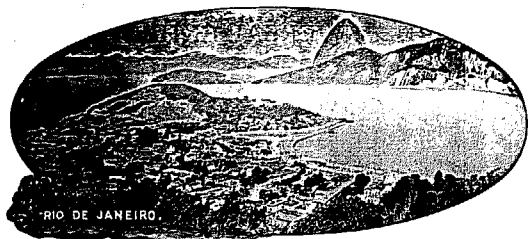


The Brazilian Review



A WEEKLY RECORD OF TRADE AND FINANCE

VOL. XI

RIO DE JANEIRO, TUESDAY, August 25th, 1908

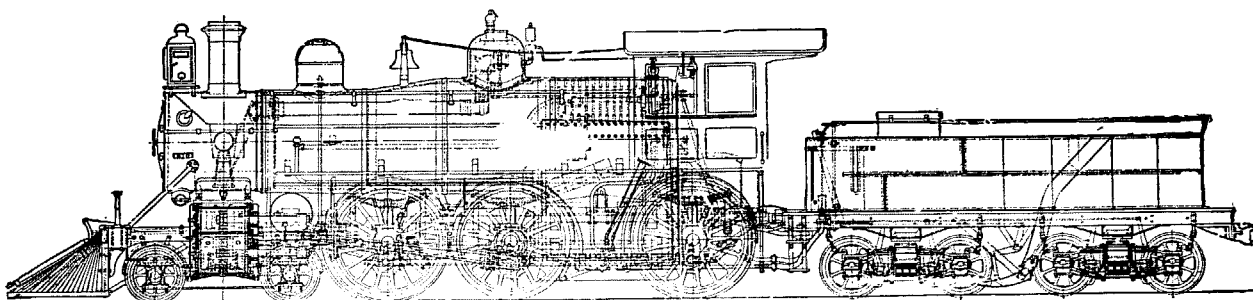
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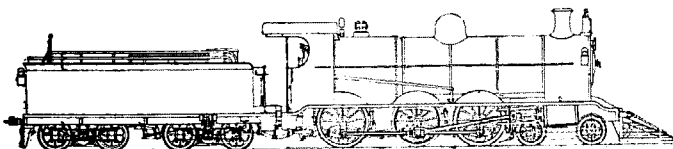
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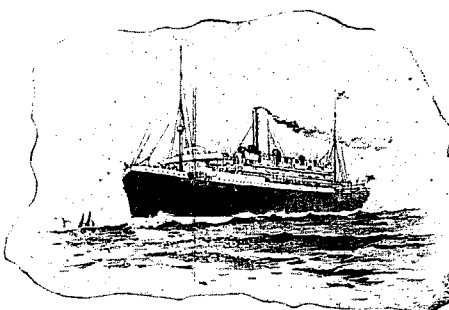
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Pernambuco—Nathan & Co., Rua do Vigario, 2

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

VOL. XI

RIO DE JANEIRO, TUESDAY, August 25TH 1908

No. 34

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

Easy of access to the City, healthy, cool in summer, tempered by the breezes
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Trams run from the Largo da Carioca at intervals of 10 and 20 minutes, from 6 a. m.
 to 9 p. m. and every half-hour afterwards, until midnight. See Company's time-tables.
STRANGERS COMING TO RIO ARE STRONGLY RECOMMENDED TO
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The Brazilian Review

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1 £ = 16\$000

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New York: G. R. FAIRBANKS, Room, 22. 68, Broad St.

All communications to be addressed to the Editor

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

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TO LET,

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MAIL FIXTURES.

For Europe.

- Aug. 30.—K. Wilhelm II., H.S.D.G., for Hamburg.
Sept. 1.—Orlita, P.S.N.C., for Liverpool.
2.—Cordillere, Messageries Maritimes, for Bordeaux.
9.—Aragon, Royal Mail, for Southampton.
12.—Cap Vilano, H.S.D.G., for Hamburg.
16.—Amazona, Messageries Maritimes, for Bordeaux.
17.—Oravia, P.S.N.C., for Liverpool.
22.—Cap Arcona, H.S.D.G., for Hamburg.
23.—Amazon, Royal Mail, for Southampton.
29.—Orensa, P.S.N.C., for Liverpool.
30.—Amazona, Messageries Maritimes, for Bordeaux.
Oct. 5.—K. F. August, H.D.S.G., for Hamburg.
7.—Araguaya, Royal Mail, for Southampton.
14.—Clyde, Royal Mail, for Southampton.
14.—Chile, Messageries Maritimes, for Bordeaux.
17.—Cap Blanco, H.S.D.G., for Hamburg.
21.—Avon, Royal Mail, for Southampton.
28.—Cap Ortegai, H.S.D.G., for Hamburg.
28.—Atlantique, Messageries Maritimes, for Bordeaux.
28.—Nile, Royal Mail, for Southampton.

For the River Plate and Pacific.

- Aug. 25.—Aragon, Royal Mail, for Buenos Aires.
30.—Magellan, Messageries Maritimes, for Buenos Aires.
Sept. 2.—Orlita, P.S.N.C., for Valparaiso.
7.—Amazon, Royal Mail, for Buenos Aires.
14.—Amazona, Messageries Maritimes, for Buenos Aires.
15.—Orcoma, P.S.N.C., for Valparaiso.
21.—Araguaya, Royal Mail, for Buenos Aires.
27.—Chile, Messageries Maritimes, for Buenos Aires.
29.—Clyde, Royal Mail, for Buenos Aires.
Oct. 12.—Atlantique, Messageries Maritimes, for Buenos Aires.
25.—Cordillere, Messageries Maritimes, for Buenos Aires.

For United States.

- Sept. 3.—Tennyson, Lamport & Holt, for New York.
18.—Verdi, Lamport & Holt, for New York.

Personal News

Local Items.—The returns of the Director-General of the Public Health for the week ended August 16th, 1908, are as follows:—Yellow fever, 0; bubonic plague, 0; smallpox, 268; measles, 0; scarlet fever, 0; whooping cough, 0; diphtheria, 0; influenza, 0; typhoid fever, 3; dysentery, 2; beri-beri, 0; leprosy, 0; erysipelas, 3; marsh fevers, 10; pulmonary diseases, 71. Total deaths from all causes: 546, equal to an annual rate of 44.88 per thousand inhabitants. Mortality of infectious diseases to total number of deaths, 48.48 per cent. Under treatment in hospitals: yellow fever, 0; smallpox, 841; bubonic plague, 1; under observation, 103.

—For some time past there have been constant complaints about the abnormal number of people who go out to the new Royal Mail steamers when they arrive in the Bay. As a result we announced a few weeks ago that the Captain of the Port had made a regulation by which no one was allowed on board these steamers within two hours of sailing time, unless furnished with a bona-fide passenger ticket. This has now been in force some time, but has proved insufficient to prevent the crowding, which greatly inconveniences passengers wishing to embark, and now another regulation has been made, that not more than four persons may go on board from any one launch at one time. This new regulation does not seem to advance matters much, as all

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

that happens is that a launch takes the same time as before to get alongside to put only four persons on board, after which it has to back out and allow another to reach the gangway whilst it returns to the end of the quay, and has to take its turn again before putting another four persons on board. Thus, if there are 20 people on the launch, it has to come alongside five times to put them on board. How this simplifies matters, except that some people get tired of waiting, we fail to see, and it is obvious that some other measures must be adopted. The best thing, of course, would be for the vessels to come alongside the quays, but as this is for the present impossible, the next best thing would be to charge a fairly high fee for tickets to be issued at the Agency, or by the port authorities, which will carry a right to go on board, and that no one except bona-fide passengers or persons holding these tickets shall in future be allowed on the vessels. This seems to us to be the only way out of the difficulty, and we believe that something of the kind would be acceptable to the Company whose ships are so often delayed owing to the difficulty of getting people to go ashore. This kind of trouble only occurs with the new Royal Mail steamers, which seem to have a peculiar attraction for the "alta sociedade" of Rio de Janeiro.

— On the 15th inst. the fleet left the Bay for the second manoeuvres this year. The first manoeuvres lasted for four months and took place in Southern waters, and after their conclusion the vessels returned to Rio to re-fit. The manoeuvres, which commenced with the departure of the fleet on the 15th, will take place in Northern waters, so that in the course of the year the officers and crews will have been able to gain a special knowledge of a very large extent of the Brazilian littoral, practically from Belém to the South of Rio Grande do Sul, an extent of some 3,500 miles. The number of vessels leaving the Bay was 14, so that the harbour now looks quite deserted, the Portuguese cruiser "Donna Amelia" being alone in her glory, except for a guardship or two. The President of the Republic watched the departure of the fleet, which is commanded by Admiral Maury, from his yacht, the "Silva Jardim," and later paid an official visit to the "Donna Amelia," where he was entertained by the Conde de Selir, Portuguese Minister, and the officers of the vessel. Amongst other places to be visited by the fleet is the Island of Fernando Noronha, where four days target practice will be gone through, the ships to be in motion the whole time.

— Amongst the visitors to Rio is Major J. O. Kerby, of the United States Army, who has been appointed by the United States Government, in agreement with the Bureau of American Republics, to report on the industrial and general progress of Brazil and to give his impressions of the National Exhibition. Major Kerby was at one time American Consul at Pará, so he is no stranger to Brazil, having, indeed, already published a book entitled "The Land of To-morrow," the "Land" being Brazil. He served in the Civil War, and is the author of a book called "The Boy Spy," dealing with that period.

— Amongst the other tables which are displayed in the Pavilion of the Federal District in the Exhibition is one which gives the Municipal Revenue for the last 11 years as follows:—

1897	19,703:393\$454
1898	18,322:716\$499
1899	18,449:076\$448
1900	17,837:969\$240
1901	17,943:885\$885
1902	17,288:287\$525
1903	21,341:067\$959
1904	22,255:088\$267
1905	22,407:372\$815
1906	25,438:584\$968
1907	27,215:223\$707

— A telegram from Rome states that the movement of emigration from Italy during the month of July last was as follows:—for Argentina, 2,557; for Brazil, 834; for the United States, 2,965; for sundry countries, 60. Total, 6,416, as against a total of 21,859 for the same month last year. Repatriations during July were divided as follows:—From Argentina, 6,614; Brazil, 1,645; the United States, 22,675; Sundry countries, 108. Total 31,042. From January to July of the current year emi-

gration was as follows:—Argentina, 25,549; Brazil, 5,764; United States, 38,644. Total, 69,957, as against a total for the corresponding period of 1907 of 191,635. From these figures it will be seen how great an effect the crisis in the United States has had on Italian immigration to that country. The balance for the month of July, as far as Brazil is concerned, is adverse, as against 834 entries must be put 1,645 departures—a loss of 811.

— Apropos of immigration "Le Journal de Paris" of July 17th, referring to the withdrawal of the circular of 1875, which forbade French emigration to Brazil, says that it does not anticipate that there will be any great addition to the number of Frenchmen leaving home for this country. It looks upon the move as a graceful concession which will have no very real practical result; a sort of "pleasing Brazil without hurting us" attitude in fact. It goes on to say that this concession was diplomatic, for though France has to a great extent lost her influence, in commercial matters affecting Brazil, she still is the leader of thought in the great South-American Republic, which has modelled its civilisation on hers. There can be no doubt that France does not want her sons to emigrate for as statistics published a few days ago in "O Jornal do Commercio" show, the population of that country is steadily increasing, and she has a very large deficit per annum, owing to the excess of deaths over births. This fact alone will in a great measure tend to prevent emigration to this, or any other, country. The article in "Le Journal de Paris" concluded by saying that it is wise policy on the part of the Government to make this concession, as there are so many ways in which Brazil can also make graceful concessions to France, especially as regards the duties levied on imports. We should not be surprised if ere long something is heard of remissions of duties on certain articles of French origin. Baron d'Anthouard is now back in Brazil, and he is not idle.

— The Minister of Public Works is calling for tenders for the construction of the link lines and extensions of the West of Minas Railway. The most important of these extensions are in a line from kilometre 48 of the Goyaz Railway to the City of Bello Horizonte, Capital of the State of Minas Geraes, and another from São Vicente Ferrer to Bom Jardim. Details will be found in the "Diário Official," and proposals must be sent in by October 14th next.

— The President of the Republic last week received a telegram from King Dom Manoel, couched in the following terms:—"I thank you most heartily for your cordial telegram and for your kind reference to the representatives of the glorious Portuguese navy, of which I have the honour to be the head. I am profoundly touched by your references to the dear memory of my august father, King Dom Carlos, who had so much hoped to visit the great Brazilian Nation and its Exhibition. I congratulate myself with Your Excellency on the success of that brilliant Exhibition and make ardent vows for the prosperity of the United States of Brazil and its President—Manoel R."

— The Committee of Agriculture and Industry of the Chamber has presented a project for the creation of a department of sanitary police for the inspection of animals. The duty of the department will be to see that existing diseases amongst animals are stamped out, and that no animals suffering from disease are admitted to the country. In addition to this, it will be their duty to prevent the spread of disease to human beings through animals. Various diseases are to be considered as transmissible, such as hydrophobia of any kind in any animal, pneumonia, carbuncles or tuberculous in cattle; plague amongst any ruminants; smallpox and the itch in sheep and swine; apthosa fever amongst cattle, goats, sheep and swine; glanders, etc. in horses, etc. etc. The project provides for the establishment of veterinary hospitals on the frontiers and elsewhere adequately fitted up with experimental and bacteriological laboratories for the testing of the presence of disease in animals, and for the preparation of prophylactics and remedies.

— A contemporary, having its usual tilt at the Light and Power Company, calls attention to the increased receipts of the concern for each succeeding week of the current year, as com-

pared with last. In the course of its remarks, it talks about the Company "bathing in roses," and tries to prove its point by showing how great the increase is. It never seems to calculate the enormous sums which have been spent in providing the light and power need for this City, nor the fact that, so far, the Company has paid no dividends. All it looks at is increased receipts, but it would be odd indeed if there were no increase in receipts when force is supplied where it never was before. Our contemporary apparently expects the Company to give light and power to the community for nothing. Now that things are in full swing, and there is an adequate supply of light and power, as the illuminations of the Exhibition of which everybody is so proud shows, no doubt the contract will be put on a definite basis, and we do not doubt that it will be settled to the complete satisfaction of both the Company and the public, which latter does not necessarily include the journal in question. It is said that the Company should not receive 7,500\$ per night for the illumination of the Exhibition, but 1,500! but nobody protests against Messrs. Brock receiving 1,200\$ per night for an amount of illumination which is infinitesimal when compared with that done by the Company for some six or seven hours every night. You cannot both eat your cake and have it, and we are sure the public are really proud of the way the illuminations are carried out at the Exhibition, as they will be the last to kick. Some people in this country look upon dividends paid to shareholders in foreign companies here as so much money taken out of their own pockets, though they would be the first to protest if companies in which they held shares did not pay at least 8 or 10 per cent.

— On the 13th inst. a very severe storm of wind swept over the Capital and a good deal of damage was done. A chimney some 110 feet high at the Santa Heloisa mill was blown down, and in its fall carried away another, 70 feet high, four men being injured but no one killed. In addition to this disaster, several small boats in the bay capsized, their occupants being drowned. At the Exhibition many flags were blown away, whilst the paths were strewn with broken glass from the fairy lamps which were hurled to the ground by the force of the gale. The zinc roof of one building was carried away bodily and fell into the Atlantic. The force of the wind at the height of the storm was terrific, and the wonder is that more damage was not done. Many leaves from the tops of the royal palms at various points in the City were blown down, and it is a curious fact that no accidents ever seem to occur from this cause, though if one of these leaves, some twelve feet long, weighing a good many lbs. fell on a passer-by, the consequences would be most unpleasant, to say the least of it.

— The Chief of Police, having closed the clubs, is now once more making an onslaught on the "jogo do bicho," and with this in view, has issued a circular to his subordinates requiring them to proceed with the utmost vigour of the law against any persons or establishments engaged in this form of gambling. Bookmakers have also to look to themselves, for the Chief of Police says that the law only allows betting actually in the cups or races or in legally established sporting clubs. With regard to the "bicho," it does not seem to be any more gambling than the lotteries which, after all, are allowed by the State and on the terminal numbers of which the "jogo do bicho" is played. If gambling is to be stamped out altogether, the lotteries would have to go too, and that would never be tolerated in this or any other South-American country. Gambling may be curtailed to a certain extent, but legislation will never put a complete stopper on it, any more than it would on drunkenness, here or elsewhere. Apropos of the action of the Chief of Police, Sr. Franklin has protested saying that he holds a Municipal concession for the maintenance of the Zoological Gardens in this city, in which is included permission to provide games of chance for the public. In view of this concession, Sr. Franklin has asked for an injunction to restrain the Chief of Police from preventing him from carrying on his business. This will doubtless be made a test case.

— On the 14th inst. the Uruguayan gun-boat "Oriental" entered the Bay. This vessel was purchased in the United States for a sum of £42,000. She left New York in April last, calling at the ports of Norfolk, Charleston, Las Palmas, Hafia, S. Domingos, Porto Rico, S. Thomas, Dominica, Santa Lucia, Demerara, Cayenne, Para, Recife and Bahia. The vessel is manned by a crew of only 18 men all told.

