	85 1/2	85 1/2	85 1/2	85 1/2 Apr. 10
Docas de Santos.....	39	82 1/2	82 1/2	82 1/2	82 1/2 Apr. 10
DEBENTURES					
Mercado Municipal.....	200	200 1/2	200 1/2	200 1/2	196 1/2 Apr. 10
Jardim Botânico order.....	70	215 1/2	214 1/2	214 1/2	214 1/2 Apr. 10
Curios Urbanos 2nd.....	21	20 1/2	20 1/2	20 1/2	20 1/2 Apr. 10
S. Paulo 2nd.....	120	20 1/2	20 1/2	20 1/2	20 1/2 Apr. 10
Banco Industrial.....	20	20 1/2	20 1/2	20 1/2	20 1/2 Apr. 10
Confiança Industrial.....	173	20 1/2	20 1/2	20 1/2	20 1/2 Apr. 10
Mas. de Construções.....	40	20 1/2	20 1/2	20 1/2	20 1/2 Apr. 10
Indústria & Co.....	3	19 1/2	19 1/2	19 1/2	19 1/2 Apr. 10
Ordem da Fundação.....	70	20 1/2	20 1/2	20 1/2	20 1/2 Apr. 10
Cercado.....	20	20 1/2	20 1/2	20 1/2	20 1/2 Apr. 10

The total business done on the Rio de Janeiro Stock Exchange amounted to 1,888,570\$000 distributed as follows:—

Government securities.....	947,146\$000
Bank shares.....	46,000\$000
Railway & Tramway shares.....	9,801\$000
Cotton.....	—
Insurance.....	—
Miscellaneous.....	20,869\$000
Debentures.....	154,688\$000
Mortgage Bonds.....	—
Total, week ending April 17th, 1908.....	1,188,570\$000
do do do April 10th 1908.....	1,581,482\$000
do do do April 19th 1907.....	1,745,034\$000

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

During the week ended April 16th 1908

DESCRIPTION	Sales	Highest	Lowest	CLOSING	
				This week	Previous
GOVERNMENT SECURITIES					
Apólices Gernês 3rd 500\$	15	46 1/2	46 1/2	46 1/2	—
do 4th 500\$.....	10	46 1/2	46 1/2	46 1/2	Apr. 4
Campanha.....	17	50 1/2	50 1/2	50 1/2	" 8
Estado Santo.....	108	91 1/2	91 1/2	91 1/2	" 8
S. Carlos.....	6	91 1/2	91 1/2	91 1/2	" 8
Pirajua.....	50	8 1/2	8 1/2	8 1/2	Mar. 20
RAILWAY SHARES					
Panlita.....	321	28 1/2	28 1/2	28 1/2	Apr. 9
Mogiana.....	235	28 1/2	28 1/2	28 1/2	" 8
BANKS					
União.....	14	95 1/2	95 1/2	95 1/2	" 5
Italiano del Brasil 50 %	50	3 1/2	3 1/2	3 1/2	" 1
Comercio e Industria.	40	37 1/2	37 1/2	37 1/2	" 8
de S. Paulo.....	20	152 1/2	152 1/2	152 1/2	Mar. 30
MISCELLANEOUS					
Comp. Melhoramentos	50	109 1/2	109 1/2	109 1/2	Apr. 6
do debentures....	198	88 1/2	87 1/2	88 1/2	" 4
do Telephonica...	200	156 1/2	156 1/2	156 1/2	Mar. 26
MORTGAGE BONDS					
Banco União.....	200	72 1/2	72 1/2	72 1/2	Apr. 6
Banco de Credito Real.	740	68 1/2	68 1/2	68 1/2	" 4

The business done on the São Paulo Stock Exchange during the week ended April 16th 1908 amounted to Rs. 274,840\$000, distributed as follows:

Government Securities.....	23,403\$000
Insurance.....	157,587\$000
Railway Shares.....	21,070\$000
Banks.....	53,344\$000
Miscellaneous.....	19,313\$000
Mortgage Bonds.....	—
Total, week ended Apr. 16th 1908.....	274,840\$000
do do Apr. 9th 1908.....	370,443\$000
do do Apr. 18th 1907.....	322,358\$000

Closing Quotations of Brazilian stocks and shares on the Paris Bourse

FOR WEEK ENDING

DESCRIPTION	Feb. 29th 1908	Mar. 7th 1908
State of Minas Geraes 5%.....	499.50	500
do Bahia.....	494.50	510
do Espírito Santo.....	493	493
do Pernambuco 5% 1905.....	401.50	420
do Alagoas 5% 1906.....	403.50	415
do Pará 5%.....	463	454
do Amazonas 5% 1906.....	408	495
do Paraná.....	422	425
do São Paulo 5% 1905.....	400.75	450
do do 2nd series.....	475	475.50
City of Bahia.....	440	440.50
São Paulo Rio Grande do Sul ex-c 1st series.....	467	467
do do ex-c 2nd series.....	456.50	466
Victoria and Minas 1st series.....	446	447
do do 2nd series.....	443	444
North of Brazil Railway.....	405	401
North of Paraná Railway.....	408	400
Paraná Railway 5%.....	449	489
Paraná Docks and Port Company 5%.....	464	460
Paraná Rubber.....	448	447
North West of Brazil Railway.....	408.50	409

Closing Quotations of Brazilian stocks and shares on the Brussels Bourse

FOR WEEK ENDING

DESCRIPTION	Feb. 29th 1908	Mar. 7th 1908
Minas paper.....	270	269
Recreation Bonds 4%.....	86.68	86.25
Port of Rio de Janeiro 5%.....	98.60	98.35
City of Pará.....	870	876
Auxiliare de Chemins de Fer au Brésil Prof.....	830	827.50
do do do Ord.....	790	794.50
Rio de Janeiro Light & Power Debs.....	410	410
do do Shares.....	200	200

PURGEN — The ideal aperient

Balance Sheets

PERNAMBUCO

London and River Plate Bank, Limited
ESTABLISHED IN 1862Capital..... £ 3,000,000
Reserve fund..... £ 1,200,000BALANCE SHEET OF THIS BRANCH,
MARCH 31st, 1908

Assets

Bills discounted..... 117,700,000
Bills receivable..... 4,100,574,825
Loans, accounts pledged, etc..... 882,924,890
Sundry accounts..... 901,048,390
Accounts with Head Office, branches and agencies..... 6,678,907,470
Loans pledged and sundry securities..... 2,276,290,426
Cash: In current money in the safe of the Bank..... 2,511,520,620

17,417,957,839

Liabilities

Declared capital of this branch..... 500,000,000
Deposits fixed..... 2,014,989,810
Accounts current with and without interest..... 5,912,147,680
Sundry accounts..... 4,323,012,980
Securities pledged and in deposit..... 2,276,290,426
Accounts with Head Office, branches and agencies..... 2,962,517,840

17,417,957,839

E. & O. E. — Pernambuco, April 6th, 1908. —
For the London and River Plate Bank, Limited,
(Signed) *Henry R. Shatto*, Manager. — *Geo. E. Sweeney*, Acting Accountant.

A competent typist, with thorough knowledge of English, Portuguese, French, and fair knowledge of German and Italian, desires employment. Highly recommended. Apply to "V," Offices of the "Brazilian Review."

THE SOCIETY

OF

MOTOR MANUFACTURERS AND TRADERS, LTD.

FOR THE PROTECTION,

ENCOURAGEMENT AND DEVELOPMENT OF THE AUTOMOBILE INDUSTRY

THE SOCIETY HAS ORGANISED A

TRADE INFORMATION DEPARTMENT

which will be pleased, without fee, to direct enquirers to the Traders who can best supply their needs, whether for Motor Cars (commercial or pleasure), Motor Agricultural Machines, Motor Boats, Fire Engines, Stationary Motors, Component Parts, Tyres, or Accessories.



Address:

Maxwell House, Arundel St,
London, England.

FOWLER, SCROGGIE & CO.