— The report of the Department of the Povimento de Solo for the first six months of 1908 has just been issued, and it states that 40,791 immigrants arrived in Brazil during that period, divided amongst the following ports:—

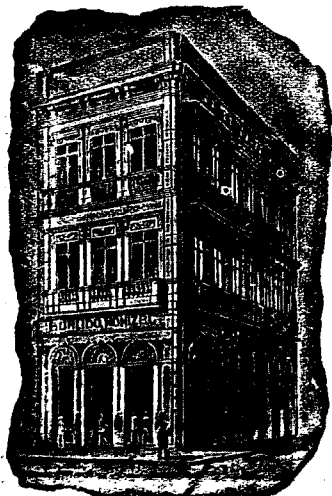
Rio de Janeiro	19,788
Santos	17,176
Belém	1,860
Jaranaguá	1,210
Bahia	339
Rio Grande do Sul	256
São Francisco	110
Recife	42
Victoria	10

40,791

Of this number 6,467 were subsidised by the Federal Government, the rest being either spontaneous or brought in by the States or by third parties. The report deals mainly with the 19,788 immigrants arriving in the port of Rio de Janeiro, and shows the great increase there has been during the last three years, since in the first six months of 1906 the immigrants arriving at Rio de Janeiro numbered 12,983 and in 1907 13,552. The Nation claiming the greatest number of these 19,788 was Portugal with 10,876, followed by Spain with 2,911; Italy with 2,085; Austria with 1,207; Russia with 755 and Germany with 437, the rest being of various nationalities. The number of Englishmen was 149, Americans 44 and French 179. The shipping companies which brought the largest number of these immigrants were the Royal Mail Steam Packet Company with 5,350; the Hamburg S.A.D.G. with 2,361; the P.S.N.C. with 1,479, the North German Lloyd with 1,071; the Messageries Maritimes with 1,086; Houlder Line 1,028; Austro-Americana 837; La Veloce 833; Hamburg-America Line 818; Royal Dutch Lloyd 801; Lloyd Italiano 780; Lamport and Holt 756; Navigazione Generale 643; Transports Maritimes 594, and the other companies with less than 500 each.

— The following table also published in the report is of interest, showing, as it does, the number of first and second class passengers landed at Rio de Janeiro by the various shipping companies during the first half of the current year:—

Company	Flag	No. of Vessels	No. of Passengers
Royal Mail Steam Packet	British	44	1,163
Lamport & Holt	"	27	186
P.S.N.C.	"	26	128
Prince Line	"	2	3
Houlder Line	"	1	1
Shaw, Savill & Albion	"	1	1
Messageries Maritimes	French	32	787
Transports Maritimes	"	11	28
Hamburg S.A.D.G.	German	19	197
Hamburg American Line	"	14	133
North German Lloyd	"	1	2
La Veloce	Italian	19	69
Navigazione Generale	"	12	51
Lloyd Italiano	"	9	40
La Ligure Brasiliana	"	5	28
Italia	"	1	2
Pinillos, Ysquierdo & Co.	Spanish	3	8
Mihanovitch	Argentine	1	4
Lloyd Brasileiro	Brazilian	15	76
Total		243	2,912



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ESTIMATES AND CONSULTATIONS FREE

— From these figures it will be seen that 50.9 per cent. of the passengers disembarking at Rio were carried in British bottoms, 27.9 per cent. in French, 11.5 per cent. in German, and 6.5 per cent. in Italian. The Royal Mail brought 39.9 per cent. and the Messageries 27 per cent. of the total.

— In case any of our readers who are interested in natural history are in a position to supply the information which "The Field" asks for, we give the following extract from our contemporary:—"One of the scarcest animals in collections is the giant otter, *Lutra brasiliensis*, of the rivers of Brazil and the Guianas, which reaches fully six feet in total length, and is further characterised by the great lateral compression of its long and powerful tail, which thus forms a most efficient swimming organ. For years past the species has been represented in the public galleries of the Natural History Museum, by an exceedingly ill-stuffed and battered specimen; and it is only quite recently that this has been replaced by a new and properly set-up example, exhibiting to perfection the characters of this very remarkable and interesting species. Although a female, it measures about 6ft. from the muzzle to the tip of the tail; males may be even larger. Very little seems to be known with regard to the nature of its food. It has recently been pointed out in the "Field" that some at least of the otters of Southern and Eastern Africa subsist almost entirely on crustaceans and other invertebrates; and from the fact that such a large proportion of the species of fishes inhabiting the South American river belong to the "Siluridae," a cat-fish tribe, the members of which are for the most part armed with formidable and sometimes poisonous spikes, it would be not unreasonable to surmise that the giant species likewise subsists on a diet of invertebrates. This, however, is not borne out by the units given by the Prince of Wied and other early observers, in which it stated that these otters collect in large parties and regularly "beat" the rivers in search of fish. On the other hand, it may have been assumed that the prey of the giant otter consists of fish, and it would be of interest to obtain trustworthy observations from residents in Brazil or the Guianas as to the real nature of the food of this species. If it really consists of fish, we ought also to be informed how these otters manage to capture cat-fishes without injury to themselves, for if they be fish-eaters it seems impossible to believe that they can avoid capturing a large percentage of fishes of that family."

— A commission has been sitting in England to inquire into the various causes of contamination of milk, and as steps are being taken here just now for the better fiscalisation of the sale of that commodity, some of the results attained will be of interest. It was found on investigation, that by far the greatest number of foreign organisms which find their way into milk are contributed by the farmer. During transit in the railway and later in the house of the consumer, smaller amounts are added, but the farm and the cow-shed are shown to be in the main course of contamination. Improperly cleaned milk vessels and the dirty udders of cows are chiefly accountable, whilst milkers with dirty hands or dirty clothes contribute to the contamination. The retailers add their quota by keeping the milk in uncovered vessels, and the flies in the consumers' house do the rest. It might be just as well if this report and the suggestions it contains for the remedying of these defects were studied by those responsible for our milk supply here, before they rush into legislation, which may be both costly and unavailing.

— Other countries besides Brazil are awakening to the fact that the rat is an extremely harmful animal, not only to mankind directly, but to agriculture also. The Danish Government has just passed a law relating to the extermination of rats, and has made a grant of £4,276 to be spread over three years for this purpose. Ten ore, or about 1d., will be paid for each tail, whilst part of the grant is to be used for the purpose of experimenting with virus on Government wharves and other properties. In Rio, since the campaign against the rats began, up to the 17th inst., the number of rats killed is 1,955,395.

— Our contemporary "O Jornal do Commercio" returns to its attack on the dilatoriness of Congress in not passing a measure for the reform of the Post Office—a reform for which

we have been clamouring for several years. The "Jornal" divides the needed reforms into three heads: (1) Provision of better salaries for the officials; (2) Provision of better premises and plant, that at present in use being totally inadequate, and (3), the responsibility of Government to the other members of the Postal Union. The officials of the Post Office are extremely hard worked and very indifferently paid, whilst their work has to be done in quarters where there is very little light and practically no fresh air, the hours also being very long. This being the case, we can hardly blame the personnel for the constant delays in the delivery of the mails. It is the system that is to be blamed, not the men themselves. With regard to the responsibility of Government to the other members of the Postal Union, we notice that the "Jornal" suggests the same course as we ourselves have already advocated, namely, that if we are not going to carry out our undertakings, we had much better retire from the Convention altogether, and adopt the most primitive methods and exorbitant prices for the conveyance of the mails. It certainly does not help propaganda abroad, about which we hear so much, that we should be charging higher postal rates than any other country in the world.

— Apropos of the Post Office, a new stamped envelope of the value of 200 réis for internal communications has been issued. Anyone glancing casually at the envelope would think it was one of the old registered letter covers of the time of Queen Victoria, as the stamp is the head of a young lady embossed in white on a blue ground. On the back of the envelope are two blank lines headed with the words "Remetente" and "Residencia" respectively, so that if the letter goes astray, it can be returned to the sender without being opened.

— Captain Radder de Aquino, who has been appointed Military Attaché to the Brazilian Embassy in Washington, left for the United States last week to take up his duties.

— A telegram from Lisbon states that the Royal Dutch Lloyd s.s. "Amstelland" arrived at that port on the 17th inst. and reported that when one day out from Rio a fire had broken out on board. A panic amongst the passengers ensued, with the result that many of them threw themselves overboard, six persons thus being drowned. The flames were extinguished without great trouble. The "Amstelland" is one of the liners receiving a subsidy from the Dutch Government, and has accommodation for third class passengers only. She left Rio on July 31st last, so the fire must have taken place on August 1st. At the time of the accident she was carrying 120 passengers from the Plate, 40 from Santos and 154 from Rio. The crew consists of 70 men.

— Dr. Antonio Penido, traffic superintendent of the Sorocabana Railway, has been invited to direct the work on the North-West of Brazil Railway.

— At the present moment there are in the Mint 5,000,000\$ in silver money, that is in 500 réis, 1\$000 and 2\$000 pieces. When these are put into circulation, the value of the new silver coinage so far issued will be £969,315, and a great improvement it is on the old and filthy notes of small value, of which there are still thousands in circulation, carrying with them all kinds of germs and disease. The sooner these notes are swept away altogether the better it will be for the health of the community. We wonder in how many instances of smallpox has been conveyed by means of these notes during the present epidemic.

— In his last report the Minister of Justice stated that throughout the Republic there were 1,992 brigades of the National Guard, of which 1,332 infantry, 543 cavalry and 117 artillery. At this rate, as each infantry brigade should have 94 officers, each cavalry brigade 59 and each artillery brigade 55, the total number of officers should be 125,208 infantry, 32,037 cavalry and 6,435 artillery, or 163,680 in all! If the brigades were at their full strength, they would number 3,488,799, if there was the right complement of men for officers. The Minister goes on to say that this is all imaginary, and that as a matter of fact, the National Guard has been looked upon as a good source of revenue, since the amount collected by means of stamps on commissions from 1900 to 1907 was 6,265,728\$010. The result of this is that the force consists

mainly of officers and practically no men! In view of this fact, Dr. Tavares de Lyra urges on the President the need of reform, especially in view of the general re-organisation of the Army.

— From statistics which have just been published by the Department of Public Health, it appears that the number of vaccinations and re-vaccinations during the first six months of the current year in the Federal District were as follows:—

	Vaccinations.	Re-Vaccinations.	Total.
January	567	571	1,138
February	603	765	1,368
March	4,788	10,234	15,022
April	3,784	8,508	12,292
May	3,013	6,808	9,821
June	2,315	4,754	7,069
Total	15,070	31,750	46,820

It will thus be seen that only some 5 per cent. of the inhabitants of Rio have been vaccinated or re-vaccinated during the present epidemic, and what is still more curious is the fact that during May and June, when the disease was spreading so rapidly, the number of both vaccinations and re-vaccinations fell off. With a state of affairs such as this, all that can be done is to trust in Providence and pray for hot weather.

— On Thursday last the inauguration of the work of constructing the new electric line from Rio to Petropolis took place. We have in an earlier number given the particulars of the direction to be followed by the line, the length of which will be 60 kilometres, whilst the time taken in the journey is estimated at 1 hour and 20 minutes. Government requires that the work shall be completed within four years, the cost of construction being estimated at 6,000,000\$.

— During the discussion of the vote for the Ministry of Foreign Affairs for the year 1909 in the Chamber, an amendment was put forward for the suppression of the Brazilian Legation to the Vatican. The amendment was finally rejected by 88 votes to 38.

— "A Gazeta de Noticias" says that at the entrance to most of the public gardens in London the following inscription "Beware to the Pickpockets" may be read. This is English as she is wrote with a vengeance.

— During the year 1907 the number of coins minted in the Royal Mint exceeded the highest previous record—1899—by more than 15 millions, whilst the value exceeded the highest previous total by over 8 millions. The actual number of coins minted was 160,475,200, as against 112,884,500 in 1906 and the value was £23,198,400, as compared with £14,054,600. Gold bullion was imported into England to the value of £16,099,000 and sovereigns and half-sovereigns to the value of £20,951,000 were sent out. The silver coins issued amounted to £2,019,500.

— During the week smallpox has shown a still further alarming increase, the number of deaths from this disease having been 263, whilst the number of patients in hospital is no less than 841 and yet, with this terrible increase in the disease, the number of vaccinations and re-vaccinations is falling off steadily each month!

— The Western Telegraph Company, having asked permission from the Minister of Public Works to establish a main office in the Avenida Central and to retain their present premises as a branch office, the Minister replied granting them permission to establish the head office in the Avenida Central on condition that they closed their present premises.

— During the week there were 353 births and 70 marriages in the Federal District.

— A Parisian Syndicate is stated to have laid a proposal before Government for the establishment in Rio de Janeiro of a service of automobile 'busses. It is proposing to import 50 of these omnibusses, whilst the charge for fares will be 1\$400 for the first hour and 200 réis for each succeeding hours. The Syndicate ask that if its proposal is accepted, the 'busses may be admitted duty free.

— Amongst the exemptions from duty granted lately by the Minister of Finance is one to 250 boxes of dynamite weighing 5,000 kilos which arrived in the bay on the barque "Antonietta" consigned to the Leopoldina Railway and intended for work on the branch on the island of Macaigué Grande.

SÃO PAULO.

— We are sorry to notice that, whilst the Capital of the State is fairly free from smallpox, the same cannot be said of the various districts in the interior. At Pindamonhangaba the epidemic has taken a firm hold, and during the four days up to the 17th of this month, 80 fresh cases were recorded. The population is rapidly leaving the City, the result of which will probably be the carrying of the disease still further afield.

— We regret to announce the death of Mr. C. B. Rhind, H.B.M. Consul at Santos. Mr. Rhind was for some years Vice-Consul at Rio de Janeiro, from which place he was transferred as full Consul to Pará. He had only been at Santos for less than a year, to which place he was appointed on the resignation of Mr. Roger Caseman, C.B. Mr. Rhind had a wide commercial experience, and as a result his reports were always full of valuable information. His report on the Sugar question was greatly appreciated both by the London Foreign Office and by the Commission in Brussels, and indeed, led to his well-deserved promotion. He had been in indifferent health for some time, but his death came as a shock to his many friends.

— When Sr. André Lara appeared in court last week to be tried for wounding his father-in-law by shooting him, he was himself shot dead in the dock by his brother-in-law. Apparently the motive of the crime was to prevent family secrets being dragged into the light of day. It is not often that a murder is committed in the Courts of Justice themselves, for this is bearding the lion in his den with a vengeance.

— The Syrian colony in São Paulo held a meeting a few days ago to celebrate the promulgation of the Ottoman Constitution. Some 2,000 persons were present, the colony being a large one, and after the meeting they proceeded to the Turkish Consulate and requested the representative of the Sultan to forward their congratulations to the Grand Vizier.

— Mr. W. Walmsley, Manager of the São Paulo Tramway, Light and Power Company, has returned to São Paulo from Buenos Aires.

— The President of the State, on the 11th inst., signed a decree approving the surveys for the extension of the Araraquara Railway to São José do Rio Preto. The total length of the extension from Taquaratinga will be 147 kilometres, of which 117 are already surveyed, whilst the remaining 30 will be surveyed shortly. The line will run through a fertile district between Ariranha and the Rio São Domingos, running between Rancharia and Ibirá and crossing the Rio São Domingos. After crossing the river the line will run between the heads of the Grande and Mamono ravines on the fazenda of Palmeiras, the terminus being at Rio Preto, where a fine station is to be erected. At the present moment the company has 500 men at work on the construction of the extension, whilst 90 kilometres of rails have already arrived from abroad, in addition to three passenger cars and one locomotive from the United States. More rolling stock is on order.

BAHIA.

— The President of the State has opened a credit of 150,000\$ for the Department of Public Health. During the last year Bahia has been suffering from all kinds of epidemics, such as plague, typhoid and the like, and it is now cursed with an outbreak of diptheria, which has already carried off a great many victims. What with all these ills and an extremely indifferent water supply, Bahia is by no means a paradise for the visitor to Brazil just at present.

PARÁ.

— The Revenue of the State Post Office during the first six months of the current year amounted to 731:102\$064, expenditure amounting to 712:232\$651, a sum of 18:869\$413 being carried forward to July.

— The Port of Pará Company has protested to Government against any concession being granted by Congress to third parties for the construction of depôts for the warehousing of merchandise at the Port of Belém.

— A company is being formed in Pará to be called the União Co-operativa Paraense, for the purpose of giving advances on good security. The capital is to be 300:000\$ divided into 3,000 shares of 100\$000 each.

— The Pará Electric Railway Company seems to be suffering from the same carelessness in the part of the public as the Villa Isabel in Rio. A good many accidents have occurred lately in the streets, people being run over and killed or injured by the tramcars, simply because they are not yet accustomed to electric traction. If people will jump on and off cars when they going fast, and will not look to see if another car is advancing on the other line, and will stand on the tracks and discuss the news of the day, they can hardly fail to be run over, whilst the fault is entirely their own, and not that of the Company, though the latter is always blamed.

— The Municipality of Chaves on the Island of Marajó make an annual grant of 3:000\$ for the keeping in order of their cemetery. It appears that all the cemetery keeper has to do is to wait until the wind is in a certain direction and then set fire to the sun-dried grass, with which the place is covered, and that thus the Municipality is paying some £200, with which the keeper has to purchase one match per annum!

— A great part of the Municipal markets at Pará were destroyed by fire on the 26th of July. The fire broke out at 7 p.m. and lasted until after midnight, when the fire brigade succeeded in subduing the flames. The total damage done is estimated at 159:000\$, most of which is covered by insurance.

— The Manager of the Pará Electric Railways and Lighting Company, Mr. G. L. Andrews, has addressed a letter to Senator Antonio Lemos, informing him that the whole of the tramway system of Pará has now been electrified.

— Dr. Amyntas Lemos, chief engineer on the Alcobaca Railway, returned to Pará a short time ago. He reported that work on the construction of the line is well advanced, and that at the present moment 1,200 men are employed, which number it is hoped will shortly be increased to 2,000. So far 16 kilometres of the line are finished, 12 being open to traffic, whilst the bed has been laid as far as the river Mucura, over which a bridge is to be built. It was expected that by the middle of this month the rails would be laid as far as kilometre 25.

Books Received and Notices

The Neuchatel Asphalt Company. London. Fundada em 1873. Agencia Brasileira Rio de Janeiro. Estabelecida em 24 Outubro de 1905. Decreto No. 5,736. Rio de Janeiro—Imprensa Inglesa—The British Printing Works, Rua Theophilo Ottoni, 39—1908.

This Company made a contract in 1905 with the Prefecture for the paving in the Federal District of a total area of 110,000 square metres, and up to June 30th last 71,755.84 metres had already been laid. The Company, according to the contract, has to keep the pavement laid by it in good repair for three years gratis, and for a further 5 to 10 years at a rate of 800 réis per metre per annum, which is the same price as that paid to it in European capitals where it has been working for the last 35 years. In London and Paris the pavement laid by this concern has been found to last for 30 years, whilst giving the greatest satisfaction, but, of course, for a tropical climate a different quality of paving has to be employed to give the same results. As the most wear and tear in asphalt paving occurs close to the tram lines, the Company has employed a substance which has more resistance at those points than over the rest of the surface of the road.

Besides laying pavement in all the principal cities of Europe, the Neuchatel Company has done excellent work in New York, Philadelphia, Mexico, Alexandria, Cairo, Melbourne, Adelaide, etc., etc. In Berlin it has laid no less than 3,000,000 square metres.

In Rio de Janeiro the following are the principal streets and squares which are paved with the Company's asphalt:—Cattete, from the rua Pedro Americo to No. 213 and from No. 213 to the Praça Duque de Caxias, and thence along the left side to the praça José de Alencar, the praça José de Alencar, rua das Laranjeiras (as far as the Pensão Laranjeiras), rua Sete de Setembro from the rua Gonçalves Dias to the Avenida Central, rua Marques de Abrantes, rua Voluntarios da Patria, Avenida Mem de Sá, and the section of the Avenida Central between the ruas Sete de Setembro and Assembléa. There still remain, under the contract, 38,244.16 square metres to be laid.

After repeated experiments, the Company has now decided what, in its opinion, is the best substance for the paving of Rio, and certainly it would be hard to find a better surface than that of the roads paved by it. The proof of the pudding is in the eating, and though in the past we have suffered from some pretty bad paving in Rio, it looks as though the Neuchatel Asphalt Company has at last solved the problem satisfactorily. Samples of the paving are on view at the Exhibition.

Annuario Demographico. Anno XIV. 1907. São Paulo. Issued by the Public Health Department. Typographica Brazil de Rothschild and Co., São Paulo.

The report gives some interesting figures with regard to the health of the State of São Paulo, more especially of the capital of the State. For the purposes of comparison the population of the City of São Paulo is now stated to be 300,000, which seems to be, if anything, slightly below the mark, when it is calculated that during the six years since the last census the total number of births has exceeded the total number of deaths by 30,516, or an average of 4,360 per annum, whilst the number of inhabitants as given by the last census was 286,000. At this rate the population should be 316,516.

The report first deals with the number of marriages in the capital which in 1907 was 1,903, as against 1,641 in 1906, 1,688 in 1905 and 1,328 in 1898. The co-efficient per 1,000 inhabitants is 6.34. As compared with other cities in Brazil and abroad, this is satisfactory. The highest co-efficient of marriages is in Berlin, where it touches 11.03 and the lowest in São Salvador where it is only 1.84. In London it is 8.45, in Paris 9.92 and in New York 10.60. The favourite age for matrimony with men is between the ages of 20 to 25 and with women before they are 20 years old.

B'ths in the City of São Paulo during the year 1907 numbered 10,707, or an average of 29.32 per diem, as against 10,191 or 27.92 per diem in 1906. The co-efficient per 1,000 inhabitants was 35.6 as against 35.7 in 1906 and 35.8 in 1905. Since 1895, when the co-efficient was 41.6, the population has increased by 130,000 souls. The co-efficient of illegitimate births was 7.64 per cent., as against 7.93 per cent. in 1906 and 8.43 in 1905. Owing to the very large number of foreigners who are settled in São Paulo the number of children born of foreign fathers during the year 1907 was 7,930, whilst those born of Brazilian fathers numbered only 2,777, or only 25.94 per cent.

The number of deaths in the Capital during the past year was 5,762, so that births exceeded deaths by 4,945. The co-efficient per 1,000 inhabitants was 19.20, as against 20.81 in 1906 and 18.91 in 1905. In 1892 when the population was only 150,000 the co-efficient of deaths was 32.27 per 1,000, so that it is obvious what a great deal has been done to make the city healthy during these last 16 years, for whilst the population has doubled, the co-efficient of deaths has declined from 32.27 to 19.20. The percentage of deaths before the age of two years was 51.5 per cent. as against 53.94 in 1906 and 54.7 per cent. in 1905, so that more than half the deaths occur below that tender age, most of them being due to diarrhoea and acute enteritis. The co-efficient of deaths from infectious diseases to the total number deaths was 13.2 in 1907, as against 14.6 in 1906, 14.3 in 1905 and 23.3 in 1895. The infectious diseases which carried off most victims were: tuberculosis 421, measles 58, typhoid fever (almost unknown in Rio) 54, dysentery 45,

malaria 41. There were no deaths from yellow fever, 3 from plague and one from scarlet fever. The last occasion when any cases of yellow fever occurred (and then they were disputed) were: one case in 1904 and 2 in 1905. There were only four deaths from diphtheria and croup, which is a very good record.

The co-efficient of persons dying from tuberculosis per 1,000 inhabitants was 1.40, as against 1.35 in 1906, 1.20 in 1905 and 2.14 in 1895.

The deaths in the State, excluding the capital, from infectious diseases during the year 1907 were 7,000, as against 8,285 in the previous year, which is an appreciable reduction. The two diseases which carried off more people in 1907 than in 1906 were tuberculosis and grippe, with 2,291 and 1,010 respectively, as against 2,229 and 528 in the previous year. The improvement in 1907 was in whooping cough and measles, which carried off 746 and 740 persons respectively, as against 1,026 and 2,027 in the previous year.

Taking the whole State, including the Capital, the number of births during the year 1907 was 108,438 and of deaths 59,059, births thus exceeding deaths by 49,379. The total number of marriages was 19,809.

Exchange Tables, adapted for use in the Caixa de Conversão; from 14½ to 15½d., in 64ths of 1d.: by Paul Backhauser.

These are useful tables, very well printed. They can be obtained at Laemmerts' or at the editor's offices, 95, Rua General Camara. Each page corresponds to 1-64th of a penny, and in parallel columns are shown the equivalents in mil réis from 1 to 11d., 1s. to 19s. and £1 to £10,000 with their reciprocals.

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COMMERCIAL AND PASSENGERS' GUIDE

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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 and postcards. Awards gained at several exhibitions. Grand Prix at the St. Louis Exhibition.
29-1-07

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19-2-07

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27-7-06

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12-2-07

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27-7-06

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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

Coffee Crop Statistics. We beg to call our readers' attention to the coffee statistics published in another section of the paper, which have all been set up on the Linotype, including the rules. We believe that this is the first time that any paper in South America has published tables of this nature set up entirely on the Linotype.

The Pernambuco Port Works. A telegram from London states that a contract has been signed between the Credit Mobilier of Paris and Messrs. Ribeiro and Bartissol for the issue of the port of Pernambuco bonds.

The Alagoas Loan. The following is from the "Financial News," of July 30:—"The legal newspapers announced the declaration in bankruptcy of the Credit Departmental, a minor Parisian Bank. It may be recalled that this bank was connected with an issue of bonds by the State of Alagoas at the beginning of last year. The issue shared the fate of many other Brazilian offers, in receiving a very poor response from the public. But, the administration of the bank having pledged its credit, managed, by some means or others, to persuade the Minister of Finance of the State of Alagoas to accept shares in the bank itself as part payment for the bonds. These facts are not generally known; but, according to reliable reports, they will leak out in the course of the liquidation of the bank.

Pará Electric Railways and Lighting. At the meeting of the Company held recently in London, it was stated that the whole system of about 35 miles (single track) had been converted, and the last of the costly and inefficient mules and horses had disappeared. Sixty-eight motor electric cars are

now running on the system, whilst a number of old cars have been converted for use as trailers. The report presented to the meeting dealt with the year ended November 30th, 1907, and thus covered the time when the confusion and disturbance resulting from re-construction were at their height. The Board fully anticipated that the receipts from the tramways would suffer and that working expenses would be high during this period.

For the year ended November 30th, 1907, gross receipts from the tramways were £137,098, as against £136,166 for the previous year. The net receipts from the tramways in 1907 were £16,794, as against £22,132 in 1906 and from lighting £24,838, as against £27,136. The climate of Pará is disastrous to mules and horses, with the result that with regard to the mortality amongst the animals, the replacement had cost the company £13,193 in 1906 and £13,649 in 1907. The total cost of the animals, including everything, was £34,345 in 1906 and £48,768 in 1907, or 48 per cent. and 41 per cent. of the total operating expenses of the tramways. It is estimated that now electricity has taken the place of animal traction, the cost of motive power will not exceed one-third of this outlay.

The crisis in the North has of course affected the City of Pará and money is scarce, so that there is less life and consequently fewer passengers in the cars. The Municipality, however, by strict economy and general cutting down of expenditure, are placing their finances on a more satisfactory basis.

Now that the electric system is working, the Board estimate that gross receipts for the first complete year, commencing 1st December, 1908, will be £220,000, from which they would deduct the probable operation expenses of £132,000. Deducting £5,000 for London and general expenses, this will leave an estimated profit of £83,000. From this the Board state they must deduct for interest and redemption of Debentures £38,000 and £16,500 for Preference Share dividend, leaving £28,500 for depreciation and dividend on the ordinary share capital.

The outlook for the Company would thus seem to be distinctly promising.

THE COMMERCIAL STATISTICS SERVICE.

Our Editor requests us to express his thanks to the "Deutsche Zeitung" and other journals, for their kind appreciation of his work at the Commercial Statistics Service, but begs leave to protest against the supposition that without his supervision the service will necessarily fall to pieces.

The Statistical Service was built up by the co-operation of all the staff, and it would be but a poor compliment to Mr. Wileman's organising ability to suppose that he had not provided for the eventuality of his ultimately being obliged to leave the service to others.

On the staff of the Statistics service are to be found men who would do credit to any organisation, and perfectly competent, not only to carry on the actual work, but to organise fresh branches of statistics in the future.

Whilst accepting whatever credit may be due for the general designs and direction, Mr. Wileman desires that the credit of working out the intricate and tedious details of the systems *sui generis* should be shared by the whole staff and particularly by the heads of departments, who from the start lent such invaluable co-operation.

THE EXHIBITION.

During the week two pavilions, which were not ready on the day of inauguration, were opened to the public, namely, those of the Federal District, and the Palace of Industries.

On Sunday night the illuminated cascade in front of the latter was inaugurated in the presence of many thousands of spectators in spite of the somewhat threatening aspect of the weather. It speaks well for the attractions of the Exhibition that so many people have passed the turnstiles during the week when the weather has been far from pleasant. On the day of inauguration no less than 60,000 people visited the grounds, whilst every night they have been thronged with large crowds, attracted by the concerts, the brilliancy of the illuminations, and the gorgeousness of the pyrotechnic displays.

The Exhibition is now a favourite place for official lunches and banquets, with the result that the ordinary individual has some difficulty in obtaining refreshments. This small defect, however, will doubtless soon be remedied.

On Monday, the 17th, a fire broke out in the Cinematograph Pavilion, which was considerably damaged, though luckily there were no casualties. The cause of the fire was the ignition of one of the types of films.

On Wednesday there was a corso in the grounds, in which some 160 carriages and motor cars took part, each of which paid 10\$000 entrance, in addition to the 1\$000 paid by each person carried. Persons on horseback paid 5\$000 each.

On Saturday the Cattle Show was opened by the President of the Republic and the Minister of Public Works.

Future attractions include a grand fireworks display on Friday next and a battle of flowers on September 7th. There is also a proposal for an automobile race, which, however, has not as yet materialised.

We refrain from giving any detailed notes on the various pavilions and their contents until they are all open and things are in full swing, which should be within the next 10 days.

CONDITION OF THE RUBBER INDUSTRY OF BRAZIL.

The British Vice-Consul at Manaus (Mr. A. Fletcher) reports, with regard to the financial conditions affecting the rubber market in the State of Amazonas, that the official value of rubber in Manaus during the week from the 30th December to the 5th January last was 4,500 milreis per kilo for fine and 2,500 milreis for coarse. On the official value the following duties are levied: State, 18 per cent.; Municipality, 1 per cent.; State Bank, 100 reis per kilo, 2 per cent. The Municipality and the Bank calculate on the weight of rubber when brought from the interior, the loss of weight from cutting, etc. being estimated at 10 per cent. The rubber from the Federal districts of the Acre and Juruá pays to the Federal Government 21 per cent., viz., 20 per cent. to the Customs and 1 per cent. to the Manaus Harbour Works. With a view of helping to relieve the critical position of the rubber market, the State Government about November last reduced the duty to the figures given above, which had previously been 2 per cent. more to the State and 1.26 per cent. more to the Municipality.

Mr. Fletcher considers it undesirable for the British public to invest in rubber estates. He says there are practically no Portuguese, Spanish or Italian labourers on them. The labourer, when engaged, is given an outfit in food, etc. to his debit account, and the rubber he manufactures must be delivered to his employer at a value generally much below the last known quotation received from Manaus, the net proceeds being credited to his account. There does not appear to be any case where the labourer is paid a daily cash wage.

The cost of transport has not been reduced; in fact, during the low river season freights are increased on the higher reaches of the rivers. As the gatherer goes farther from the river banks he has to use mules for transport, which is expensive in view of the high mortality among the animals. *The Board of Trade Journal.*

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THE FOREIGN TRADE OF SANTOS
FOR THE SIX MONTHS JANUARY TO JULY 1907/1908

	IMPORTS	
	1907	1908
January.....	714,300	631,049
February.....	631,493	685,844
March.....	708,777	648,774
April.....	665,162	677,311
May.....	692,782	565,890
June.....	711,789	579,862
July.....	760,306	536,102
7 months.....	4,943,109	4,328,012
	EXPORTS	
	1907	1908
January.....	1,355,588	1,076,888
February.....	1,765,560	1,186,978
March.....	1,760,808	1,130,693
April.....	1,847,306	478,518
May.....	2,408,828	989,050
June.....	1,948,748	546,667
July.....	2,500,940	993,817
7 months.....	13,527,778	7,002,011
Value in Currency		

PRINCIPAL IMPORTS:

	1907	1908
Cotton, raw, yarn and manufactures.....	5,783,842\$	5,079,880\$
Iron and Steel and manufactures thereof.....	8,167,654\$	7,430,039\$
Machinery Industrial.....	1,073,388\$	2,214,829\$
do Agricultural.....	309,394\$	444,125\$
do unenumerated.....	5,807,451\$	5,082,181\$
Drugs and chemicals.....	1,758,672\$	1,400,347\$
Leather.....	1,341,369\$	1,310,631\$
Jute Yarn.....	4,214,451\$	1,858,968\$
Coal.....	3,311,339\$	2,546,430\$
Kerosene.....	1,213,629\$	1,083,021\$
Rice.....	140,785\$	20,119\$
Codfish.....	1,632,818\$	1,603,316\$
Wheat flour.....	4,915,428\$	2,294,650\$
Wheat.....	5,745,149\$	6,051,912\$
Wine.....	6,634,481\$	4,979,901\$
Sundry food stuffs.....	6,781,576\$	4,065,437\$
Coin and paper currency.....	713,755\$	52,176\$

PRINCIPAL EXPORTS:

Coffee.....	215,916:24\$	111,122:352\$
Hides (Salted).....	327,206\$	17,786\$
Rubber (mangabeira).....	257,001\$	78,392\$
Bran.....	226,859\$	433,195\$

FEDERAL LOTTERIES OF BRAZIL

DAILY DRAWINGS

Mondays.....	16:000\$
Tuesdays.....	15:000\$
Wednesdays.....	25:000\$
Thursdays.....	16:000\$
Fridays.....	15:000\$

Saturdays

1st Saturday in the month.....	50:000\$
2nd " " " ".....	200:000\$
3rd " " " ".....	50:000\$
4th " " " ".....	100:000\$

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WILL BE DRAWN ON DECEMBER 19th

560:000\$ (£31,250)

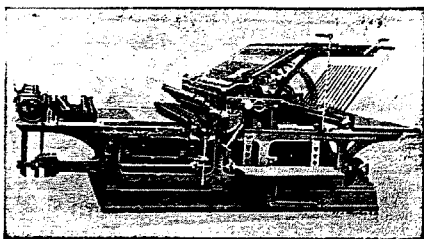
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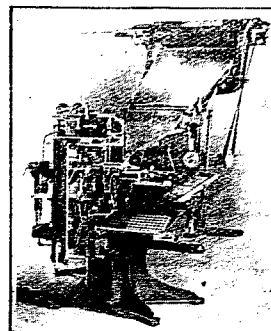
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OF THE BRAZILIAN REVIEW

42, RUA VISCONDE DE INHAUMA, 42

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



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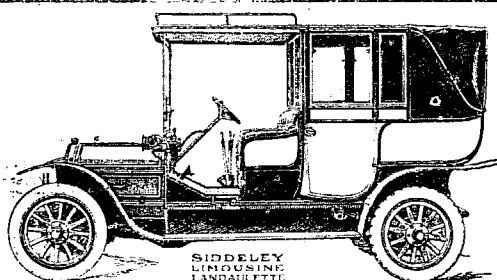
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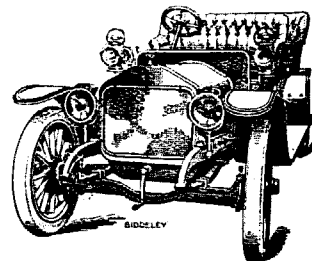
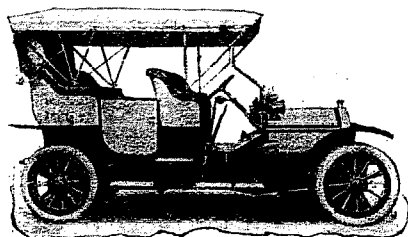
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Date	Steamer	Destination
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18 "	Sachsen	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp and Bremen.