Railway and General Auditors

Incorporated Accountants and Agents

Buenos Aires, Rosario, Montevideo and Rio de Janeiro

T. B. D. FOWLER, F. S. A. A. | V. G. G. SCROGGIE, F. S. A. A.
G. WINTER, A. S. A. A. | T. C. E. FOWLER, A. S. A. A.

And a large staff of Competent Assistants and Experts

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

HEAD OFFICE:

64 Northern Insurance Building
441 Bartolome Mitre, Buenos Aires

A. B. C., Al & Lieber's Caden, Cable Address "QUITANCE"
Union Telephone 83

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

DESCRIPTION	Mar. 20, 1906	Mar. 27, 1906
Government Securities		
Gold Loan 1879 4 1/2 %	96	88
do 1883 4 1/2 %	86	88
do 1888 4 1/2 %	88	90
do 1889 4 %	85 1/4	85 3/4
do 1895 5 %	94	96
do 1907 5 %	98	99
West of Minas Railway 5 %	73	74
New Funding Bonds 1898 5 %	94 1/2	95 1/2
Rescission Bonds 1891-2-3-4 %	101 1/2	104 1/2
State of H. Paulo 5 % 1893	92	96
do 5 % Bonds 1904	96	98
do 5 % Exchgr. Bonds	97 1/2	98 1/2
State of Para 5 %	89	91
do 1907 all paid	84	88
Bahia 5 % Gold Loan, 1904	89	92
Comp. Lloyd Bras., 5 % St. hds.	100	101
Corporation Bonds		
City of Rio de Janeiro 4 %	85	87
ditto 5 % gold bonds	90	92
City of Santos 5 %	100	102
Bello Horizonte 5 % Bds Guar.	93	96
Mauao (C. of) 5 1/2 % Stg.	81	87
City of Belem (Para) 5 % Gd. B. of 1905	74	77
Railways		
Brazil Great Southern 7 % Cum. Pref.	5	6
Espirito Santo and Caravelas	6 1/2	7 1/2
Gr. Western of Brazil, Limited	10	9 1/2
do 5 % Pref. Shares 50,000	19 1/2	11 1/2
do 5 % 50,000-75,000	9	9
Leopoldina Limited	75 1/2	76 1/2
do 5 1/2 % Pref.	11 1/8	11
Porto Alegre a Novo Hamburgo 7 % Pref.	1 1/2	2 1/2
Shares	24 1/2	25 1/2
Rio Claro, N. Paulo, Limited, Shares	199	193
S. Paulo, Limited	114	116
do 5 % Non-Cum. Pref.	116	117
Railway Obligations		
Brazil Gr. Southern, 5 % St. Mt. Deb. 1893	91	93
do 5 % St. Mt. Deb. Red.	99	101
do 5 % Perm. Deb. Stock	89	91
Gr. Western of Brazil Stock 5 %	127	129
ditto 5 % Rd.	101	103
Leopoldina 4 % do Stock, red.	96	98
Mogiana, 5 % Deb. Bonds	100	102
Porto Alegre a Novo Hamburgo 5 % Mort.	96	98
Deb. Red. 1907	96	98
S. Paulo, Ltd. 5 1/2 % Debentures Stock	127	129
do 5 % do	116	118
do 4 % do	103	105
Rio Claro, N. Paulo 5 % Deb. stock	116	118
Banks		
British Bank of South America, Limited	16	17
do 1/2 %	15	16
London & Brazilian Bank, Ltd. (unpaid)	23 1/2	24
London & River Plate Bank, Limited	53 1/2	54 1/2
do 60,001 to 80,000	—	—
Shipping		
Amazon Steam Navigation Co., Limited	9 1/2	10 1/2
Royal Mail Steam Packet Co. ord.	49	52
ditto Pref.	88	93
ditto 4 1/2 % 1. D. Rd.	97	99
Pacific Steam Navigation Co.	23	22
Mining		
Ouro Preto, ord.	9/16	5/16
St. John del Rey	13/32	15/32
do Prefe. 10 %	15/16	1 1/16
Telegraphs		
Amazon Tel. Shares	2	3
ditto 5 % Deb. Red.	84	87
Western Tel. Co. shares	13 1/8	13 5/8
do 4 % deb. red.	98 1/2	101 1/2
Miscellaneous		
Cantareira Waterworks 5 % deb. 2nd issue	102	104
City of Santos Imp. Ltd. 7 % non-cum pref.	10 1/2	11
City of Santos Imp. Ltd. 5 % cum pref.	11	11 1/2
do 5 % 1st charge deb.	97	99
Rio de Janeiro City Imp. Limited	4 1/4	4 1/2
do 5 % Deb. 1878-80	100	102
do do do 1882-93 & 1901	98	100
Rio de Janeiro Flour Mills Limited	1 3/4	2
do Mort. deb.	100	102
S. Paulo Gas Co. Limited	13	14
do 5 % Deb. (Regd.)	49	51
Dumont Coffee, ord.	1 1/4	1 3/4
do 7 1/2 % Cum pref.	6 3/4	7 1/4
do 5 1/2 % 1st. Mort. deb.	95	97
S. Paulo Coffee Est. 5 1/2 % 1st. Mort. deb.	91	93
ditto 7 % Cum. Pref.	4 1/4	4 3/4
Pernambuco Water Works 5 % 1st. Deb.	93	95
ditto 5 % 2nd Deb. St. Bds.	91	94
Sao Paulo Trans. Lgt & Pwr. (\$100)	121	125
do 5 % Mt. Debt Red. (\$500)	95 1/2	97 1/2
Sao Paulo Match 5 % 1st. Mt. Du.	78	83
Central Bahia Railway Trust:—		
Reg. Trust "A" Certs. Rd.	77	79
ditto "B" Certs.	23	25
Mauao Imp. 7 % cum: Pref.	9 1/2	10

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE
Montreal Prices

	Mar. 28	Mar. 27
Mexican Light and Power Co.	48 1/2	49 3/4
Do 5 %	82	83
Sao Paulo Tramway Light and Power Co. Limited	119	119
Do 5 %	—	—
Rio de Janeiro Tramway Light and Power Co. Ltd.	85 3/4	86 3/4
Do 5 %	78	79

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

Coffee Market

COFFEE ENTRIES

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	April 17 1908	Apr. 10 1908	April 19 1907	April 17 1908	April 19 1907
By Central R'y.....	15,135	14,428	35,560	824,736	2,010,924
Leopoldina R'y:.....	12,504	25,171	43,358	1,682,342	1,437,483
Inland.....	3,258	3,287	6,458	206,995	179,807
Coastwise, discharged.....					
Total.....	30,897	42,885	85,376	2,693,073	3,627,214
Transferred from Rio to Niteroy.....	2,282	1,504	1,623	97,666	89,726
Net Entries at Rio.....	28,615	41,462	83,753	2,595,407	3,537,488
Coastwise, in transit.....					50,509
Niteroy from Rio & Leopoldina R'y.....	5,570	4,407	9,557	402,854	271,840
Total Rio including Niteroy & transit.....	34,185	45,869	93,310	2,998,261	3,859,837
Santos:	46,546	66,201	227,919	6,633,273	13,318,625
Total Rio & Santos.....	80,731	112,180	321,229	9,631,534	17,177,912

The coast arrivals for the week ended April 17th were from:—

Caravelas.....	1,759
Santos.....	1,007
Itapemirim.....	492

Total..... 3,258 bags

The total entries by the different S. Paulo Railways for the Crop to April 17th 1908 were as follows:—

	Per	Total at	Remaining
	Sorocabana	S. Paulo	
1907/1908:	5,836,829	1,117,765	6,954,594
1906/1907:	11,457,504	1,878,711	13,336,215

COFFEE LOADED (EMBARQUES)

Rio	DURING WEEK ENDED			FOR THE CROP TO	
	1908 April 17	1908 Apr. 10	1907 April 19	1908 April 17	1907 April 19
Rio.....	48,936	26,312	58,656	8,262,443	2,913,832
Niteroy.....	4,748	175	4,358	881,100	259,445
In transit.....					50,509
Total Rio including Niteroy & transit.....	53,684	26,487	63,014	9,143,543	3,223,786
Santos.....	87,415	64,377	219,819	7,589,223	11,148,738
Total Rio & Santos.....	141,099	90,864	282,833	16,732,766	14,372,524

Rio de Janeiro, April 18th 1908.