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GRECIAN PRINCE..... Sept. 10th

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OCEAN PRINCE..... Sept. 5th

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TABLE OF DEPARTURES

Date	Steamer	Destination
Aug. 25	Avon	Santos, Montevideo and Bue- nos Aires.
26	Asurias	Bahia, Pernambuco, Madei- ra, Lisbon, Vigo, Cher- bourg and Southampton.
Sept. 7	Amazon	Santos, Montevideo and Buenos Aires.
9	Avon	Bahia, Pernambuco, Madei- ra, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
21	Araya	Santos, Montevideo and Bue- nos Aires.
23	Amazon	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
29	Chide	Santos, Montevideo and Bue- nos Aires.
Oct. 5	Avon	Santos, Montevideo and Bue- nos Aires.
7	Araya	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
15	Nile	Santos, Montevideo and Bue- nos Aires.
14	Clyde	Bahia, Pernambuco, St. Vi- cent, Lisbon, Leixões, Vigo, Cherbourg and Southam- pton.

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Sept.	20	Re Vittoria	N. G. I.	Las Palmas, Barcelona & Genoa
Oct.	4	Italia	La Veloce	" " "
"	11	Regina Elena	N. G. I.	" " "

SAILINGS FOR RIVER PLATE

MONTHS	DATE	STEAMERS	COMPANY	ROUTE
Aug.	29	Bolognese	Italia	Santos and Buenos Aires
Sept.	4	Re Vittoria	N. G. I.	Santos, Montevideo and Buenos Aires

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STA. CATHARINA LINE	The 11th. and 28th. every month at 12 noon.
SUL DA BAHIA LINES	Once a month (Departures not fixed.)
SERGIPE LINE.....	Twice a month (Departures not fixed.)
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Muruphã.	Victoria.	Salebité.
Olinda.	Zigarré.	Prudente de Moraes
São Salvador.	Estrella.	Iris.
Pernambuco.	Fagundes Varela.	Amazonas.
Espírito Santo	Grão Pará.	Guarajá.
Bragança.	Diamantino	Ladário.
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Cacipó.	Rio Verde.	Cahy.

26 BUILDINGFor 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..... " 1,000,000

HEAD OFFICE: --- LONDON.

Branch Office in Rio de Janeiro:

× × × × ×

RUA DA ALFANDEGA, 10

Draws on Head Office and the following Branches and Agencies:

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

Also on:

Messrs. Glyn, Mills, Currie & Co. — London.

Messrs. Mallet Frères & Co. — Paris.

Messrs. Joh. Berenberg, Gossler & Co. — Hamburg.

Credito Italiano. — Italy.

Granet, Brown & Co. — Italy.

Crédit Lyonnais — Spain.

Anglo-Oesterreichische Bank — Austria-Hungary
 (Anglo-Austrian Bank)

Banco de Portugal — Portugal.

THE LONDON & RIVER PLATE BANK LIMITED

ESTABLISHED 1862

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

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

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

AGENCIES IN BRAZIL

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

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

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

CURRENT ACCOUNTS opened with commercial
 firms and private individuals.

DEPOSITS received for fixed periods 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, Parahyba, Bahia, Maceió, Victoria, Rio Grande,
 Pelotas, Curitiba, Paranaagua, Santa Catharina, &c.

Draws on: —

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

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

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

Italy. { Credito Italiano,
 Banca Commerciale Italiana. }

Portugal. — Banco Lisboa & Açores and correspondents.

and any other countries.

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

The British Bank of South America, Ltd.

HEAD OFFICE: 2 A, MOORGATE STREET

LONDON, E. C.

Capital.....	£ 1,300,000	
Idem paid up.....	£ 650,000	—
Reserve fund.....	£ 535,000	

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

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

Santos Agents:

F. S. Hampshire & Co., Limited.

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

Draws on its Head Office in London:

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

Messrs. Heine & Co..... Paris.
Banque de Bordeaux..... Bordeaux.
J. Berenberg Gossler & Co..... Hamburg.

and Correspondents in Germany.
Messrs. Ressi & Co..... Milan.
Banca Commerciale Italiana..... Genoa.

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

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

Circular letters of credit available in all parts of the World

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

Messrs. E. Sainz & Hijos..... Madrid.
García Calamarte & Co..... Madrid.
and Correspondents in Spain.

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

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

MACHINERY and RAILWAY MATERIAL
Grasses and Lubricating Oils, &c., &c.

BORLIDO MONIZ & Co.

No. 55 and 57, AVENIDA CENTRAL

RIO DE JANEIRO

Telegraphic Address— Cable Codes— **Lieber's Standard**
"MONIZ" A. B. C. 1th Edition, A. L. Teleg. Code.
RIO DE JANEIRO. Western Union.

P.O. BOX N. 262, RIO DE JANEIRO, BRAZIL.

Correspondence in English, French, Spanish, and Portuguese.

DEALERS AND IMPORTERS OF

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

GENERAL COMMISSION AGENTS.

Open to accept sole agencies to introduce any article or machine
in the Brazilian markets

MANUFACTURERS and MERCHANTS' REPRESENTATIVES
Brazilian Government and Railways Contractors.

CORRESPONDENCE AND CATALOGUES SOLICITED
from firms who are disposed to work on an equitable basis

References may be obtained from well known firms in:—

London, Glasgow, New-York, Paris, Hamburg.

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

Money Market

QUOTATIONS DURING WEEK CLOSING AUGUST 21st 1908

WERE AS FOLLOWS:—
(COMPILED, BY PERMISSION, FROM THE FIGURES GIVEN DAILY IN THE
Journal do Commercio)

OFFICIAL RATES	SIGHT	60 d/s	90 d/s	Maximum and Minimum Bank Counter Drawing Rates	August
	New York	reis	reis	reis	Sat. 15
	Italy	reis	reis	reis	Mon. 17
	Hamburg	reis	reis	reis	Tues. 18
	Paris	reis	reis	reis	Wed. 19
	London	d.	d.	d.	Thurs. 20
	Hamburg	reis	reis	reis	Fri. 21
	Paris	reis	reis	reis	Arises: 1908
	London	d.	d.	d.	1907....

Extremes at which business was done during the week ended Aug. 21st were
15 1/8d. — 15 3/16d. for 90 d/s Bank paper and 15 5/32d. — 15 3/16d. for private.

The average Bank 90 d/s counter drawing rate for the week comes out at
15 5/32d., the corresponding sight rate being 15 3/32d. against 15 1/16d.; the
average sight rate of the *Camara Syndical*.

The average depreciation for the week, calculated on the basis of the Bank's
sight rate, is 44.09 % and the premium on gold 78.88 % against 44.09 % and
78.88 % last week. At these rates:—

1 £.....	was worth	158901	against	158901	the week before
1 shilling.....	"	5795	"	5795	"
1 penny.....	"	9365	"	9365	"
1 Franc.....	"	852	"	852	"
1 Mark.....	"	5780	"	5780	"
1 U.S. Dollar.....	"	34275	"	34275	"
1 200000 coin.....	"	354776	"	354776	"

THE BRAZILIAN REVIEW.

Rio de Janeiro, August 23rd, 1908.

Monday, August 17th.—Rates continued at 15 3/16d. in the Bank of Brazil, and 15 1/4d. in other banks, private paper being quoted at 15 5/32d. to 15 3/16d.

Tuesday, August 18th.—Rates unaltered.

Wednesday, August 19th.—Rates continued the same.

Thursday, August 20th.—No alteration.

Friday, August 21st.—No alteration.

Saturday, August 22nd.—Rates unaltered.

There was no alteration again in drawing rates, the Bank of Brazil continuing to draw at 15 3/16d., at which little money was forthcoming and the other banks at 15 1/4d. For taking, however, the Bank of Brazil advanced its rate to 15 11/16d., and as it is the only Bank with money and bills now are plentiful at Santos, it was able to dictate its own terms. A good deal of repassed paper also put in its appearance and only the advance of the Bank of Brazil prevented a rise in the drawing rate, which would probably have brought out money. As it is, until some of its 94,000 contos accumulated in the safes of the Bank of Brazil are set free, money must be scarce, and takers few and far between, in spite of the immense remittances that must be falling due for payment of the gigantic import of the first half of this year.

For the moment, in fact, the exchange market is cornered, and the Bank of Brazil has it all to itself, and will thus be able to lay up a little nest-egg in the shape of bills to draw against when the run does come, as come it must before very long.

The value of coffee shipments for the week just ended was £546,000, as against £604,000 the previous week and £525,000 for the week before. For the crop the value of coffee shipped (embarques) up to 21st August is £3,019,000, as against £4,964,000 last year and £3,761,000 the year before.

Quotations of Brazilian bonds in London were generally steady, 1889 four per cents rose 1/4 to 82 1/2, 1903 fives rose 1/4 to 96 1/4, Western Minas one point to 96 and Rio de Janeiro Municipality 1 1/4 to 88 1/2. The following were unaltered:—1895 fives at 93, Fundings at 104, 1907 fives at 91 1/2, Bello Horizonte at 96 1/2, São Paulo 1888 fives at 94 1/2, São Paulo 1899 fives at 99, São Paulo 1905 fives at 88, Leopoldina at 73, Dumont ordinary at 1 1/4 and São Paulo (English) Railway at 20 1/2.

Rio de Janeiro Tramway, Light and Power shares rose from 59 a week ago to 60 1/2 on Wednesday, closing finally at 59 1/2. São Paulo Tramway, Light and Power rose from 145 1/2 to 147 1/2.

British Consols fell 1/4 to 86 1/2. The Bank rates of England, France and Germany were unaltered at 2 1/2, 3 and 4 respectively. London market rate closed at 1 1/2 as against 1 1/2—1 9/16 the previous Saturday. Paris open market rate rose 1/4 to 1 1/2, whilst at Berlin, having risen to 3 per cent. on Monday, it declined again to 2 3/4.

BALANCE OF THE CAIXA DE CONVERSAO.

Saturday, 22nd August.

Note Account (Total ready for emission)	78,697,230\$000
Subsidiary Coins, Balance in Hand	15,757,872
Cash, Gold in Deposit	55,386,165 0 0—86,178,640\$000
Fcs. 10,382,430	412,664 8 11—6,602,631\$150
Dollars 127,720	26,308 14 11—420,039\$921
Marks 60	2 13 10—47\$101
Rs. 147,4208	16,551 0 0—264,816\$000
Pesos 2,745	245 11 0—8,728\$804
Liras 440	17 9 9—279\$799

£5,842,254 18 5 93,476,082\$279

172,189,070\$000

Credit Balances.

Emission, Notes issued	117,831,080\$
Less retired paid and replaced	24,357,270\$
	93,473,840\$000
Notes emittable (recd.)	78,697,230\$
Federal Treasury (recd. in subsidiary coin)	18,000\$
	78,715,230\$000

172,189,070\$000

The balance sheet of the "Caixa de Conversão" shows fresh issues during the week ended August 22nd to have been 20,940\$, and withdrawals 307,520\$, leaving a net loss to the "Caixa" of 286,580\$ or £17,536. The value of the gold in deposit on August 22nd was 93,476,082\$ or £5,842,255, as against £5,861,408 the week before, against which convertible notes are in circulation to the value of 93,473,840\$ and 2,242\$279 in subsidiary coinage.

The £4,000,000 Federal loan seems to have been a frost in London, 90 per cent. remaining on the hands of the underwriters. This pleased the "Financial News" so much, that unable to express its feelings in mere prose, our contemporary broke into the following noble verse, supposed to be descriptive of Dr. Campista's sentiments on the subject:—

"Corner, and Coffee, and Crisis
They all begin with a C;
But although the third is a useful letter,
The fourth expresses my sentiments better,
And that's the one for me!"

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

DESCRIPTION	July 17th, 1906	July 25th, 1908
Government Securities		
Gold Loan 1879 4 1/2 %	86	88
" 1883 4 1/2 %	87	88
" 1888 4 1/2 %	87	88
" 1889 4 1/2 %	82 1/2	81 1/2
" 1895 5 %	94 1/4	95 1/2
" 1903 5 %	91	93
" 1907 5 %	93 1/2	92 1/2
West of Minas Railway 5 %	95	94 1/2
New Funding Bonds 1898 5 %	103	104
Rio de Janeiro Bonds 1901-2-3 4 %	82 1/2	81 1/2
State of S. Paulo 5 % 1898	93	95
" " " Bonds 5 %	98	100
" " " 5 % Exchgr. Bonds	14 1/2	15 1/2
" " " 5 % Bonds 1904	19	18
State of Pará 5 %	86	86
do 1907 all paid	82	82
Bahia 5 % Gold Loan, 1904	90	91
Comp. Lloyd Bros., 5 % St. bds.	59	59
Corporation Bonds		
City of Rio de Janeiro 4 %	88	88
ditto 5 % g-l bonds	87	86
City of Santos 6 %	101	102
Bello Horizonte 6 % Sds Guar.	95	95
Mãdão (C. of S. Paulo) 5 %	89	89
City of Belem (Pará) 5 % Gd. R. of 1905	72	74
S. Paulo Gld. Ln. 6 % 1908 iss 97 1/2 Sep. all paid	96 1/2	97 1/2
Railways		
Brazil Great Southern 7 % Cum. Pref.	4 1/2	4 1/2
Gr. Western of Brazil, Limited	10	10 1/4
" " " 6 % Pref. Shares 50,000	11	11
" " " 70,000, 1901-75,000	—	—
Leopoldina Limited	70 1/2	71 1/2
Porto Alegre a Novo Hamburgo 7 % Pref. Shares	11 3/8	11 5/8
Rio Claro, S. Paulo, Limited, Shares	1 1/2	1 1/2
S. Paulo, Limited	25 1/2	25 1/2
" " " 5 % Non-Cum. Pref.	192	192
" " " 5 % Non-Cum. Pref.	114	113
Railway Obligations		
Brazil Gt. Southern, 6 % Mt. Mt. Dela. 1888	90	92
" " " 6 % Mt. Mt. Dela. Red.	99	101
" " " 6 % Porto. Dela. Stock	91	92
Gr. Western of Brazil Stock 6 %	128	130
ditto 5 % Rd.	109	102
Leopoldina 4 % do Stock, red.	97	97
Mogyuna, 5 % Dela. Bonds	103	102
Porto Alegre a Novo Hamburgo 6 % Mort. Dela. Red.	89	91
S. Paulo, Ltd. 5 1/2 % Debentures Stock	124	124
" " " 5 % do	113	113
" " " 4 % do	103	103
Rio Claro, S. Paulo 5 % Dela. stock	117	117
Banks		
British Bank of South America, Limited	16	17
London & Brazilian Bank, Limited	23 3/4	24 1/4
London & River Plate Bank, Limited	54 1/2	54 1/2
Shipping		
Amazon Steam Navigation Co., Limited	8 1/2	8 1/2
Royal Mail Steam Packet Co., ord.	51	51
ditto Pref.	50	50
ditto 4 1/2 % 1. Dh. Rd.	94	94
Pacific Steam Navigation Co.	19 1/2	19 1/2
do Issues on exchange for Dela.	58	58
Prince Line Ltd.	5/8	5/8
Mining		
Ouro Preto, ord.	3 1/8	3 1/8
St. John del Rey	3 3/8	3 3/8
do Prefe. 10 %	15 1/8	15 1/8
Telegraphs		
Amazon Tel. Shares	2	2
ditto 5 % Dela. Red.	86	88
Western Tel. Co. shares	13 7/8	14 1/8
do do 4 % del.	99 1/2	101 1/2
Miscellaneous		
Cantareira Waterworks 5 % del. 2nd issue	100	100
City of Santos Imp. Ld. 7 % non-cum pref.	10 1/2	11
City of Santos Imp. Ld. 6 % cum pref.	11	11 1/2
do do 5 % 1st charge del.	96	97
do 5 % (Trans) Dela. Red., Iss at 35	—	—
Sep. 45 % pd.	45	47
Rio de Janeiro City Imp. Limited	8 7/8	4 1/8
do do 5 % Dela. 1878-80	100	102
do do 1882-93 & 1901	59	101
do in or before 1901 at 95 % cp. £ 50pd	36	86
Rio de Janeiro Flour Mills Limited	1 7/8	2 1/8
" " " do Mort. del.	102	102
S. Paulo (Ins Co. Limited)	13 1/2	14
do 5 % Dela. (Regd.)	49	51
Dumont Coffee, ord.	1	1 1/2
do do 7 1/2 % Cum. pref.	7 1/4	7 3/4
S. Paulo Coffee Est. 5 1/2 % 1st. Mort. del.	98	100
ditto 7 % Cum. Pref.	86	88
Rio de Janeiro Trams, Light & Power	43 1/2	49 1/2
Rio de J. Tram. Light & Pwr. 1st. Mt. 30 yrs. 5 % Gld. Bd's	86	87
São Paulo Tram. Light & Pwr. (1100)	132	137
do 3 1/2 % Mt. Dela. Red. (4500)	16	38
S. Paulo Match Co. 1st. Mt. 10	78	78
N. Brazilian Sugar Factories	1/8	1/4
Central Bahia Railway Trust :—		
Reg. Trust "A" Certs Rd.	79	81
ditto "B" Certs	22	24
Mãdão Imp. 7 % cum : Pref.	7	7

MOVEMENT OF 18 LEADING NATIONAL AND 5 FOREIGN BANKS.

As per Balance Sheets of 31st March, 1908.

Assets	In contos of reis.		
	National.	Foreign.	Total.
Capital unrealised	42,007	14,667	56,674
Discounts and Loans	192,634	98,419	291,053
Bills Receivable	86,406	102,410	188,816
Cash	108,305	58,197	166,502
Sundry	639,056	269,720	908,776
	1,068,408	543,413	1,611,821
Liabilities.			
Capital paid up	180,050	47,833	227,883
Reserves	24,163	1,000	25,163
Deposits at sight	239,208	78,958	318,166
Deposits at fixed dates	31,778	50,386	82,164
Sundry	593,209	365,236	958,445
	1,068,408	543,413	1,611,821

Compared with 29th February cash shows an increase of 14,781 contos, of which 8,588 in the National and 6,193 at the Foreign Banks, having reached in all 166,502 contos, equivalent to £10,406,375, as against £7,976,000 on 31st December and £9,482,000 on 28th February last. On 31st March the amount of currency (convertible and inconvertible) was reduced to 738,314 contos, so that the ratio of the money in the banks to the total issue on that date was 22.1 per cent., as against 20.3 per cent. on 28th February and 17.2 per cent. on 31st December.

Discounts and loans show an increase of 7,239 contos compared with 28th February, of which 6,904 occurred in the National Bank and only 335 contos in the Foreign.

Bills Receivable. There was again a net falling off of 443 contos in this item, an increase of 372 contos having occurred at the National but shrinkage of 815 contos at the Foreign banks.

Deposits at Sight. There was a net increase in this item compared with February of 582 contos, the National banks showing an increase of 795 and the Foreign banks a shrinkage of 1,377 contos.

The ratio of Cash to Sight deposits rose to 52.3 per cent., from 47.67 per cent. on 28th February. The rates in the National banks being 45.3 and in the Foreign 73.7 per cent.

Deposits at Fixed Dates. There was an increase of 2,774 contos in this item, of which 219 in the National banks and 2,555 in the Foreign.

Together fixed and sight deposits amounted to 490,339 contos, or 2,192 contos more than on 28th February.

The ratio of the item Discounts and Loans to total deposits fell from 73.8 per cent. in February to 72.7 per cent. for March, being 71 per cent. at the National Banks, as against 68 per cent. in February and 76.1 per cent. at the Foreign, as against 76.5 per cent. on 28th February.

On July 24th last the bonds of the Minas Geraes 5 per cent. 1907 gold loan were admitted to quotation on the Paris Bourse.

BUSINESS DONE ON THE RIO STOCK EXCHANGE During week ending August 21st, 1908.

DESCRIPTION.	Sales	Highest	Lowest	Closing	
				This week	Previous

Government Securities.

Apollon Geraes 5 per cent.	567	1,015	1,000	1,014	1,010	Aug. 14
do fractions	1,524	1,025	1,000	1,020	1,005	" 13
do 1903	46	1,015	1,007	1,015	1,007	" 12
do 1897	125	1,008	1,004	1,006	1,004	" 13
Muni. Loan 1906	90	183	183	183	182	" 14
do nom.	34	107	107	107	107	" 13
do 220	152	278	278	278	278	" 8
do 220 nom.	—	—	—	—	—	"
do	—	—	—	—	—	"
State of Minas	151	808	808	808	808	" 14
do fractions	2	768	768	768	768	" 11
State of Rio 4 p.c.	1,115	685	68	685	68	" 13
do ex-j.	25	648	648	648	648	"
State of Espirito Santo	—	—	—	—	—	"

Bank Shares.

Brazil	259	188	188	188	188	" 14
do 30 d.a.	500	188	188	188	188	" 10
do fractions	22	188	188	188	188	" 11
do alvára	—	—	—	—	—	"
Commercial	355	105	105	105	105	" 14
Comercio	136	120	125	130	125	" 6

Railways & Tramways.

Jardim Botânico	—	—	—	—	—	"
do 50 per cent.	—	—	—	—	—	"
Sapucaia Rly.	1,000	298	298	298	298	" 10
Jacarepaguá	10	195	195	195	214	" 10

Cotton Mills.

Progresso Industrial ...	45	308	308	308	308	" 14
S. Aleixo	—	—	—	—	—	"
Corcovado	—	—	—	—	—	"
Confiança Industrial ...	150	188	188	188	188	" 14
Carioca	50	248	248	248	310	May 12
Alliança	10	250	250	250	265	July 31
Mageense 60 per cent. (alvára)	5	255	255	255	145	June 30

Insurance.

Varejistas	5	50	50	50	—	"
------------------	---	----	----	----	---	---

Miscellaneous.

Bancamento do Rio	—	—	—	—	—	"
Loterias Nacionais	500	1085	1085	1085	1085	Aug. 14
Docas da Bahia	300	3875	385	3875	68	" 11
Docas de Santos	—	—	—	—	—	"
Construções Civis	105	905	608	608	85	" 14
do (alvára)	—	—	—	—	—	"
Cooperativa Min. Brasileira (alvára)	—	—	—	—	—	"
Industrial Nord Oeste	—	—	—	—	—	"
Lloyd Brasileiro (alvára)	—	—	—	—	—	"
Conservas Alimentícias	—	—	—	—	—	"
Melhoramentos no	—	—	—	—	—	"
Terras e Colonizações	1,000	298	298	298	298	July 25
do	500	3875	3875	3875	38	June 30
Debentures.						
America Fabril	—	—	—	—	—	"
Carria Urbana (2008)	100	1085	1085	1085	108	Aug. 14
do fractions 1008	30	2885	2885	2885	216	" 10
Candelária	90	108	108	108	108	" 14
Mercado Municipal	177	195	195	195	195	" 14
Munif. Fumense	175	2108	2108	2108	2108	" 14
Jardim Botânico	10	1928	1928	1928	1928	" 13
Rodrigues e Cia.	100	2258	2258	2258	2258	July 24
Ordem da Penitenciária	30	2608	2608	2608	2608	June 15
Cervejaria Brasileira	10	2608	2608	2608	2608	July 30
Docas de Santos	10	2608	2608	2608	2608	"

The total business done on the Rio de Janeiro Stock Exchange amounted to 1,658,794, distributed as follows:—

Government securities	1,014,037\$000
Bank shares	219,155\$000
Railway and Tramway shares	27,950\$000
Cotton	58,127\$000
Insurance	250\$000
Miscellaneous	44,025\$000
Debentures	234,650\$000

Total, week ending Aug. 21st, 1908	1,658,794\$000
" " " Aug. 14th, 1908	1,981,186\$000
" " " Aug. 23rd, 1907	1,859,698\$000

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE During week ending August 20th, 1908.

DESCRIPTION	Sales	Highest	Lowest	Closing	
				This week	Previous

Government Securities.

Apollon Geraes 5 per cent.	5	1,008	1,008	1,012	808	Aug. 7
S. Paulo Muni.	25	288	288	288	158	July 20
Pirajá Muni.	90	308	308	308	158	Aug. 5
Santos Muni.	17	808	808	808	808	" 13

Railway Shares.

Paulista	5	288	288	288	288	" 13
Mogiânia	10	288	288	288	288	" 13

Bank Shares.

Comercio e Indust.	20	308	308	308	308	" 12
de S. Paulo	20	308	308	308	308	" 13
União de S. Paulo	20	308	308	308	308	" 13
Com. Indo Brasil	—	—	—	—	—	"

the week ended August 20th, 1908, amounted to Rs. 260,040\$, distributed as follows:—

Government securities	34,913\$000
Railway shares	105,357\$000
Banks	119,770\$000

Total, week ended Aug. 20th, 1908	260,040\$000
" " " Aug. 15th, 1908	189,735\$000
" " " Aug. 22nd, 1907	676,138\$000

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE Montreal Prices

	July 28	July 29
Mexican Light and Power Co.	65 1/2	64 1/2
do 50	87 1/2	88
São Paulo Tramway Light and Power Co. Limited	139 1/4	139
do 50	95 1/4	97
Rio de Janeiro Tramway Light and Power Co. Ltd.	49 1/2	49
do 50	85 1/2	85

Closing Quotations of Brazilian stocks and shares on the Paris Bourse

FOR WEEK ENDED

DESCRIPTION	Aug. 1st 1908	July 25th 1908
State of Minas Geraes 5 %	480	495
do R. de Minas	500	510
do Espirito Santo	400	400
do Pernambuco 5 % a 1905	411	416
do Alagoas 5 % a 1905 ex-c.	396	399
do Pará 5 % a 1905	447	445
do Amazonas 5 % a 1905	376	376
do Paraná	434	435
do São Paulo 5 % a 1905 ex-c.	480	488
do	474	474.75
City of Bahia	432.50	432.50
São Paulo Rio Grande do Sul ex-c. 1st series	438 3/4	432.50
do do ex-c. 2nd series	451.50	451.50
do do Itararé Section 3rd series	451.50	451.50
do do S. Francisco 4th	—	—
Victoria and Minas 1st series	436	437
do 2nd series	455.25	454.75
North of Brazil Railway	579	—
North of Paraná Railway	—	—
Goyaz Railway 5 %	447	—
Bahia Docks and Port Company 5 %	444	—
Port of Pará	444	444
De Meio Brazilian Rubber Pref-shares	4	—
North West of Brazil Railway	403	407
Rio de Janeiro Light & Power 5 % deb's	415	412.50

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

DESCRIPTION	Aug. 1st 1908	July 25th 1908
Minas paper.....	267 50	272
Rescission Bon 18 4°	81.25	82
Port of Rio de Janeiro 5°	56 50	56.87
City of Paris	865	867
Auxiliaire de Chemins de Fer au Brésil Pref.	820	810
do do do Ord.	765	770
do do do Deb's.	—	—
Rio de Janeiro Light & Power Delm.	445	457
do do Shares	267	268 50

Coffee Market

COFFEE ENTRIES

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	Aug. 21 1908	Aug. 14 1906	Aug. 23 1907	Aug. 21 1908	Aug. 23 1907
By Centra' R'y.	25,068	23,845	27,274	142,216	119,054
Leopoldina R'y	38,821	38,822	36,124	217,826	171,012
Inland	1,481	1,214	4,194	18,439	29,628
Coastwise, discharged.	65,380	64,172	67,880	378,652	348,694
Total	1,736	1,598	2,674	15,115	12,031
Transferred from Rio to Niteroy	64,454	62,884	65,217	363,557	345,668
Not Entries at Rio ...	8,441	9,434	8,026	72,146	37,596
C. Santos, in transit.	71,899	72,368	74,244	475,494	374,259
Niteroy from Rio & Leopoldina R'y.	334,728	326,094	322,995	1,832,120	1,556,027
Total Rio including Niteroy & transit.	406,623	397,412	406,238	2,267,813	1,719,246
SANTOS					
Total Rio & Santos					

The coast arrivals for the week ended August 23rd were:—

Sao Paulo	1,457 bags
Angra dos Reis	41
Total	1,498

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

	Per Post Jordahlby	Sorocama and others	Total at S. Paulo	Total at Santos	Remaining
1908 1909 :	1,771,379	91,596	1,862,975	1,832,120	30,855
1907 1908 :	1,219,874	110,019	1,329,893	1,266,027	63,866

COFFEE LOADED (EMBARQUES)

Rio	DURING WEEK ENDED			FOR THE CROP TO	
	1908 Aug. 21	1908 Aug. 14	1907 Aug. 23	1908 Aug. 21	1907 Aug. 23
Niteroy	38,577	45,290	109,491	236,716	171,179
In transit	11,637	8,909	1,369	75,959	31,542
Total Rio including Niteroy & transit.	50,214	54,199	111,430	312,675	202,721
Santos	240,714	245,828	181,638	1,266,244	2,040,550
Total Rio & Santos	290,928	299,027	293,068	1,578,919	2,243,271

Rio de Janeiro, August 22nd, 1908.

Entries at Rio and Santos for the week ending 22nd Aug. were 9,211 bags more than for the previous week, and 110,385 more than for the corresponding week last year.

For the crop entries reached 2,267,813 bags, as against 1,710,286 last year, and 2,603,489 in 1906.

Shipments (embarques) were 37,991 bags less than for the previous week, and 2,680 bags less than for the corresponding week last year.

The average price for Rio N. 7 was 3\$506, against 3\$506 in the previous week; and at New York it was 5.93 cents against 5.93 cents for the previous week, and 6.37 cents last year.

Stocks increased 124,031 bags, but are 274,787 bags less than last year, and 115,576 more than in 1906.

Santos entries were 9,634 bags more than for the previous week, and were more than shipments by 94,554 bags. The daily average for the week (6 days) was 55,788 bags, as against 54,181 bags for the previous week, and 37,165 last year.

Entries up to 22nd August, for the last nine years were as follows:—

1908	2,267,813
1907	1,622,381
1906	2,386,497
1905	1,847,491
1904	2,141,038
1903	2,550,931
1902	2,280,384
1901	2,663,215
1900	1,758,281

Commissarios Prices.

Market Prices.

Aug. 17	5\$000—5\$300	5\$000—5\$300
" 18	5\$000—5\$300	5\$000—5\$300
" 19	5\$000—5\$300	5\$000—5\$300
" 20	5\$000—5\$300	5\$000—5\$300
" 21	5\$000—5\$300	5\$000—5\$300
" 22	5\$000—5\$300	5\$000—5\$300

For the coffee crop clearances up to August 22nd show 1,370,310 bags less than last year, and sterling value £2,236,066 less.

São Paulo, August 22nd, 1908.

The week under review has been one of commercial activity without any stirring news or events.

The North European markets sent orders at sufficient limits to enable exporters to buy freely. Quotations ran from 34s. 6d. to 36s. 6d. for superior, according to type and description.

Fine and finest qualities were also in good demand at prices from 36s. to 40s., but it is now more difficult to place such goods, the more so as the United States have almost entirely fallen out, and European orders call mostly for "superior," and for a few days since for "goods" and "regulars" also. It is the old story; what cannot be got is wanted; soon the finest goods will on account of their abundance be a drug in the market, and the rubbish of former crops will be sought after, that is nothing new in the coffee trade.

Santos dealers have met the demand freely up till about Wednesday, when owing to news about the financial operations of the Government planters gave orders not to sell as readily as before, and business has since become more difficult, which is perhaps just as well, as exporters got some breathing time to dispose of their former purchases. News about slight local frosts may have influenced sellers also, but since that the weather has changed, rain set in, and flowers begun to open.

Business in futures is much restricted, and was confined to "report" of former purchases to future months at prices varying between 3\$500 to 3\$900 for type 4.

The new law authorising the loan and the restriction of imports has passed Congress with hardly any discussion, and it will be as summarily dealt with by the Senate, so that its promulgation is likely to take place at the end of the month, and the increase of the surtax to take effect from the beginning of October onward.

We have received the following from a large roasting firm in Germany:—

With great interest we read in your paper of the 14th July your article about the auction of 50,000 bags of valorisation coffee.

It is certainly true that the buyers of the 50,000 bags were greatly disappointed in their expectations of selling, and a large part of it is not sold yet.

But we beg to diverge concerning your remarks that it is supposed that in the interior one had been able to get along without the high-classed Santos, and that one had learnt to supplement them, and had no anxiety to turn to them again.

One of the greatest mistakes of the valorisation gentlemen is that the coffee held by Government belongs only to the high-class.

Of course amongst it some first quality is to be found, and amongst the 50,000 bags sold at auction several thousand were fairly good, in spite of the high price, but two-thirds, although of good quality, were hardly good for roasting.