Entries at Rio and Santos for the week ending April 17th were 31,449 bags less than for the previous week and 234,468 less than for the corresponding week last year.

For the crop, entries reached 9,631,534 bags against 9,570,803 at the end of the previous week and 17,177,912 bags at the corresponding date last year.

Shipments (embarques) were 325 bags less than for the previous week and 192,264 bags less than for the corresponding week last year.

The average price for Rio No. 7 was 3\$489 for the Market against 3\$352 in the previous week; and at New York it was 6.00 cents against 6.00 cents for the previous week and 6.83 cents last year.

Stocks increased 3,068 bags and are 2,321,670 bags less than last year and 615,524 bags more than in 1906.

Santos entries are 19,745 bags less than in the previous week, and larger than shipments by 9,131 bags. The daily average for the week (5 days) was 9,309 bags as against 11,048 for the previous week and 45,583 last year.

From circulars received by last mail, it would seem that importers are greatly concerned at the attempt of the Minas Government to go behind their backs and deal directly with the roasters. Of course, if offers are good enough, roasters will not be wanting to take advantage of them; but whether it is likely to prove advantageous in the long run to eliminate the middlemen who, until Government interfered, used to carry surplus coffee for us is another matter.

The competition of São Paulo and Minas to get rid of their coffee says Norts and Co., has its comic side. "On the one side São Paulo employs all its efforts to save the coffee market and takes charge of a large quantity of more or less unsaleable Rio coffee; on the other, Minas, where there is no valorisation tax, levies 3 francs per bag, just the same and employs it to compete with São Paulo!"

About the coming (1908-1909) crop we have nothing to add. Estimates, excepting the Estado de São Paulo's are *in statu quo*, guesses varying between 10 and 7½ million bags for São Paulo and 2½ to 3½ for Rio and Minas.

São Paulo, April 18th, 1908.

During the four working days of this week nothing worth recording has happened. The future markets, especially New York and Hamburg, are busy liquidating May holdings and arbitrage transactions gone into at the beginning of March. Fluctuations are not heavy, and prices keep on more or less the same level.

Consuming markets in the States send orders continuously as we foresaw, but they are of difficult execution as there is no outlet for the European qualities, which have to be brought simultaneously by exporters.

Perhaps after the holidays business will be resumed with those markets after fully eight weeks of stagnation.

Receipts are as large as they were expected to be, but shipments have been very small, and so the stock increased by about 9,000 bags.

The weather has been fine on the whole.

On the Leopoldina system, during the week ended April 15th, rain only fell at a few stations on 14th and 15th.

	Commissaries Prices	Market Prices
April 13.....	5\$200	5\$000 to 5\$100
14.....	5\$200	5\$000 to 5\$100
15.....	5\$100 to 5\$300	5\$000 to 5\$100
16.....	Holiday	Holiday
17.....	do	do
18.....	5\$100 to 5\$200	5\$000 to 5\$100

Up to 17th April entries for the last eight years were as follows:—

1908.....	9,631,534
1907.....	17,087,966
1906.....	9,227,392
1905.....	9,331,212
1904.....	9,643,456
1903.....	11,403,568
1902.....	13,696,780
1901.....	9,736,782

The ratio of this crop's entries to those for 1906/07 was 57.4% as against 57.1% last week and 57.4% the previous week. In relation to the 1905/06 crop the ratio was 104.4% against 104.6% for the previous week and 104.3% for the week before. Compared with 1900/01 crop entries to 17th April show 85,248 bags less.

For the coffee crop, clearances up to April 17th show 2,971,826 bags less than last year, and sterling value £7,411,099 less.

Trading on the Coffee Exchange the past week reached another stage of inactivity, total sales being only 46,000 bags. With such dormant conditions naturally brokers were inclined to lament the absence of speculation, which once more shows its head on the other exchanges, and to lay the blame for the situation at the door of Valorisation. The 5,000,000 bags of coffee hang over the market, to use the expression of one member of the trade, like the sword of Damocles, and would-be speculators fear to either buy or sell because of the power which the Brazilian Government wields. So, the only factor in the coffee market is cost and freight hedging, and when this is lacking trading halts. But even this small selling is at the expense of values, as witness the 5 to 10 points decline for the week, the bull interests in contrast to their former attitude now taking the coffee only when necessary to support the market. With them it is apparently a question of buying surplus coffee at Rio or taking it here, and efforts are concentrated, therefore, in New York. Thus the liquidation incidental to March notices finally found its way into their supporting hands.

As regards the real situation, opinions naturally differ, though none but the valorization interests have seemingly any abiding faith in the ultimate success of the plan. The present crop continues to arrive at Santos and Rio well above the average for 1906, receipts to date being 91,000 bags larger, suggesting a 10,500,000 to 11,000,000 bag total. There is much guesswork as regards the next crop, and the bearish predictions of 13,000,000 bags minimum should, therefore, be taken with a grain of salt, though they are probably as nearly correct as the 11,000,000 bag estimates. The real question of interest to the coffee trade is, when will the Government sell Santos and how much? Possibly the actual announcement that some valorisation coffee had been disposed of might stimulate buying on the theory that the news was out, though since this could only be at a loss the general tendency would be toward greater suspicion. In trade circles there is no longer the same strong belief that the country must take Government coffee this spring, for the interior roaster continues skeptical and disinclined to alter his hand-to-mouth buying, despite the fact that consumption is growing. Warehouse deliveries do not always mean distribution, but it is worthy of note that since February 1st they are about 10 per cent. larger than last year. What the Brazilian Government needs, therefore, is not propaganda to stimulate consumption of its coffee, but, say the critics, an end to fostering of artificial conditions.—New York Journal of Commerce, March 16th.

Said a member of the coffee trade: "There is a tendency on the part of roasters to look around for cheaper grades of coffee because of the higher prices asked for milder and Santos. He finds it hard to shift the extra cost on the retailers and consequently has recourse to poorer quality. In this the same trend is remarked as in tea, where distributors buy the low grades, though compared with high class goods the value is out of all proportion poorer. If the consumer is retrenching in expenditures, the natural tendency is to substitute inferior coffees."

New York Journal of Commerce.

O Estado de S. Paulo publishes the following estimate of the coming crop, for 1908-1909, based on independent information gathered in the different districts.

	Bags
Paulista Railway zone.....	3,012,500
Mogiana Railway zone.....	3,412,500
Sorocabana Railway zone.....	1,100,000
Northern, Bragantina &c.....	764,000

8,289,000

The state of São Paulo has 678,395,103 coffee trees, so that the estimated yield per zone works out as follows:—

	trees	arrobas per 1,000 trees
Paulista Railway.....	240,311,163	50.1
Mogiana Railway.....	230,411,000	57.8
Sorocabana Railway.....	88,734,010	40.6
Bragantina Railway.....	20,033,300	60
North São Paulo.....	92,905,630	20
	678,395,103	average 48.1

exclusive of Minas coffee estimated at 470,000 bags.

Companhia Paulista de Armazens Geraes

SANTOS

WEEKLY COFFEE MOVEMENT

	W'house No. 1	W'house No. 2
	BAGS	BAGS
Stock on April 3rd.....	24,702	57,127
Entries during the week.....	—	5,392
Withdrawals during the week.....	24,702	62,519
	632	5,355

Stock on April 10th 1908..... 24,050 57,164

Warrants to the number of 17, representing 13,420 bags of coffee were in circulation on April 10th 1908.

Santos, April 10th 1908.—Harry G. Estill, Manager.