In the interior the merely good appearance of coffee is not sufficient, good roasting qualities are also looked for. In seaports this is little understood, as a long practice is necessary to this effect.

We would have gladly bought some of the auction coffee and have carefully examined the different qualities, but in view of the prices we surmised that on such a basis few good lots could be sold, and the other lots would only entail loss of money. Coffee paid 40 to 40½ pfgr. at auction here was really only worth 37 to 38 pfgr. as consumption coffee. Amongst it there were so many dry fresh beans mixed that the roasting was quite unequal, and therefore entailed a loss of several pennings to continental roasters.

As in seaports good or bad roasters are not distinguished the natural result was that the good roasters were undervalued.

Those who bought at auction got quickly rid of the good roasters, but had to sell the bad ones at a loss.

The last valorisation coffees lately sold here were in the same condition, and we must confess that we were greatly disappointed.

If all the coffee held by the Government are like this, they will have great difficulty in getting rid of them, and for consumption prices will have to be considerably lowered. Of first class coffees generally speaking there is nothing to say. We are sorry for the coffee merchants and roasters of the interior, and know that few lots of Government coffee have been bought at auction by them. These lots are quickly disappearing, as they are not sufficient for consumers.

Since new coffee has been arriving still smaller interest is shown in valorisation coffee, and now the Government of São Paulo are unable to sell large lots without provoking a regular débacle.

Mr. George Rosenheim, who is so well and favourably known in Santos, informs us that he is establishing an exporting and commission house at Rua José Ricardo in that city; the name of the firm to be "George Rosenheim."

During the week ended 21st inst. there was heavy rain at Cachoeiras, Alto de Serra, Nictieroy, and a few other stations on the Leopoldina Railway, whilst at the majority of points no rain is reported.

The market has been under the influence of a series of successive, and more or less disappointing discoveries. These influences have put prices on a lower basis, and coffee is now obtainable cheaper than at any time for the past 12 months. We find September closing at 29½ pf, December at 29½, March at 29½, and May at 30 pf, against 30, 30½, 30½, and 30½ respectively a year ago. Nor does there seem to be any chance in the near future for improving on these prices. The market a week or two ago was categorically informed by the accredited agents of the São Paulo Government that no more valorisation coffee was to be sold until it was clearly shown that the consuming public was in immediate want of same. It was discovered during the week that the representatives of this Government were in the market all the time, offering and disposing of portions of their holdings as opportunity offered. A cable was sent to São Paulo to know the meaning of this; the answer was that the Government had withdrawn all offers. Well, the very next, the report makes the round of the market that further 6,000 bags or so had been disposed of. It may be good or bad policy of the Government representatives to sell at current prices whenever an opportunity offers: what irritates the trade and prejudices its future course is the fact that the promises made by this high authority should consistently be broken almost as soon as made. The market has also been depressed by large receipts, which now promise to be about 1,000,000 bags for July—with Rio and Santos together. While pointers are going round the market of 1,350,000 bags for the August receipts, and a private estimate of the total Santos crop, cabled by a well-known Santos house, puts the yield at 9½ to 10 million bags. Scattered covering orders made the closing tone a little firmer to-day, but they have not been important enough to cause any recovery from the lowest. Attention has also been directed to the fact that the Brazilian currency prices are now 200 to 300 réis lower than a year ago at Rio, and the same as last year at Santos. Then the market was at the beginning of a short crop year, now it is at the beginning of a large crop. No wonder it is suggested that the valorisers are anxious to sell their coffees.—*The Economist*, August 1st.

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 August 14th .. 29,000 bags.

Closing quotations for August .. 38875

" " " September .. 38875

" " " October .. 38875

" " " November .. 38900

COFFEE PRICE CURRENT

FOR THE WEEK ENDED AUGUST 21ST, 1908

DESCRIPTION	August 15	Aug. 17	Aug. 18	Aug. 19	Aug. 20	Aug. 21	Averages
RIO—							
Market N.6. 10 kilos	3.744	3.744	3.744	3.744	3.744	3.744	3.778
" N.7. " "	3.813	3.813	3.813	3.813	3.813	3.813	3.813
" N.8. " "	3.472	3.472	3.472	3.472	3.472	3.472	3.496
" N.9. " "	3.540	3.540	3.540	3.540	3.540	3.540	3.540
	3.268	3.268	3.268	3.268	3.268	3.268	3.292
	3.386	3.386	3.386	3.386	3.386	3.386	3.386
	3.064	3.064	3.064	3.064	3.064	3.064	3.068
	3.132	3.132	3.132	3.132	3.132	3.132	3.132
SANTOS—							
Superior per 10 kilos	3.900	4.000	4.000	4.000	4.000	4.000	3.980
Good Average.....	3.600	3.700	3.700	3.700	3.700	3.700	3.680
N. YORK per lb							
Spot N. 7 cent.	5 15 16	5 15 16	5 15 16	5 15 16	5 15 16	5 15 16	5.53
" 8 "	5 9 16	5 9 16	5 9 16	5 9 16	5 9 16	5 9 16	5.50
Options.....							
" Sept.... "	5.60	5.60	5.60	5.65	5.65	5.60	5.62
" Dec.... "	5.45	5.55	5.55	5.55	5.55	5.55	5.52
" March. "	5.50	5.55	5.55	5.60	5.60	5.60	5.57
HAVRE, per 50 kilos							
Options..... francs.							
" Sept.... "	39.50	40.00	40.00	40.25	40.25	40.00	40.00
" Dec.... "	38.50	38.75	38.75	39.00	39.00	38.50	38.50
" March. "	35.25	35.50	35.50	35.75	35.75	35.50	35.50
HAMBURG per 1/2 k.							
Options..... pfennigs.							
" Sept.... "	29.00	29.75	29.75	29.75	29.75	29.50	29.50
" Dec.... "	29.00	29.50	29.50	29.50	30.00	29.75	29.58
" March. "	29.50	29.75	29.75	29.75	30.25	30.00	29.91
LONDON per wt.							
Options..... shillings							
" Sept.... "	26 1/2	26 1/2	26 -	26 1/2	26 1/2	26 1/2	26 -
" Dec.... "	26 1/2	26 1/2	26 -	26 1/2	27 -	27 -	26 1/2
" March. "	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2

SALES OF COFFEE for the week ending

	August 21/1908	Aug. 14/1908	Aug. 23/1907
Rio.....	44,000	29,000	68,000
Santos.....	186,697	197,125	101,692
Total.....	230,697	226,125	169,692

OUR OWN STOCK

RIO: Stock on Aug. 14.....	319,458
Entries during week ended Aug. 21.....	63,454
Loaded (Embarque) for the week.....	382,712
Stock in Rio on Aug. 21.....	384,335
Stock at Nictieroy and Porto da Madama on Aug. 14.....	17,922
Stock in Ilha do Vianna on Aug. 14.....	6,149
" Affort on Aug. 14.....	31,289
Entries at Nictieroy plus total embarques including transit.....	58,655
	114,015
Deduct: embarques at Nictieroy, Porto da Madama and Vianna and sailings during the week.....	54,055
Stock at Nictieroy and affort on Aug. 21.....	59,960
Stock in 1st and 2nd hands and those at Nictieroy and affort on Aug. 21.....	464,295
SANTOS: Stock on Aug. 14.....	1,173,736
Entries for week ended Aug. 21.....	334,728
	1,508,464
Loaded during same week.....	240,174
Stocks in Santos on Aug. 21.....	1,268,290
Stocks in Rio and Santos on Aug. 21st, 1908.....	1,672,585
do do on Aug. 14th, 1908.....	1,548,554
do do on Aug. 23rd, 1907.....	1,947,372

FOREIGN STOCKS

	Aug. 15/1908	Aug. 8/1908	Aug. 17/1907
United States Ports.....	3,665,000	3,636,000	3,582,000
Havre.....	3,312,000	3,330,000	3,043,000
Both.....	6,311,000	6,366,000	6,615,000
Deliveries United States	113,000	125,100	58,000
Visible Supply at United States ports.....	3,421,000	3,253,000	3,993,000

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

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	25,836	6,274	7,579	512	—	1,792	42,293	323,665
Santos.....	62,560	104,782	—	—	—	—	257,292	1,050,820
Total	88,396	201,056	7,579	512	—	1,792	299,585	1,444,515
1908/1909	88,396	201,056	7,579	512	—	1,792	299,585	1,444,515
1907/1908	112,693	266,226	5,463	6,541	—	—	391,313	2,830,043

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS

Week ended

	Aug. 21	Aug. 14	Aug. 21	Aug. 14	Crop to Aug. 21	
	Bags	Bags	£	£	Bags	£
Rio.....	31,714	53,877	54,380	84,378	38,833	494,027
Santos.....	257,292	197,062	491,572	37,405	1,083,935	2,985,746
Total 1908/1909.....	282,006	250,939	545,952	461,783	1,322,768	3,479,773
do 1907/1908.....	385,590	268,765	689,886	518,169	2,768,078	4,813,839

Companhia Paulista de Armazens Geraes

SANTOS

WEEKLY COFFEE MOVEMENT

Warehouse No. 1 Warehouse No. 2

	BAGS	BAGS
Stock on Aug. 14th.....	15,323	43,041
Entries during the week.....	2,176	25,035
Withdrawals during the week.....	17,499	68,076
	2,831	19,773
Stock on August 21st 1908.....	14,648	48,303
Warrants to the number of 2, representing 6,448 bags of coffee were in circulation on August 21st 1908.		
Santos, Aug. 21st 1908.—Harry G. Estill, Manager.		

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 Itaborahy

(Caez dos Mineiros)

MANIFESTS OF COFFEE
During the week ending August 21st, 1908.
RIO DE JANEIRO.

Date	Name of Vessel	Destination	Shippers	Bags	Total
Aug. 13	Tropeiro	Pernambuco	Zenith, Ramos & Co.	250	
	do	do	Orinstein & Co.	450	700
14	Corcovado	Stockholm	Orinstein & Co.	250	
do	do	do	Theodor Wille & Co.	375	
do	Hamburg opt	do	Orinstein & Co.	1,000	
do	do	do	Pinheiro & Ladeira	257	
do	do	do	Theodor Wille & Co.	225	
do	do	do	Gustav Trinks & Co.	2,040	
				4,223	
	Oceano	Porto Alegre	Zenith, Ramos & Co.	—	100
	Itama	Pernambuco	Eugen Urban	—	500
15	Alaguanas	Mangos	Sequeira & Co.	50	
do	do	do	Sundry	70	
do	do	Natal	Sequeira & Co.	10	
do	do	Tutoya	Sequeira & Co.	250	
do	do	Cabedello	Sequeira & Co.	30	
do	do	Maranhão	Pinto & Co.	100	
				510	
16	Itapacy	Porto Alegre	Sequeira & Co.	100	
do	do	do	Eugen Urban	100	
do	do	do	Castro, Silva & Co.	100	
do	do	do	Castro, Silva & Co.	100	
do	do	do	Sequeira & Co.	100	
do	do	do	Eugen Urban	100	
do	do	do	Castro, Silva & Co.	100	
				1,314	
18	Iris	Antonia	Sequeira & Co.	—	250
do	Therapis	New Orleans	Norton, Megaw & Co.	3,500	
do	do	do	Orinstein & Co.	2,000	
do	do	do	Pinto & Co.	1,200	
do	do	do	Hard, Rand & Co.	386	
				7,116	
	Cordillere	Montevideo	John Moore & Co.	100	
do	do	do	Pinto & Co.	150	
do	do	do	Castro, Silva & Co.	90	
do	do	Buenos Aires	Orinstein & Co.	272	
do	do	do	Norton, Megaw & Co.	100	
				812	
	Oronsa	Talcahuano	Orinstein & Co.	50	
do	do	do	Eugen Urban	60	
do	do	do	Orinstein & Co.	400	
do	do	do	Eugen Urban	325	
do	do	do	Orinstein & Co.	100	
do	do	Punta Arenas	J. P. Roth & Co.	80	
				1,015	
19	Voltaire	New York	Hard, Rand & Co.	9,000	
do	do	do	Orinstein & Co.	5,000	
do	do	do	Carlo Pareto & Co.	1,000	
do	do	do	Pinto & Co.	300	
do	do	do	Gustav Trinks & Co.	417	
do	do	do	Eugen Urban	250	
				16,963	
	Parthia	Hamburg opt	Gustav Trinks & Co.	94	
do	do	do	Gustav Trinks & Co.	502	
do	do	do	Gustav Trinks & Co.	200	
do	do	do	Gustav Trinks & Co.	200	
do	do	do	Gustav Trinks & Co.	125	
do	do	do	Gustav Trinks & Co.	250	
				1,551	
	Parahyba	Pernambuco	C. Fernandes & Co.	300	
do	do	do	Sequeira & Co.	250	
do	do	do	Zenith, Ramos & Co.	40	
do	do	do	Zenith, Ramos & Co.	125	
do	do	do	Orinstein & Co.	150	
do	do	do	Pinto & Co.	1,125	
do	do	do	Orinstein & Co.	1,420	
				3,423	
	Alexandria	Lacuna	Sequeira & Co.	—	200
do	Guyara	Messora	Castro, Silva & Co.	—	500
20	Onopsea	Cap Town	Norton, Megaw & Co.	200	
do	do	do	Eugen Urban	50	
do	do	East London	Norton, Megaw & Co.	50	
do	do	do	Pinto & Co.	100	
do	do	Moss Bay	Eugen Urban	150	
do	do	Bulman	Pinto & Co.	100	
do	do	Liverpool	Sundry	2	
				502	
	Atlantique	Bordeaux	Carlo Pareto & Co.	—	500
20	Cap Ortelgal	Hamburg opt	Theodor Wille & Co.	750	
do	do	do	Theodor Wille & Co.	125	
do	do	do	Theodor Wille & Co.	125	
do	do	do	Theodor Wille & Co.	250	
				1,250	
21	Haile	Leixões	Adriano Tolles & Co.	515	
do	do	do	Castro, Silva & Co.	50	
do	do	do	Castro, Silva & Co.	2	
				567	
			Total	42,293	

SANTOS.

Date	Name of Vessel	Destination	Shippers	Bags	Total
Aug. 14	Tevet	Havre opt	Baldwin & Co.	9,900	
do	do	do	E. Johnston & Co. Ltd.	6,000	
do	do	do	Holworthy, Ellis & Co.	4,000	
do	do	do	Mich. Wright & Co. Ltd.	3,000	
do	do	do	Roxo & Co.	3,000	
do	do	do	Nossack & Co.	1,000	
do	do	do	Hard, Rand & Co.	250	
do	do	do	Geo. W. Ennor	4,000	
do	do	do	S.F. et C. Franco-Bresilienne	2,500	
do	do	do	Hard, Rand & Co.	1,000	
do	do	do	Nauman, Gepp & Co. Ltd.	500	
do	do	do	Roxo & Co.	500	
do	do	do	Mich. Wright & Co. Ltd.	250	
do	do	do	E. Johnston & Co. Ltd.	3	
				36,683	
	Therapis	New Orleans	Baldwin & Co.	13,911	
do	do	do	E. Johnston & Co. Ltd.	5,251	
do	do	do	Theodor Wille & Co.	4,250	
do	do	do	Holworthy, Ellis & Co.	4,245	
do	do	do	Hard, Rand & Co.	4,180	
do	do	do	Prado, Chaves & Co.	3,857	
do	do	do	S.F. et C. Franco-Bresilienne	3,404	
do	do	do	Krische & Co.	1,500	
do	do	do	Barbosa & Co.	1,000	
				40,782	
17	Voltaire	New York	Baldwin & Co.	2,500	
do	do	do	Hard, Rand & Co.	2,120	
do	do	do	Barbosa & Co.	1,207	
do	do	do	S.F. et C. Franco-Bresilienne	1,000	
do	do	do	Mich. Wright & Co. Ltd.	500	
				7,427	

Siena	Genoa opt	Theodor Wille & Co.	1,250	
do	do do	Baldwin & Co.	1,000	
do	do	Holworthy, Ellis & Co.	625	
do	do	Nossack & Co.	500	
do	do	Roxo & Co.	1,000	
do	do	Sundry	100	
do	Smyrna	Nossack & Co.	375	
do	Naples	Sundry	20	
			4,880	
18	Brasileno	San Sebastian	Zerrenner, Bulow & Co.	17
		Santander	Nauman, Gepp & Co. Ltd.	125
do	do	Gijon	Holworthy, Ellis & Co.	125
do	do	Avilez	E. Johnston & Co. Ltd.	125
do	do	Bilbao	Hard, Rand & Co.	25
do	do	Corunna	Barbosa & Co.	250
do	do	do	Nauman, Gepp & Co. Ltd.	250
do	do	Gibraltar	Nauman, Gepp & Co. Ltd.	125
do	do	Huelva	Nossack & Co.	125
do	do	Malaga	Krische & Co.	501
do	do	do	Nossack & Co.	250
do	do	Valencia	Nossack & Co.	100
do	do	Barcelona	Holworthy, Ellis & Co.	250
do	do	do	E. Johnston & Co. Ltd.	250
do	do	do	Hard, Rand & Co.	125
do	do	do	Nauman, Gepp & Co. Ltd.	125
do	do	do	Sundry	32
			2,800	
	Atlantique	Bordeaux opt	E. Johnston & Co. Ltd.	625
do	do	do	Nossack & Co.	250
do	do	do	Sundry	100
			925	
19	Halle	Antwerp	Theodor Wille & Co.	3,250
do	do	do	Nauman, Gepp & Co. Ltd.	2,500
do	do	do	Holworthy, Ellis & Co.	2,250
do	do	do	Levy Alvaro & Co.	1,000
do	do	do	Baldwin & Co.	1,250
do	do	do	Barbosa & Co.	750
do	do	do	Nossack & Co.	650
do	do	do	Hard, Rand & Co.	1,000
do	do	do	S.F. et C. Franco-Bresilienne	250
do	do	do	Zerrenner, Bulow & Co.	450
do	do	do	Mich. Wright & Co. Ltd.	570
do	do	do	Prado, Chaves & Co.	500
do	do	Bremen	Theodor Wille & Co.	1,750
do	do	do	Levy Alvaro & Co.	750
do	do	do	Baldwin & Co.	139
do	do	do	Barbosa & Co.	500
do	do	do	Nossack & Co.	500
do	do	do	S.F. et C. Franco-Bresilienne	750
do	do	do	E. Johnston & Co. Ltd.	1,000
do	do	do	Zerrenner, Bulow & Co.	213
do	do	do	Roxo & Co.	250
do	do	do	Sundry	4
		Leiden		20,276
	Campana	Havre	Theodor Wille & Co.	10,000
do	do	do	Roxo & Co.	5,000
do	do	do	Mich. Wright & Co. Ltd.	2,000
do	do	do	Hard, Rand & Co.	1,750
do	do	do	S.F. et C. Franco-Bresilienne	1,000
do	do	do	Nossack & Co.	1,000
do	do	do	Barbosa & Co.	1,000
do	do	do	Zerrenner, Bulow & Co.	500
do	do	do	Jamheiro, Costa & Camargo	135
do	do	do	Baldwin & Co.	20
do	do	do	Zerrenner, Bulow & Co.	285
			22,630	
	Bahia	Rotterdam	Theodor Wille & Co.	7,200
do	do	do	Mich. Wright & Co. Ltd.	6,000
do	do	do	Nauman, Gepp & Co. Ltd.	4,750
do	do	do	S.F. et C. Franco-Bresilienne	4,750
do	do	do	Prado Chaves & Co.	4,000
do	do	do	Barbosa & Co.	3,000
do	do	do	E. Johnston & Co. Ltd.	2,750
do	do	do	Roxo & Co.	1,475
do	do	do	Zerrenner, Bulow & Co.	1,750
do	do	do	Hard, Rand & Co.	1,750
do	do	do	Holworthy, Ellis & Co.	1,250
do	do	do	R. Alves, Toledo & Co.	500
do	Hamburg	do	E. Johnston & Co. Ltd.	8,025
do	do	do	S.F. et C. Franco-Bresilienne	5,250
do	do	do	Mich. Wright & Co. Ltd.	2,250
do	do	do	Levy Alvaro & Co.	2,000
do	do	do	Roxo & Co.	2,000
do	do	do	Schmidt & Trost	1,800
do	do	do	Zerrenner, Bulow & Co.	1,000
do	do	do	Nauman, Gepp & Co. Ltd.	1,000
do	do	do	Baldwin & Co.	1,000
do	do	do	Krische & Co.	750
do	do	do	Hard, Rand & Co.	500
do	do	do	Holworthy, Ellis & Co.	355
			63,667	
20	Corrientes	New York	Theodor Wille & Co.	30,000
do	do	do	Prado, Chaves & Co.	15,250
do	do	do	Levy Alvaro & Co.	4,000
do	do	do	Hard, Rand & Co.	3,135
do	do	do	E. Johnston & Co. Ltd.	1,250
do	do	do	S.F. et C. Franco-Bresilienne	1,000
do	do	do	Nossack & Co.	500
			55,135	
			Total	257,292

CORRECTION IN RIO MANIFESTS,
Week ending August 14th

Sundry, per Erlangen, for Antwerp	4
Sundry, per Byron, for New York	1
Pinto, per Avon, for London	3
Norton, Megaw, per Avon, for Southampton	7
Clarkson & Cross, per Avon, for London	4
Pinto, per Avon, for Capetown	2
Sundry, per Crown Prince, for New York	6

At Rio entries up to 21st August are some 16 per cent. in excess of last year's crops, whilst at Santos they are nearly 20 per cent. larger. Here at Rio there seems no particular reason why coffee should be hurried down, unless it were in order to ship it before the proposed alteration in the recovery of the duty take effect, when possibly, unless very well regulated, some coffees may have to pay duties twice over. At S. Paulo, on the other hand, there is every inducement to get as much coffee as possible down to Santos and out of the country before the increased duties come into force, which is expected to be in October.

The position of affairs is therefore abnormal for the moment and vitates conclusions, at any rate as far as the Santos crop is concerned.

Reports are current of a good flowering in the South of Minas.

COFFEE CROP STATISTICS

Entries in bags of 60 kilos (official figures)

	RIO.				SANTOS.				TOTAL.			
	1907-8	1906-7	1905-6	1904-5	1907-8	1906-7	1905-6	1904-5	1907-8	1906-7	1905-6	1904-5
July	151,673	260,460	250,629	185,677	706,792	579,317	668,474	499,167	858,465	849,177	919,097	994,844
August	329,045	389,725	434,857	317,765	866,648	1,590,434	1,127,172	1,492,676	1,245,093	1,909,149	1,552,019	1,773,835
September	478,297	571,243	439,438	439,854	1,165,509	1,842,087	1,178,262	1,706,587	1,638,737	2,233,280	1,677,800	1,764,441
October	544,070	575,559	515,140	351,409	1,270,987	1,983,422	1,178,694	1,605,472	1,840,437	2,579,012	1,622,744	1,447,342
November	379,065	508,068	292,591	272,697	870,311	1,075,075	672,674	790,572	1,270,339	2,185,025	1,734,555	951,270
December	235,322	330,735	273,135	231,492	559,430	1,379,284	548,761	722,943	722,943	1,076,119	407,261	420,754
January	266,443	508,117	110,484	266,569	381,271	1,372,090	280,527	347,509	647,714	1,746,963	721,676	575,377
February	312,100	217,457	107,511	166,447	366,400	793,383	532,840	388,645	648,559	1,041,040	340,351	435,092
March	206,029	370,617	115,120	131,092	370,078	814,151	297,100	388,595	576,105	1,254,158	377,196	412,997
April	161,675	337,169	175,571	92,707	241,641	1,001,084	219,844	411,399	463,579	1,228,447	377,415	92,062
May	188,420	233,708	314,610	71,372	291,733	133,255	170,645	161,269	291,182	1,877,061	485,255	295,581
June	161,152	207,151	199,257	138,351	254,435	806,490	299,690	231,522	415,065	1,013,621	492,557	370,154
Total Entries for the Crop-year	3,409,293	4,439,963	3,406,035	2,591,567	7,293,890	15,392,170	6,952,885	7,423,092	10,613,012	19,832,173	10,388,920	10,014,560
Victoria	—	—	—	—	—	—	—	—	—	—	—	—
Bahia	—	—	—	—	—	—	—	—	—	—	—	—
Other Ports	—	—	—	—	—	—	—	—	—	—	—	—
Grand Total	3,409,293	4,439,963	3,406,035	2,591,567	7,293,890	15,392,170	6,952,885	7,423,092	10,613,012	19,832,173	10,388,920	10,014,560

MONTHLY F.O.B. VALUE OF COFFEE CLEARED FOR FOREIGN PORTS (EXCLUSIVE OF COASTWISE SHIPMENTS) FROM RIO AND SANTOS DURING THE CROP YEARS 1907-8, 1906-07, 1905-06, 1904-05.

	QUANTITY.				VALUE.			
	1907-8	1906-7	1905-6	1904-5	1907-8	1906-7	1905-6	1904-5
July	1,779,993	587,675	541,406	657,273	2,063,197	1,167,779	1,046,390	1,210,128
August	1,215,016	1,434,115	1,052,476	1,123,911	2,156,672	2,869,377	2,280,079	2,231,674
September	1,285,034	1,536,657	1,464,779	1,447,192	2,314,675	3,062,370	2,921,296	2,929,574
October	1,455,676	2,125,777	1,600,101	1,167,664	2,417,964	4,147,779	3,249,469	2,955,068
November	1,044,871	2,772,197	1,058,506	1,049,635	1,469,172	5,369,171	2,251,749	2,046,953
December	1,134,470	1,582,409	928,385	953,338	2,083,979	3,499,130	1,761,075	2,011,594
January	1,139,540	870,311	776,434	793,581	2,142,771	1,728,241	1,575,258	1,634,459
February	895,406	1,081,891	182,417	672,165	1,575,172	2,345,267	1,041,437	1,318,679
March	840,701	1,087,617	637,114	795,469	1,581,091	2,079,581	1,209,741	1,086,605
April	563,198	1,165,717	675,820	627,511	675,611	2,178,025	1,001,561	1,197,479
May	652,193	1,542,766	591,307	247,549	1,288,686	2,722,145	1,061,545	421,994
June	397,492	1,379,911	306,042	394,399	748,929	2,149,187	622,747	656,985
Total	12,917,313	17,425,82	10,230,940	9,640,367	22,354,110	32,920,468	20,476,714	19,246,062

STATEMENT OF COFFEE CLEARED FOR THE FOLLOWING DESTINATIONS, AS PER MANIFESTS PUBLISHED IN THIS PAPER 1907-08, 1906-07, 1905-06, 1904-05.

DESTINATIONS.	Rio de Janeiro	Santos	Victoria	Bahia	Other Ports	Grand Total for Crop Year 1907-08	Grand Total for Crop Year 1906-07	Grand Total for Crop Year 1905-06	Grand Total for Crop Year 1904-05
EUROPE	1,779,691	5,374,357	29,554	189,033	5,342	7,378,015	10,971,914	5,655,629	3,720,892
Germany	445,023	2,023,928	20,048	34,752	2,531	2,525,450	3,423,916	1,958,195	1,628,284
Hamburg opt.	41,842	1,930,705	19,048	20,000	2,141	2,025,471	3,187,847	1,785,009	1,564,456
Bremen opt.	398,498	—	—	—	—	398,498	141,296	89,749	14,886
Bremen	300	92,138	1,000	1,000	25	903,331	178,221	85,447	42,442
Cuxhaven	—	—	—	—	—	—	—	—	—
Koenigsberg	—	—	—	—	—	—	10	—	6,500
Augsburg	—	—	—	—	—	—	—	—	—
Lubeck	250	—	—	—	—	250	—	—	—
Great Britain	5,133	130,510	750	834	1,164	188,440	312,384	211,483	178,643
London	1,920	125,020	750	201	—	127,941	171,142	116,167	125,584
London opt.	2,011	13,252	—	—	—	15,269	172,662	1,750	1,000
Southampton	700	11,676	—	—	—	12,376	30,241	1,628	831
Southampton opt.	300	—	—	—	—	300	—	—	—
Falmouth	—	—	—	—	—	—	1,130	—	—
Liverpool	—	11	—	2	1,181	1,197	3,491	47,362	21,373
Manchester	—	1	—	—	—	—	—	1	5
Channel f.o.	—	36,540	—	—	—	36,540	—	—	30,350
Glasgow	2	1	—	—	—	3	—	—	—
Newcastle	—	—	—	—	—	—	1	—	—
Jersey	—	—	—	—	—	—	2	—	—
Bournemouth	—	—	—	—	—	—	—	—	—
Putney	—	1	—	—	—	1	—	—	—
Newcastle	—	1	—	—	—	1	—	—	—
Mediterranean	8,525	7,875	—	—	—	16,400	42,230	62,370	23,181
Gibraltar	1,250	875	—	—	—	2,125	3,330	13,740	875
Malta	6,900	—	—	—	—	6,900	4,425	3,880	—
Alexandria	—	7,000	—	—	—	7,000	14,875	13,240	14,056
Alexandria opt.	—	—	—	—	—	—	—	31,360	8,550
Larnaca	375	—	—	—	—	375	—	—	—
Be'gim	198,691	404,995	3,506	11,713	300	619,205	1,416,544	434,032	230,976
Antwerp	19,423	404,995	3,506	11,713	300	439,937	1,374,434	384,398	295,345
Antwerp opt.	179,268	—	—	—	—	179,268	42,200	40,434	5,631
Port. gal	4,170	731	—	75	5	4,981	2,613	4,160	2,202
Lisbon	927	611	—	75	1	1,564	629	2,019	1,506
Leixões	3,122	90	—	—	—	3,212	1,978	2,119	511
Oporto	—	—	—	—	4	4	2	—	185
Madeira	91	—	—	—	—	91	—	—	—
Spain	490	78,165	—	—	—	78,655	87,433	85,510	52,261
Seville	250	10,209	—	—	—	10,519	7,701	6,126	3,400
Malaga	—	10,876	—	—	—	10,876	19,985	15,117	9,352
Cadiz	—	6,251	—	—	—	6,251	6,877	7,082	5,210
Barcelona	65	31,829	—	—	—	31,894	26,286	41,188	28,445
Santander	—	3,177	—	—	—	3,177	4,152	4,635	1,625
Valencia	—	3,850	—	—	—	3,850	2,850	3,725	1,225
Alicante	—	375	—	—	—	375	360	375	—
Coronaa	—	750	—	—	—	750	125	250	1,500
Vigo	50	1,278	—	—	—	1,328	874	219	320
Almeria	—	23	—	—	—	23	10	—	—
Bilbao	—	675	—	—	—	675	375	1,150	200
Gijon	—	1,751	—	—	—	1,751	1,579	2,063	875
San Sebastian	—	1,067	—	—	—	1,067	1,549	—	—
Avilez	125	—	—	—	—	125	1,000	625	—
Buelva	—	6,275	—	—	—	6,275	4,000	240	—
Pasajes	—	15	—	—	—	15	127	20	—
Cartagena	—	—	—	—	—	—	—	—	—
Russia	21,744	50	—	—	—	21,794	30,914	33,971	24,761
Odessa	11,465	50	—	—	—	11,515	13,564	16,119	17,775
Abo	875	—	—	—	—	875	60	1,175	—
S. Petersburg	—	—	—	—	—	—	—	—	250
Helsingfors	—	—	—	—	—	—	2,879	3,600	875