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 April 18th....	9,000 bags.
Closing quotations for April.....	48300
» » » May.....	48300
» » » June.....	48325
» » » July.....	48325

COFFEE PRICE CURRENT

For the week ended April 17th, 1908

DESCRIPTION	April 11	April 13	April 14	Apr. 15	Apr. 16	Apr. 17	Aver ages
RIO—							
Market N.6. 10 kilos	3.608	3.676	3.676	3.676			3.693
» N.7. » »	3.676	3.744	3.744	3.744			3.489
» N.8. » »	3.404	3.472	3.472	3.472			3.285
» N.9. » »	3.172	3.510	3.510	3.510			3.149
	3.200	3.268	3.268	3.268			
	3.268	3.336	3.336	3.336			
	3.064	3.132	3.132	3.132			
	3.132	3.200	3.200	3.200			
SANTOS—							
Superior per 10 kilos.	4.200	4.200	4.200	4.200			4.200
Good Average.....	3.900	3.900	3.900	3.900			3.900
N. YORK per lb.							
Spot N.7..... cent.	6 7/8	6 7/8	6 7/8	6 7/8	6 7/8		6 60
» N.8..... »	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4		5 75
Options—							
» May..... »	5 65	5 60	5 60	5 65	5 60		5 62
» Sept..... »	5 85	5 80	5 80	5 85	5 80		5 81
» Dec..... »	5 95	5 90	5 90	5 95	5 90		5 92
HAVRE per 50 kilos							
Options..... francs.							
» May..... »	41.75	41.75	41.75	41.50	41.50		41.65
» Sept..... »	41.25	41.00	41.00	41.75	40.75		40.95
» Dec..... »	41.00	41.00	41.00	41.75	40.75		40.90
HAMBURG per 1/2 c.							
Options..... pfennigs							
» May..... »	31.75	31.75	31.50	31.50	31.50		31.60
» Sept..... »	32.00	32.25	32.00	32.00	32.00		32.05
» Dec..... »	32.25	32.50	32.25	32.25	32.25		32.30
LONDON per cwt.							
Options..... shillings							
» May..... »	28 9	28 9	28 9	28 6	28 6		28 7
» Sept..... »	29 9	29 9	29 9	29 6	29 6		29 7
» Dec..... »	30 -	30 3	30 -	29 9	30 -		30 -

SALES OF COFFEE for the week ending

Apr. 17, 1908 April 10, 1908 Apr. 19, 1908

Rio.....	39,000	35,000	58,000
Santos.....	16,768	39,268	281,159
Total.....	49,768	74,268	839,159

The coffee sailed during the week ended April, 17th was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	10,062	21,705	3,066	1,810	—	2,915	39,558	3,581,829
Santos..	51,520	26,268	—	1,957	—	—	79,745	7,667,917
Total	61,572	47,971	3,066	3,767	—	2,915	119,091	11,249,746
1907/1908	78,322	160,947	6,266	4,616	—	—	244,150	14,232,568

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

	Apr. 17	Apr. 10	Apr. 17	Apr. 10	Crop to Apr. 17
	Bags	Bags	£	£	Bags
Rio.....	35,982	38,976	56,364	59,343	3,382,791
Santos.....	79,743	48,645	100,187	97,724	7,618,609
To 1907/1908.....	115,725	87,621	216,551	157,067	11,001,300
do 1906/1907.....	238,885	353,804	439,117	659,739	13,973,126
					27,437,301

OUR OWN STOCK

RIO: Stock on April 10.....	285,658
Entries during week ended April 17.....	28,615
	314,273
Loaded (Embarques) for the week.....	48,536
Stock in Rio on April 17.....	265,937
Stock at Nietheroy and Porto da Madama on April 10.....	28,769
Stock in Ilha do Vianna on April 10.....	5,749
» Afloat on April 10.....	13,118
Entries at Nietheroy plus total embarques including transit.....	58,664
	106,290
Deduct: embarques at Nietheroy, Porto da Madama and sailings during the week....	44,096
Stock at Nietheroy and afloat on April 17.....	62,194
Stock in 1st and 2nd hands and those at Nietheroy and afloat on April 17.....	328,131
SANTOS: Stock on April 10.....	997,977
Entries for week ended April 17.....	46,546
	1,044,523
Loaded during same week.....	37,415
Stocks in Santos on April 17.....	1,007,108
Stocks in Rio and Santos on April 17th, 1908.....	1,335,239
do do on April 10th, 1908.....	1,331,271
do do on April 19th, 1907.....	3,656,909

FOREIGN STOCKS

	April 11/1908	April 4/1908	April 12/1907
United States Ports.....	3,488,000	3,343,000	3,614,000
Havre.....	3,463,000	3,406,000	2,707,000
Both.....	6,951,000	6,809,000	6,321,000
Deliveries United States	82,000	102,000	85,100
Visible Supply at United States ports.....	3,741,000	3,776,000	4,037,000

Try the delicious and

well-known brand of cigars

STENDER & CO.

Successors to B. RODENBURG & CO.

S. FELIX — BAHIA

Never smoke other cigars than
The **STENDER**

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

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

WHOLESALE:—

HERM. STOLTZ & CO. — RIO DE JANEIRO

Rio de Janeiro Lighterage Company Limited

All kinds of Maritime harbour transport.

Loading and discharge of vessels.

Towage.

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

Telephone No. 1.718

Office Rua Visconde de Itaboraí

(Caes dos Mineiros)

PURGEN—The ideal aperient

MANIFESTS OF COFFEE

During the Week ended April 17th, 1908

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BALES	TOTAL
April 11	Atagoas	Mandos	Zenlia, Ramos & Co	175	
"	do	Maranhão	Siqueira & Co.	100	
"	do	do	Pinto & Co.	75	
"	do	Pará	J. Dias & Iruão	80	
"	do	Santarém	Zenlia, Ramos & Co.	20	
"	do	do	Sundry	10	420
" 11	Florianoópolis	Corumbá	do	—	50
" 11	Guanjá	do	do	—	10
" 13	Magellan	Buenos Aires	P. Teixeira & Co.	580	
"	do	do	Norton, Megaw & Co	800	
"	do	do	Zenlia, Ramos & Co	300	
"	do	do	Eugen Urban	200	
"	do	do	Orstein & Co.	100	
"	do	Montevideo	Siqueira & Co.	130	1,310
" 13	Savonia	Dedegatch	Carlo Pareto & Co.	250	
"	do	Salonica	do	208	
"	do	Genoa	Gustav Trinks & Co.	125	891
"	do	Malta	do	—	
" 13	Sicilia	Genoa	Carlo Pareto & Co.	500	
"	do	do	Theodor Wille & Co	500	
"	do	do	Orstein & Co.	250	
"	do	Las Palmas	do	300	
"	do	Gibraltar	Clarkson & Cross	250	1,800
" 14	Bellena	New Orleans	Orstein & Co.	3,000	
"	do	do	Pinto & Co.	1,475	
"	do	do	Norton Megaw & Co	1,100	
"	do	do	Carlo Pareto & Co.	750	
"	do	do	Eugen Urban	750	
"	do	do	Gustav Trinks & Co.	650	7,725
" 14	Itaipava	P. to Alegre	Castro Silva & Co.	550	
"	do	do	Siqueira & Co.	125	
"	do	Pelotas	do	251	925
" 15	Orila	Valparaiso	Orstein & Co.	400	
"	do	do	Theodor Wille & Co.	500	
"	do	do	Gustav Trinks & Co.	150	
"	do	do	Eugen Urban	100	
"	do	Corral	Theodor Wille & Co.	100	
"	do	Punta Arenas	Norton Megaw & Co	80	
"	do	do	J. P. Roth & Co.	35	1,465
" 15	Cordova	Smyrna	Eugen Urban	125	
"	do	Gsmetch	do	125	
"	do	Constantinople	do	250	500
" 15	Danube	London opt	Theodor Wille & Co	500	
"	do	Cape Town	Clarkson & Cross	200	
"	do	Durban	do	200	
"	do	Mossel Bay	Norton Megaw & Co	500	1,450
" 15	Spartan Prince	New York	Carlo Pareto & Co.	2,000	
"	do	do	Gustav Trinks Co.	327	2,327
" 15	Itapacy	Porto Alegre	Castro Silva & Co.	550	
"	do	do	Siqueira & Co.	60	
"	do	Pelotas	Castro Silva & Co.	185	
"	do	do	Zenlia, Ramos & Co.	20	
"	do	do	Siqueira & Co.	50	
"	do	do	Sundry	200	
"	do	Rio Grande	Zenlia, Ramos & Co	200	
"	do	do	Siqueira & Co.	110	
"	do	do	Castro Silva & Co.	50	1,165
" 15	Jaguaribe	Pará	Pinto & Co.	370	
"	do	Marão	Zenlia, Ramos & Co	125	495
" 16	Cordillere	Bordeaux	Carlo Pareto & Co.	—	375
" 16	India	Trieste	Theodor Wille & Co	9,917	
"	do	do	Orstein & Co.	4,108	
"	do	do	Pinto & Co.	1,700	
"	do	do	Eugen Urban	750	
"	do	do	Clarkson & Cross	500	
"	do	do	C. Dablow	374	
"	do	do	Rombauer & Co.	250	
"	do	do	Theodor Wille & Co.	250	
"	do	Venice	C. Dablow	250	18,139
Total					39,348

THE BRAZILIAN COAL COMPANY, LIMITED

REPRESENTATIVES OF

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

Colliery Proprietors

Coal Depôts in all the principal ports of the world.

A constant and fresh supply of Cory's Morthy Steam coal always in Prompt delivery at reasonable prices.

Tugboats always ready for service
Engineering Works.

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

OFFICES:

Edifício da Bolsa Salas 26 and 27

Entrance: Rua Gen. Camara.

Depot: ILHA DOS FERREIROS

P. O. Box 774.

HANTON

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BALES	TOTAL
April 11	Bellena	New Orleans	Hard, Rand & Co.	6,782	
"	do	do	Baldwin & Co.	4,500	
"	do	do	Theodor Wille & Co.	4,500	
"	do	do	Barbosa & Co.	2,000	
"	do	do	Holworthy Ellis & Co.	1,500	
"	do	do	Nossack & Co.	1,750	
"	do	do	N. Gepp & Co. Ltd	1,750	
"	do	do	E. Johnston & Co. Ltd	1,600	
"	do	do	Krische & Co.	1,200	
"	do	do	Prado Chaves & Co.	250	26,488
" 11	Spartan Prince	New York	Barbosa & Co.	3,250	
"	do	do	Zerrenner Bulow & Co.	2,370	
"	do	do	Holworthy Ellis & Co.	2,000	
"	do	do	Hard, Rand & Co.	1,775	9,425
" 11	India	Trieste	Theodor Wille & Co	4,500	
"	do	do	N. Gepp & Co. Ltd	1,750	
"	do	do	Hard, Rand & Co.	1,250	
"	do	do	Barbosa & Co.	500	
"	do	do	Krische & Co.	250	
"	do	do	Levy Alvaro & Co.	144	
"	do	do	Nossack & Co.	125	
"	do	Flume	S. F. et C. Franco	500	
"	do	do	Brasillenne	—	
"	do	do	Nossack & Co.	125	
"	do	Venice	Theodor Wille & Co	500	
"	do	do	Hard, Rand & Co.	100	
"	do	do	Barbosa & Co.	125	19,378
" 14	Cordillere	Bordeaux	Nossack & Co.	—	75
" 14	Cordova	Genoa	Jayne de Farla	30	
"	do	do	Zerrenner Bulow & Co.	87	71
"	do	do	Sundry	—	
" 15	Crefeld	Rotterdam	Prado Chaves & Co.	1,500	
"	do	do	Theodor Wille & Co.	1,000	
"	do	Antwerp	Holworthy Ellis & Co	1,000	
"	do	do	Baldwin & Co.	500	
"	do	do	N. Gepp & Co. Ltd	500	
"	do	do	Nossack & Co.	500	
"	do	do	Hard, Rand & Co.	500	
"	do	do	Barbosa & Co.	500	
"	do	do	S. F. et C. Franco	500	
"	do	do	Brasillenne	1,000	
"	do	Bremen	Sundry	451	8,100
"	do	do	Baldwin & Co.	—	
" 15	Christiania	New York	Theodor Wille & Co	3,400	
"	do	do	Prado Chaves & Co.	2,000	
"	do	do	S. F. et C. Franco	1,500	
"	do	do	Brasillenne	1,000	
"	do	do	Baldwin & Co.	1,000	
"	do	do	Nossack & Co.	250	14,600
" 15	Corrientes	Havre	Baldwin & Co.	2,000	
"	do	do	Barbosa & Co.	1,835	
"	do	do	Krische & Co.	500	
"	do	do	Cunha Bueno & Co.	12	
"	do	Nantes	Nossack & Co.	15	4,585
" 15	San Nicolas	Hamburg	Holworthy Ellis & Co.	750	
"	do	do	Baldwin & Co.	250	1,000
" 15	Sierra	Genoa	do	750	
"	do	do	Hard, Rand & Co.	250	
"	do	do	Nossack & Co.	750	
"	do	do	Sundry	13	
"	do	Smyrna	Hard, Rand & Co.	125	
"	do	Ancona	do	125	
"	do	Naples	R. Alves Toledo & C	15	2,154
" 15	Thames	Buenos Aires	Krische & Co.	1,357	
"	do	do	Hard, Rand & Co.	305	1,663
" 15	Principe Udine	Genoa	Sundry	—	2
" 16	Orila	Valparaiso	S. F. et C. Franco	150	
"	do	do	Brasillenne	144	294
"	do	do	Sundry	—	
" 16	Velasquez	New York	Baldwin & Co.	—	1,000
Total					79,768

Cotton

Cotton shipments Crop 1st September 1907 to 31st March 1908 : —

Santos	35,809 bags.
Rio	30,744 "
Liverpool	15,711 "
Continent	8,951 "
Bahia	5,628 "
Rio Grande do Sul	4,061 "
Aracajú	200 "

Taken by Fabricas..... 100,994

Total..... 21,000

Shipments during month of March : —

Rio	9,357 bags.
Santos	4,896 "
Rio Grande do Sul	875 "
Bahia	500 "
Liverpool	8 "

Total February..... 15,638

Entries Sept. 1906 to 31st March 1907..... 199,256 bags.

" " " " " 1908..... 125,150

Deficiency of present crop..... 74,146

Pernambuco, April 21st, 1908.

Market has remained very dull, and during past week not over 1,000 bags have been sold in small lots of from 30 to 200 bags at a time at 18000, and although Liverpool is again lower, there are still buyers at this figure, probably to fill old contracts made in South, as new business seems absolutely unworkable at moment at anywhere near this price. Dealers are very loath to sell, and only do so when pressure for money forces them, or stuff arrives down at Station. For the lots in store holders still demand 140000.

Entries this month so far: 2,176 bags against 4,296 bags same time last year.

April 21st, 1908.]

Sugar Market

Pernambuco, April 9th, 1908.
Entry so far this month 23,488 bags against 14,246 bags last year at same time. Market is very quiet and not much disposition shown to increase stocks until a larger demand again manifests itself in the consuming markets. Stocks here to-day of all kinds in dealers hands estimated at about 150,000 bags; this is just about one half the quantity they held this time last year.
Past two days good rains have fallen in most districts, but what we want is continuance of these, if any decent crop is to be hoped for.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO
During the week ended April 17th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
April 11	Sofia Hobenberg	Austrian	S. S.	3,251	Trieste
11	Nadia	British	do	1,552	Rosario
11	Jaguaribe	Brazilian	do	1,003	Santos
11	Unitas	do	do	569	Araçajá
12	Mugellan	French	do	3,826	Bordeaux
12	Saturno	Brazilian	do	933	Rio G. do Sul
12	Mugy	do	do	369	Caravelhas
12	Hanseat	Norwegian	do	2,177	Santos
12	S. Luiz	Brazilian	do	2,319	do
12	Fagundes Varela	do	do	710	Paratyba
13	Scitia	Italian	do	3,251	Buenos Aires
13	Bellona	British	do	1,730	Santos
13	Spartan Prince	do	do	2,069	do
13	India	Austrian	do	1,794	do
13	Almirante	Brazilian	Schooner	150	Itajay
14	Thames	British	S. S.	3,033	Southampton
14	Brandino	do	do	2,239	New York
14	Santa Cruz	Brazilian	do	511	Recife
14	Teixeira	do	do	257	S. João da Barra
15	Orta	British	do	5,824	Liverpool
15	Laile	German	do	2,591	Bremen
15	Coriscan Prince	British	do	1,534	New York
15	Orissa	do	do	3,313	Valparaíso
15	Cordova	Italian	do	3,052	Buenos Aires
15	Danube	British	do	3,313	do
15	Santos	Hungarian	do	1,001	do
15	Cordillere	French	do	3,014	do
15	Itatuba	Brazilian	do	714	Porto Alegre
15	Olinda	do	do	1,240	Manaus
15	Itanema	do	do	534	Recife
15	Cap Koca	German	do	3,599	Hamburg
15	Kronprinzessin	Swedish	do	2,163	Gottentberg
15	Belle of Ireland	British	do	2,772	Cardiff
15	Ciflor	do	do	2,313	do
15	Belauder	do	do	1,170	Antwerp
15	Provence	French	do	2,480	Genoa
15	Victoria	Brazilian	do	431	Penedo
15	Industrial	do	do	300	Laguna
15	Crefeld	German	do	2,441	Santos
15	San Nicolas	do	do	3,041	do
15	San Nicolas	do	do	4,452	Buenos Aires
15	Christiana	German	do	1,448	Santos
15	Corrientes	French	do	1,061	do
15	Medeiros	Brazilian	Schooner	150	Itapocana
15	Satellite	do	S. S.	852	Pelotas
15	Vencedor	do	Schooner	25	Maracá
15	João Amigos	do	do	34	Cabo Frio
15	Auna	do	do	33	do
15	S. Sebastião	do	do	20	do

SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ended April 17th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
April 11	Florianopolis	Brazilian	S. S.	918	Buenos Aires
11	Nadia	British	do	1,794	Montevideo
11	Davud	do	Schooner	102	Santos
11	Alugos	Brazilian	S. S.	1,555	Manaus
11	Gutierrez	German	do	1,413	Santos
12	Sofia Hobenberg	Austrian	do	3,251	Paratyba
12	Cervantes	Brazilian	Schooner	324	do
12	Estrella do Norte	do	do	31	Buenos Aires
12	Guajará	do	S. S.	92	Genoa
12	Scitia	Italian	do	3,251	Buenos Aires
12	Mugellan	French	do	3,826	Porto Alegre
12	Itapava	Brazilian	do	707	do
12	S. João da Barra	do	do	257	Antonia
13	Alexandria	do	do	317	Ponta da Areia
13	Mayrink	do	do	379	Cabo Frio
14	Guana	do	Schooner	50	Antwerp
14	Encarnação	British	S. S.	2,377	New Orleans
14	Britania	do	do	1,730	Buenos Aires
14	Thames	do	do	3,033	Moscow
14	S. Luiz	Brazilian	do	1,319	Southampton
15	Danube	British	do	3,313	Liverpool
15	Orissa	do	do	3,313	do
15	Cordova	Italian	do	3,052	Genoa
15	Spartan Prince	British	do	2,069	New York
15	Columbia	do	do	4,317	Bahia Branca
15	Orta	do	do	5,824	Valparaíso
15	Phidias	do	do	1,786	Santos
15	Brantwood	do	do	2,296	do
15	Unitas	Brazilian	do	569	Araçajá
15	Augut	do	do	369	Victoria
15	Cordillere	French	do	3,017	Bordeaux
15	India	Austrian	do	1,794	Trieste
15	Bardsey	British	do	2,163	Philadelphia
15	Estrella do Norte	do	do	31	Rio da Prata
15	Santa Cruz	do	do	511	Rio Grande
15	Jaguaribe	Brazilian	do	1,003	do
15	Itapacy	do	do	612	Recife
15	Teixeira	do	do	257	Rio Doce
15	Alugos	do	do	1,555	Santos
15	Fagundes Varela	Brazilian	do	710	do
15	Guajará	do	do	2,078	Manaus
15	San Nicolas	do	do	3,041	Hamburg
15	Christiana	do	do	1,448	New York
15	Provence	do	do	2,480	Buenos Aires

ARRIVALS AT THE PORT OF SANTOS

During the week ended April 17th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
April 12	Florianopolis	Brazilian	S. S.	576	Rio de Janeiro
12	Gloria	do	do	257	do
12	Eclipse	do	Schooner	69	Pernambuco
12	Gutierrez	German	S. S.	1,913	New York
12	Corrientes	French	do	1,767	Havre
12	Scitia	Italian	do	3,251	Buenos Aires
13	Alexandria	Brazilian	do	929	Rio de Janeiro
13	Guajará	do	do	324	do
13	Mugellan	French	do	2,062	Bordeaux
14	Cordillere	do	do	3,016	Buenos Aires
14	Cordova	Italian	do	3,002	do
14	Danube	British	do	3,312	do
14	Orissa	do	do	3,327	Valparaíso
14	Almirante	Argentine	Schooner	89	Buenos Aires
15	Velasquez	British	S. S.	4,784	do
15	Siena	Italian	do	2,820	do
15	Principe Udine	do	do	4,328	Genoa
15	Thames	British	do	3,032	Southampton
15	Satellite	Brazilian	do	852	Pelotas
15	Paraná	do	do	383	Paranaguá

SAILINGS FROM THE PORT OF SANTOS

During the week ended April 17th, 1908

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
April 10	Bratsberg	British	S. S.	2,418	Antwerp
10	S. Luiz	Brazilian	do	1,925	Macao
10	Hanseat	Norwegian	do	2,177	New York
11	Lewisham	British	do	1,791	Rosari de S. Fc
11	Helena	do	do	1,729	New Orleans
11	Spartan Prince	do	do	2,069	New York
11	India	Austrian	do	1,797	Trieste
12	Scitia	Italian	do	3,254	Genoa
12	Florianopolis	Brazilian	do	576	Buenos Aires
12	Gloria	do	do	258	Itapay
12	Alexandria	do	do	92	Paranaguá
13	Guajará	do	do	2,062	Buenos Aires
13	Mugellan	do	do	3,016	Bordeaux
14	Cordillere	do	do	3,016	Buenos Aires
14	Orissa	do	do	3,327	Liverpool
14	Danube	do	do	3,312	Southampton
14	Cordova	do	do	3,002	Genoa
14	San Nicolas	do	do	3,041	Hamburg
15	Crefeld	do	do	2,443	Bremen
15	Christiana	do	do	1,748	New York
15	Principe Udine	do	do	4,328	Buenos Aires
15	Siena	do	do	2,820	do
15	Gertrude	Brazilian	Schooner	57	Itajay
15	Melvin Sant Anna	do	do	24	Tynges
15	Thames	British	S. S.	3,032	Buenos Aires
15	Teut	do	do	2,108	do
15	India Monarch	do	do	2,815	Havre
15	Corrientes	French	do	1,767	Pernambuco
15	Satellite	Brazilian	do	852	do
15	Canning	do	do	2,453	New York
15	Eclipse	Brazilian	Schooner	69	S. Francisco

FOREIGN VESSELS AFLOAT

IN RIO DE JANEIRO HARBOUR

on April 17th, 1908

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
Jan. 13	Kassala..... Tons 2,495	May 19	Narcissus..... Tons 1,202
Feb. 13	Ludgate..... " 2,350	Aug. 2	Boigen..... " 306
" 18	Hildawell..... " 1,010	" 14	flans..... " 181
Mar. 2	Craigvar..... " 2,874	Sept. 24	Alba..... " 1,380
" 16	Whitby Friar..... " 1,800	Mar. 9	Emilia..... " 377
" 23	Yorkmoor..... " 2,287	" 10	Clara..... " 650
April 1	Queenmoor..... " 2,409	" 11	Emma Parker..... " 1,157
" 4	Thespi..... " 2,335	" 20	Vilmar..... " 798
" 5	Paratyba..... " 1,940		
" 6	Westmoor..... " 2,310		
" 6	Sabaun..... " 1,241		
" 6	Westgate..... " 1,787		
" 7	Harvest Queen..... " 1,894		
" 8	Indiana..... " 2,514		
" 11	Nadia..... " 1,552		
" 12	Hanseat..... " 2,177		
" 15	Halle..... " 2,981		
" 15	Coriscan Prince..... " 1,764		
" 15	Santos..... " 1,634		
" 16	Cap Koca..... " 3,599		
" 16	Kronprinzessin..... " 2,163		
" 16	Belle of Ireland..... " 2,772		
" 16	Ciflor..... " 2,313		
" 16	Belauder..... " 1,170		
" 16	Crefeld..... " 2,444		
" 17	Velasquez..... " 4,452		
" 17	Corrientes..... " 1,767		
Total—Tons 61,483		Total—Tons 6,070	

IN SANTOS HARBOUR

on April 17th, 1908

Date of entry	STEAMERS	Date of entry	SAILING VESSELS
April 5	Cap Verde..... Tons 3,789	April 14	Ministro Brim... Tons 89
" 7	Welsh Prince..... " 827		
" 9	Crown Prince..... " 1,646		
" 16	Velasquez..... " 4,784		
Total—Tons 13,486		Total—Tons 89	

1908 :—

bags.

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDING APRIL 18TH, 1908

	Rio	Santos
Amsterdam.....	40/- in full	35/- & 5/0
Aden via Trieste.....	50/- & 5/0	—
Antwerp 1,000 kilos.....	40/- & 5/0	35/- & 5/0
Alexandria**.....	64 fcs. in full.	60 fcs. & 10/0
Alicant.....	50 fcs. in full.	50 fcs. in full.
Algiers via Marseilles.....	63 fcs. in full.	46 1/2 fcs. & 10/0
Almerie.....	50 fcs. in full.	56 fcs. in full.
Agoules.....	73.50 fcs. in full.	76 1/2 fcs. in full.
Bassorah.....	108 fcs. in full.	84 fcs. & 10/0
Barcelona.....	35 fcs. in full.	38 fcs. in full.
Bombay.....	56.50 fcs. in full.	56 fcs. in full.
Bremen.....	40 fcs. & 5/0	35 & 5/0
Bordeaux, 900 kilos.....	40 fcs. & 10/0	35 fcs. & 10/0
Bombay via Trieste.....	50/- & 5/0	50/- & 5/0
Bratis.....	71.50 fcs. in full.	62.50 fcs. & 20/0
Brindisi.....	60 fcs. in full.	64 fcs. & 10/0
Buenos Ayres per bag. 60 kilos.....	18200	18500
Byronth.....	69 fcs. in full.	75 fcs. & 10/0
Cadiz (Spanish line).....	35 fcs. & 10/0	38 fcs. in full
Calcutta via Trieste.....	55/- & 5/0	50/- & 5/0
Carthage.....	50 fcs. in full.	50/- & 5/0
Colombo.....	50/- & 5/0	60 fcs. & 10/0
Corfu.....	66.50 fcs. in full.	50/- & 5/0
Curacao.....	50/- & 5/0	53 fcs. in full
Cornwall.....	53.50 fcs. in full.	63 fcs. & 10/0
Cavalla.....	66.50 in full.	—
Christiana.....	52/- in full	37/6 & 5/0
Copenhagen direct.....	62.50 fcs. in full.	65 1/2 fcs. & 10/0
Constantinople**.....	40/- & 5/0	35/- & 5/0
Cuba.....	71.50 in full.	67 fcs. & 10/0
Genoa 1,000 kilos.....	40 fcs. & 10/0	40 fcs. & 10/0
Gibraltar via Genoa.....	66.50 fcs. in full.	56 fcs. in full
Gijon.....	56.50 fcs. in full	53 fcs. in full
Hamburg.....	40/- & 5/0	35 & 5/0
Havre, 900 kilos.....	40 fcs. & 10/0	35. fcs. & 10/0
Hongkong via Trieste.....	60/- & 5/0	60/- & 10/0
Kobe via Trieste.....	65/- & 5/0	65/- & 5/0
Liverpool.....	35/- & 5/0	—
London 1,000 kilos.....	40/- & 5/0	35/- & 5/0
Do (optional).....	—	—
Malaga.....	35 fcs. & 10/0	38 fcs.
Malta, via Genoa & Marseilles.....	62 fcs. in full.	58 fcs. & 10/0
Marseilles 1,000 kilos.....	40 fcs. & 10/0	40 fcs. & 10/0
Meina**.....	56 fcs. in full.	40 fcs. in full.
Metelino.....	71.50 fcs. in full.	68 fcs. & 10/0
Montevideo per bag. 60 kilos.....	18200	58 fcs. & 10/0
Monteaguen-Marseilles or Genoa.....	64 fcs. in full.	48 1/2 fcs. & 10/0
Naples.....	54 fcs. in full.	30/- & 5/0
New York, Liners per bag.....	30/- & 5/0	30/- & 5/0
N. Orleans Liners.....	30/- & 5/0	30/- & 5/0
Odessa.....	66.50 fcs. in full.	62 fcs. & 10/0
Oran.....	43 fcs. in full.	56 fcs. & 10/0
Penang via Trieste.....	60/- & 5/0	60/- & 5/0
Palerio.....	76 fcs. in full.	—
Patras**.....	60.50 fcs. in full.	60 fcs. & 10/0
Pireus**.....	61.0 fcs. in full.	57 1/2 fcs. & 10/0
Port Said**.....	61 fcs. in full.	55 fcs. & 10/0
Rotterdam.....	40/- & 5/0	35/- & 5/0
Rangoon via Trieste.....	50/- & 5/0	55/- & 5/0
San Sebastian.....	56.50 fcs. in full	60 fcs. in full
Santander.....	60.50 fcs. in full.	60 fcs. in full
Samsou**.....	66.50 fcs. in full.	63 fcs. & 10/0
Seville.....	50 fcs. in full	50 fcs. in full.
Shanghai via Trieste.....	65/- & 5/0	65/- & 5/0
Smyrna**.....	61.50 fcs. in full.	55 1/2 & 10/0
Southampton 1,000 kilos.....	40/- & 5/0	32/6 & 5/0
Suez via Trieste.....	50/- & 5/0	60 fcs. & 10/0
Do via Genoa or Marseilles.....	64 fcs. in full.	—
Sonoma**.....	61.50 fcs. in full.	55 1/2 fcs. & 10/0
Sulina**.....	69 fcs. in full.	62 fcs. & 10/0
Singapore.....	58/5 in full.	58/5 in full.
Tasconne.....	50 fcs. in full.	50 fcs. in full.
Trebrizon**.....	66.50 fcs. in full.	63 fcs. & 10/0
Trieste.....	40/- & 5/0	35/- & 5/0
Tunis**.....	62 fcs. in full.	58 fcs. & 10/0
Valencia.....	50 fcs. in full.	50 fcs. in full.
Valparaiso (optional).....	47/6 5/0	—
Varna**.....	65.50 fcs. in full.	67 1/2 & 10/0
Venice via Trieste.....	52 fcs. in full.	41/- & 5/0
Vigo.....	56.50 fcs. in full.	38 fcs.
Yokohama via Trieste.....	55/- & 5/0	55/- & 5/0
Do " Hamburg.....	58/5 in full.	58/5 in full.

SOUTH AFRICA

Algon Bay	via New York.....	42/6 & 5/0	
Capetown	via Southampton and Antwerp.....	42/6 & 2 1/2 %	per ton of 1,000 kilos
Beira	via Hamburg.....	58/6 in full.	—
	via Southampton.....	—	—
	via Antwerp or Bremen.....	78/6 & 2 1/2 %	—
Mossel Bay	via New York.....	70/- & 5/0	—
	via Southampton.....	50/- & 2 1/2 %	—
	via Hamburg.....	—	—
	via Antwerp.....	—	—
	via Bremen.....	—	—
Port London	via New York.....	50/- & 5/0	—
	via Southampton.....	—	—
	via Hamburg.....	50/- & 2 1/2 %	—
	via Antwerp.....	—	—
	via Bremen.....	—	—

via New York.....	50/- & 5/0	
via Southampton.....	—	—
via Hamburg.....	42/6 & 2 1/2 %	—
via Antwerp.....	—	—
via Bremen.....	—	—
via New York.....	70/- & 5/0	
via Southampton.....	—	—
via Hamburg.....	70/- & 2 1/2 %	—
via Antwerp.....	—	—
via Bremen.....	—	—
via Buenos Aires.....	—	—
via Algon Bay.....	42/6 in full	—
via Cape Town.....	42/6 in full.	—
via Durban.....	42/6 in full.	—
via East London.....	47/6 in full.	—
via Trieste.....	—	—
via Delagoa Bay.....	55/- & 5/0	—
via Durban.....	55/- & 5/0	—

* 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/- & 5/0	45/- & 5/0
Corral.....	60/- & 5/0	60/- & 5/0
Coronel.....	45/- & 5/0	60/- & 5/0
Caldera.....	50/- & 5/0	50/- & 5/0
Taital.....	50/- & 5/0	50/- & 5/0
Autofagasta.....	50/- & 5/0	50/- & 5/0
Iquique.....	50/- & 5/0	50/- & 5/0
Cochimbo.....	50/- & 5/0	50/- & 5/0
Talcahuano.....	45/- & 5/0	—
Callao.....	50/- & 5/0	—
Valparaiso.....	45/- & 5/0	—
do (optional).....	47/6 & 5/0	—

THE FREIGHT MARKET

British. Fairplay, of March 26th, says:—Chartering has been upon a small scale since the last report. This is not surprising, considering the contraction of trade that is going on. Charterers are having just as much trouble in disposing of their produce as shipowners are having in securing employment. No doubt in time things will right themselves, but not yet awhile, for as some leading shipowners expressed themselves only quite recently: "We have not seen the worst yet, and it may take another twelve months before there is any real stability in shipping." Now that any improvement in freights of great extent is so far distant and views upon charter reformation appear so divergent, there is certainly plenty of opportunity to put an end once and for all to the nefarious and unscrupulous reciprocity business.

Coal rates from South Wales to Rio are 9s. 3d. to 9s. 6d., the s.s. "Kara" having been fixed at the former figure.

Argentina. The freight market appears to be in a demoralised condition, due to the number of reflexes recently effected, and the heavy amount of tonnage now discharging unfixed homewards. Shippers seem to have no interest whatsoever in finding space, averring that the local price of wheat precludes shipment. It is natural that under such circumstances the demand for tonnage will be limited until the struggle between buyers and sellers is brought to a definite conclusion one way or another. It cannot be prolonged indefinitely inasmuch as there is practically no storage capacity for grain in the country, and it is only a question of European buyers being able to hold out long enough to force Argentine producers to sell at any price.

The depression in the freight market in general has not spread to Brazilian business, which has been fairly brisk of late. If we cannot record a rise in rates, we can at least register a steady market.

The following are current rates:—
 To Bahia and Pernambuco 20s.; To Pelotas 20s.; To Porto Alegre 20s.
 To Desterro 12s.; To Antonina 12s.; To Florianopolis 14s.; To San Francisco 14s.; To Paranaguá 12s.; To Rio Grande 12s.; To Santos 2s.; To Rio 12s.

With the usual 1s. to 2s. extra from up-river ports.

The Times of Argentina, April 6th.

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

Per S. S.	Nitina.....	for Genoa.....	500 bags of coffee
	Venezuela.....	do.....	230 " "
	Umbria.....	do.....	500 " "
	Crefe d.....	Antwerp.....	5,000 " "
	do.....	Rotterdam.....	500 " "
	do.....	Delagoa Bay.....	125 " "

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Rwy	Mileage		Latest Earnings Reported		Aggregate to date	
	1906	1907	Week or Month.	1907	1906	1907
Bras. GL.						
South.....	110	110	Nov.....	28,750	31,938	854,128
			Dec.....	48,664	35,408	897,794
Leopoldina	1,478	1,460	Apr. 11th	1908	1907	1908
				18,375	23,063	832,375
						837,761

a Earnings reported in pounds, b in milreis.

—Leopoldina Railway. Entries of coffee for the season up to April 17th amounted to 2,614,407 bags, of which the Leopoldina carried 1,774,740 bags, the Central 789,341 whilst 197,320 came coastwise. The traffic returns of the Leopoldina for the week ended April 11th show a decrease of 73,000, equivalent to £4,658 compared with last year, making the aggregate increase since 1st January 1908, £4,614.

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

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

operates all the tramway lines in São Paulo and supplies all the electric light and power. Electricity is developed hydraulically, utilizing the falls of the Tieté River, some 35 kilometers below the city. 12,000 H. P. is developed there at present and works are now in progress for a large increase to the plant to enable the Company to meet the constantly increasing demand for power. Four distinct circuits on two separate steel pole lines convey the current from the Power House to the Substation in São Paulo where the current is converted for tramway, light and power uses. The Company operates 125 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.

(Established 1881)

CRASHLEY & CO.

(Established 25 years)

THE ONLY ENGLISH STORE IN RIO.

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

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

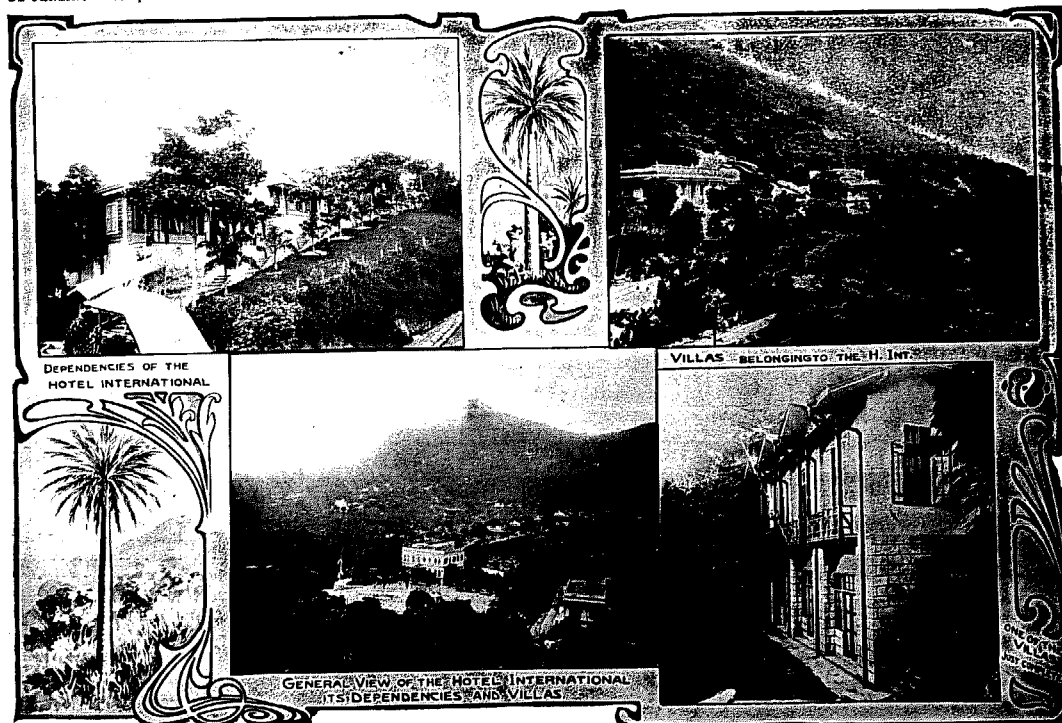
GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO — Telephone No. 134

1,000 FEET ABOVE THE SEA

Telegraphic Address — MENTSEN — RIO



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

CAXAMBU

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

LAMBARY

SOCIÉTÉ FINANCIÈRE ET COMMERCIALE FRANCO BRÉSILIENNE

Succs: of NATHAN & CO.

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

Telegraphic Address: "LUPTON"

SANTOS, Rua Quinze de Novembro 13. Caixa do Correio (P. O. Box) 147

Telegraphic Address: "WYSARD"

IMPORTERS, EXPORTERS AND GENERAL MERCHANTS

SPECIALITIES:

Railway Material,
Agricultural and
Industrial Machinery.

General Hardware,
Gas and Water
Pipes and Fittings

Iron, Steel, Copper, Brass
and other Metals



Cement, Belting, Paints,
Calcium Carbide.

Sole representative in the
State of São Paulo

OF

THE STANDARD OIL Co.,
OF NEW YORK

(Thompson & Bedford
Department.)

CATALOGUES REQUESTED

HEAD OFFICE IN PARIS: RUE CHAUCHAT No. 5

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