DESTINATIONS.	Rio de Janeiro	Santos	Victoria	Bahia	Other Ports	Grand Total for Crop Year 1907-08	Grand Total for Crop Year 1908-07	Grand Total for Crop Year 1905-06	Grand Total for Crop Year 1904-05
Wiborg	7,026	—	—	—	—	7,026	10,526	10,037	5,761
Helsingborg	975	—	—	—	—	975	—	1,756	—
Helsingborg opt.	—	—	—	—	—	—	—	125	—
Batoum	125	—	—	—	—	125	625	500	—
Montsyphote	—	—	—	—	—	—	500	100	—
Frederikshavn	300	—	—	—	—	300	425	—	—
Kotva	600	—	—	—	—	600	500	125	—
Stingsund	—	—	—	—	—	—	125	—	—
Omskoldswiks	—	—	—	—	—	—	100	—	—
Waza	—	—	—	—	—	—	375	—	—
Hangö	875	—	—	—	—	875	—	—	—
Austria Hungary	220,848	673,354	750	19,336	—	819,988	929,048	923,165	685,273
Trieste	225,248	654,808	750	13,186	—	794,082	916,418	907,096	572,564
Trieste opt. Fiume	—	—	—	—	—	—	—	125	—
Trieste opt. Smyrna	—	—	—	—	—	—	—	—	—
Trieste opt. Venice	—	—	—	—	—	—	—	—	—
Fiume	1,400	17,331	—	150	—	18,881	12,502	15,954	9,174
Fiume opt.	—	125	—	—	—	125	—	—	—
Fiume opt. Trieste	—	—	—	—	—	—	—	—	—
Lusnicipola	—	—	—	—	—	—	—	—	—
Spatato	—	—	—	—	—	—	—	—	—
Denmark	26,067	3,000	—	—	—	29,067	33,725	54,478	37,542
Copenhagen	25,317	3,000	—	—	—	28,317	33,725	54,102	37,542
Rauno	—	—	—	—	—	—	—	376	—
Odense	750	—	—	—	—	750	—	—	—
Roumania	9,528	875	—	—	—	10,403	5,826	10,997	3,294
Braila	125	—	—	—	—	125	250	9,197	625
Galatz	3,250	—	—	—	—	3,250	4,026	900	2,375
Kustendje	0,028	875	—	—	—	6,903	750	—	284
Salina	125	—	—	—	—	125	—	—	—
Bulgaria	3,375	—	—	—	—	3,375	2,875	500	—
Varna	3,375	—	—	—	—	3,375	2,875	500	—
Greece	1,800	—	—	—	—	1,800	1,850	6,329	1,181
Corfu	—	—	—	—	—	—	150	151	150
Nafth	250	—	—	—	—	250	500	875	—
Mitylene	125	—	—	—	—	125	—	2,002	750
Seri	—	—	—	—	—	—	125	625	250
Patras	1,425	—	—	—	—	1,425	250	1	1
Piræus	—	—	—	—	—	—	—	125	—
Candia	—	—	—	—	—	—	—	—	—
Vola	—	—	—	—	—	—	125	—	—
Holland	31,488	904,882	4,000	11,546	1,127	963,035	1,067,813	796,997	404,317
Rotterdam	14,355	877,500	4,000	7,596	1,127	904,578	1,066,638	796,497	404,317
Rotterdam opt.	16,250	—	—	—	—	16,250	750	500	—
Amsterdam	—	8,836	—	3,950	—	13,661	425	—	—
Amsterdam opt.	—	18,546	—	—	—	18,546	—	—	—
France	630,059	1,092,664	—	100,759	34	1,822,516	3,126,894	260,953	220,522
Bordeaux	23,059	4,404	—	5,010	—	33,133	22,202	21,189	6,520
Bordeaux opt.	—	250	—	—	—	250	3,375	3,250	800
Marseilles	50,067	33,940	—	8,348	—	92,395	31,715	33,301	19,033
Marseilles opt.	105,955	47,457	—	—	—	153,412	128,846	152,886	73,460
Havre	307,467	694,596	—	86,799	—	1,088,860	1,096,791	589,585	179,453
Havre opt.	143,302	300,382	—	—	—	452,889	1,839,478	56,558	58,682
Paris	—	408	—	—	—	419	61	7	—
Nantes	—	1,225	—	—	—	1,225	1,675	3,275	975
Bastia	—	—	—	—	—	—	2,750	—	—
Boulogne	—	1,000	—	—	—	1,000	—	—	—
Cherbourg	—	—	—	—	—	—	—	—	—
La Pallice	—	—	—	—	—	—	—	—	—
Italy	47,825	102,994	—	15,995	1	166,815	196,624	216,961	157,440
Genoa	39,543	64,984	—	10,816	1	115,344	119,843	149,150	118,188
Genoa opt.	2,475	19,188	—	—	—	21,663	39,875	40,357	18,607
Naples	297	2,200	—	1,254	—	3,751	4,616	3,251	2,753
Venice	3,250	15,898	—	2,125	—	21,273	21,303	17,040	14,710
Venice opt.	—	—	—	—	—	—	—	—	—
Messina	10	—	—	—	—	10	3,632	1,875	520
Leghorn	—	380	—	1,800	—	2,180	4,506	2,333	1,355
Catania	—	16	—	—	—	16	13	—	49
Regio Calabria	—	—	—	—	—	—	—	38	17
Cotrone	—	—	—	—	—	—	—	—	—
Palermo	1,750	250	—	—	—	1,750	2,053	2,279	1,655
Ancona	100	—	—	—	—	350	350	625	85
Civita Vecchia	—	75	—	—	—	75	147	—	11
Spezia	—	—	—	—	—	—	—	—	—
Sulerno	—	—	—	—	—	—	—	—	—
Riposto	—	1	—	—	—	1	16	3	—
Gallipoli	—	—	—	—	—	—	378	—	—
Palermo opt.	—	—	—	—	—	—	20	—	—
Savona	—	—	—	—	—	—	—	—	—
Susa	400	—	—	—	—	400	—	—	—
Siegniano	—	2	—	—	—	—	—	—	—
Sweden	27,345	1,750	500	—	—	29,595	31,383	15,944	5,163
Stockholm	7,750	1,500	250	—	—	9,500	5,154	5,281	3,157
Norköping	2,625	—	—	—	—	2,625	2,100	629	—
Malmö	1,125	—	—	—	—	1,125	1,125	876	375
Gleffe	6,003	—	—	—	—	6,003	7,351	3,377	631
Karlskrona	750	—	—	—	—	750	1,090	125	—
Sundswal	1,624	—	—	—	—	1,624	3,625	1,125	—
Kalmar	250	—	—	—	—	250	—	125	—
Hundskvall	—	—	—	—	—	—	1,375	—	—
Halmstad	500	—	—	—	—	500	500	—	—
Söderhamn	—	—	—	—	—	—	125	—	250
Helsingborg	—	—	—	—	—	—	625	—	—
Isstad	125	—	—	—	—	125	125	—	125
Ahus	100	—	—	—	—	100	—	—	125
Landskrona	—	—	—	—	—	—	125	250	125
Hernösand	250	—	—	—	—	250	875	625	—
Gotenbourg	5,376	250	250	—	—	5,876	4,008	3,251	500
Vestervik	625	—	—	—	—	625	250	—	—
Trelleborg	117	—	—	—	—	117	—	—	—
Orkarshamn	125	—	—	—	—	125	—	—	—
Norway	11,630	—	—	—	—	11,630	12,428	7,464	4,375
Christiania	6,585	—	—	—	—	6,585	6,407	2,779	1,125
Bergen	1,880	—	—	—	—	1,880	4,233	2,010	1,500
Drontheim	1,378	—	—	—	—	1,378	1,377	1,325	375
Stavanger	—	—	—	—	—	—	—	—	—
Lauvik	—	—	—	—	—	—	125	125	—
Arendal	125	—	—	—	—	125	125	—	375
Rafso	—	—	—	—	—	—	—	—	750
Christiansund	—	—	—	—	—	—	250	125	—
Bjorneborg	—	—	—	—	—	—	200	200	125
Dramen	750	—	—	—	—	750	251	—	—
Skien	900	—	—	—	—	900	450	650	125
Hongaberg	12	—	—	—	—	12	—	—	—

Turkey
Constantinople
Sofia
Dedeagach
Gallipoli
Rodost
Constantinople
Preveza
Istanbul
Pander
Mondan
Greece
Candia
Cania
ASIA
Lever
Smyrna
Rhodes
Samsoun
Kethvri
Trebizond
Ineboli
Samos
Aivali
Cavalla
Cesme
Cospoli
Isoli
Jafa
Scio
Alexandria
Smyrna
Beyroun
Mersina
Adalia
Kerass
Metelin
Tripoli
Mondan
Jasid
Beyroun
Japan
Yokohama
Kobe
Strait
Singapore
AFRICA
Port S
Tangier
France
Oran
Philippe
Algiers
Monsie
Bougie
Constant
Bône
Dukar
Gabs
Tunis
Arzen
Algiers
Spain
Tenerife
Las Pa
Cape
Cape T
Port L
East L
Port S
Port N
Algo
Mossel
Laur
Delago
AMERICA
Argen
Buenos
Buenos
Rosario
Rosario
Alvar
Urug
Montev
Canada
Halifax
Montre
United
New Y
New O
Baltim
Charle
New Y
New O
S. Fra
Chile
Valpar
Valpar
Talcab
Punta
Corral
Coquim

DESTINATIONS.	Rio de Janeiro	Santos	Victoria	Bahia	Other Ports	Grand Total for Crop Year 1907-08	Grand Total for Crop Year 1908-07	Grand Total for Crop Year 1905-06	Grand Total for Crop Year 1904-05
TURKEY	79,818	875	—	—	—	79,891	79,654	72,340	42,583
Constantinople	52,841	675	—	—	—	53,516	50,526	50,418	30,108
Solonica	21,000	—	—	—	—	21,000	24,252	16,252	10,875
Dedeagatch	3,875	—	—	—	—	3,875	4,100	3,175	1,500
Gallipoli	—	—	—	—	—	—	—	—	—
Rodos	—	625	—	—	—	625	—	500	—
Constantinople opt.	—	—	—	—	—	—	250	1,500	—
Preveza	—	—	—	—	—	—	25	—	—
Dardanellos	500	—	—	—	—	500	—	500	250
Panderino	250	—	—	—	—	250	500	—	—
Mondania	125	—	—	—	—	125	—	—	—
GREECE	875	—	—	—	—	875	—	—	125
Candia	375	—	—	—	—	375	—	—	125
Cania	500	—	—	—	—	500	—	—	—
ASIA	41,334	7,875	—	—	—	49,210	49,328	56,693	40,431
Levant	41,164	7,875	—	—	—	48,510	49,328	56,698	40,431
Smyrna	26,288	5,626	—	—	—	31,914	26,879	41,636	31,757
Rhodes	—	—	—	—	—	—	375	20	375
Samoun	2,625	—	—	—	—	2,625	6,127	2,750	1,400
Rethymno	—	—	—	—	—	—	—	—	—
Trebizond	3,875	250	—	—	—	4,125	6,901	5,751	3,170
Ineboli	1,125	—	—	—	—	1,125	500	1,250	500
Samos	—	—	—	—	—	—	—	250	—
Aivali	—	—	—	—	—	—	3,375	3,500	1,425
Cavalla	125	—	—	—	—	125	1,125	—	125
Cesme	3,875	625	—	—	—	4,500	—	—	—
Cospoli	—	—	—	—	—	—	—	—	—
Isiroi	—	—	—	—	—	—	—	—	—
Basserah	—	—	—	—	—	—	—	—	—
Jaffa	250	250	—	—	—	500	37	—	—
Scio	—	—	—	—	—	—	375	500	125
Alexandrette	—	—	—	—	—	—	1,625	—	1,000
Smyrna opt.	—	—	—	—	—	—	—	—	250
Beyrouth opt.	—	—	—	—	—	—	—	—	—
Mersina	375	—	—	—	—	375	875	375	—
Adalia	375	—	—	—	—	375	—	125	—
Kerasunda	500	—	—	—	—	500	375	—	—
Metelin	625	—	—	—	—	625	800	—	—
Tripoli	500	—	—	—	—	500	875	200	100
Mondavia	250	—	—	—	—	250	125	—	—
Ismid	875	—	—	—	—	875	—	—	—
Beyrouth	—	625	—	—	—	625	250	—	—
Japan	—	500	—	—	—	500	—	—	—
Yokohama	—	250	—	—	—	250	—	—	—
Kobe	—	250	—	—	—	250	—	—	—
Straits Settlement	170	—	—	—	—	170	—	—	—
Singapore	170	—	—	—	—	170	—	—	—
AFRICA	149,182	50	—	—	—	149,232	160,764	175,999	131,795
Port Said	—	—	—	—	—	—	—	250	—
Tangiers	750	—	—	—	—	750	690	375	675
French Possessions	63,407	—	—	—	—	63,407	58,221	40,483	30,367
Oran	35,505	—	—	—	—	35,505	26,117	18,884	13,906
Philippeville	3,180	—	—	—	—	3,180	5,645	5,010	4,235
Algiers	11,700	—	—	—	—	11,700	6,222	5,864	8,076
Mostaganem	7,732	—	—	—	—	7,732	9,001	8,000	2,270
Bougie	500	—	—	—	—	500	225	475	375
Constantine	—	—	—	—	—	—	—	—	—
Bone	750	—	—	—	—	750	2,250	1,000	1,325
Dakar	20	—	—	—	—	20	20	—	20
Gabes	125	—	—	—	—	125	230	125	—
Tunis	1,875	—	—	—	—	1,875	7,063	1,250	—
Arzen	—	—	—	—	—	—	125	—	100
Algiers opt.	—	—	—	—	—	—	—	250	—
Spanish Islands	600	—	—	—	—	600	1,360	3,391	1,550
Teneriffe	—	—	—	—	—	—	260	2,440	1,550
Las Palmas	600	—	—	—	—	600	1,100	951	—
Cape Colony	81,890	—	—	—	—	81,890	100,668	128,325	98,753
Cape Town	31,290	—	—	—	—	31,290	40,735	46,875	34,200
Cape Town opt.	—	—	—	—	—	—	4,050	—	2,700
Port Elizabeth	12,125	—	—	—	—	12,125	17,100	32,620	31,150
East London	9,600	—	—	—	—	9,600	15,768	18,075	11,145
Port Natal	8,650	—	—	—	—	8,650	9,025	7,375	7,938
Port Natal opt.	—	—	—	—	—	—	—	—	—
Algoa Bay	6,675	—	—	—	—	6,675	7,600	12,080	8,600
Mossel Bay	18,550	—	—	—	—	18,550	10,560	8,050	3,000
Lourenço Marques	2,535	50	—	—	—	2,535	4,675	2,675	450
Delagoa Bay	2,535	50	—	—	—	2,535	4,675	2,675	450
AMERICA	1,791,006	3,073,734	452,993	40,933	18,313	5,377,115	6,520,323	5,068,072	6,323,760
Argentina	84,601	98,458	—	100	3,542	186,736	157,656	154,211	124,468
Buenos Aires	84,601	87,252	—	100	3,541	175,494	148,006	157,692	111,970
Buenos Aires opt.	—	—	—	—	—	—	—	1	—
Rosario	—	11,241	—	—	1	11,242	9,050	6,617	11,398
Rosario opt.	—	—	—	—	—	—	—	—	1,100
Alvear	—	—	—	—	—	—	—	1	—
Uruguay	16,132	1,235	—	—	12,038	31,835	33,669	30,852	32,222
Montevideo	16,132	1,235	—	—	12,038	31,835	33,669	30,852	32,222
Canada	250	—	500	—	—	750	—	10	—
Halifax	—	—	500	—	—	500	—	—	—
Montreal	250	—	—	—	—	250	—	—	—
United States	1,871,268	2,971,794	452,499	40,183	662	5,136,436	6,310,452	4,863,518	6,167,473
New York	1,104,714	1,893,204	305,040	40,183	662	3,344,712	4,493,810	3,242,024	4,841,152
New Orleans	566,486	1,078,500	146,550	—	—	1,791,626	1,776,639	1,492,143	1,210,148
Baltimore	—	—	—	—	—	—	26,000	80,500	107,173
Charleston	—	—	—	—	—	—	12,003	17,050	9,000
New York opt.	—	—	—	—	—	—	—	5,707	—
New Orleans opt.	—	—	—	—	—	—	108	14,992	—
S. Francisco	108	—	—	—	—	108	—	—	—
Chile	18,745	2,127	—	700	15	21,687	17,791	18,086	8,253
Valparaiso	11,700	2,002	—	—	15	13,776	11,171	11,927	2,108
Valparaiso opt.	—	—	—	—	—	—	1,625	2,692	1,016
Talchhuano	1,625	—	—	—	—	1,625	2,500	1,768	1,254
Punta Arenas	1,900	—	—	—	—	1,900	1,250	1,300	500
Corral	1,750	—	—	—	—	1,750	400	250	125
Coquimbo	400	—	—	—	—	400	—	—	—

DESTINATIONS.	Rio de Janeiro	Santos	Victoria	Bahia	Other Ports	Grand Total for Crop Year 1907-08	Grand Total for Crop Year 1906-07	Grand Total for Crop Year 1905-06	Grand Total for Crop Year 1904-05
Caldeira	—	—	—	—	—	—	—	—	50
Taitai	—	—	—	—	—	—	—	—	—
Concepcion	—	—	—	703	—	1,150	450	500	50
Autofogasta	430	—	—	—	—	852	—	200	—
Liquique	522	—	—	—	—	—	20	—	—
Tocopilla	—	125	—	—	—	125	—	—	—
Corumbia	—	—	—	—	—	—	—	—	—
Peru	50	—	—	—	376	423	665	785	338
Iquitos	—	—	—	—	376	376	622	780	288
Nozareth	—	—	—	—	—	—	—	—	50
Arica	50	—	—	—	—	50	—	—	—
Bolivia	—	—	—	—	30	30	10	—	—
Paraguay	—	85	—	—	—	85	79	—	8
Assumpção	—	85	—	—	—	85	79	—	6
Total	3,761,296	8,456,017	482,553	230,061	23,655	12,953,572	17,702,829	10,956,398	10,221,878
Coastwise	249,042	59,271	—	—	—	308,300	379,698	295,453	256,516
Grand Total	4,010,338	8,515,288	482,553	230,061	23,655	13,261,872	18,082,527	11,251,851	10,508,394

SUMMARY OF CLEARANCES IN BAGS OF 60 KILOS, FOREIGN PORTS ONLY.

CROP YEARS.	EUROPE.		AMERICA.		AFRICA.		ASIA & AUSTRALIA.		TOTAL.
	Quantity.	Per cent. of total for crop.	Quantity.	Per cent. of total for crop.	Quantity.	Per cent. of total for crop.	Quantity.	Per cent. of total for crop.	
1907-08	7,378,015	57.0	5,377,115	41.7	149,232	1.0	49,219	0.3	12,953,572
1906-07	10,971,414	62.0	6,520,323	36.9	160,764	0.9	49,858	0.2	17,702,359
1905-06	5,658,429	51.8	5,069,472	46.2	175,224	1.5	56,573	0.5	10,956,358
1904-05	3,759,642	76.4	6,322,700	61.9	131,730	1.3	46,604	0.4	10,221,876
1903-04	2,116,165	96.3	5,793,427	52.4	102,988	1.0	40,127	0.3	11,055,707
1902-03	6,065,332	53.2	5,701,300	43.9	323,704	2.5	60,817	0.4	12,922,153
1901-02	8,082,155	53.1	6,855,235	45.0	242,196	1.6	63,593	0.4	15,243,179
Total for 7 crops	47,822,192	52.5	41,636,632	43.7	1,293,672	1.4	360,829	0.4	91,225,325

COFFEE CLEARED COASTWISE FROM RIO & SANTOS

DURING THE CROP YEARS 1907-08, 1906-07, 1905-06, 1904-05, 1903-04.

DESTINATION.	1907-08	1906-07	1905-06	1904-05	1903-04	Total 5 crops
Amazonas	21,898	28,163	20,803	23,253	23,476	129,593
Mandac	23,092	26,526	10,942	22,526	23,196	116,192
Itacatiara	826	1,587	801	717	—	4,271
Parati	80	50	—	—	—	130
Pará	70,857	107,013	85,242	92,078	85,968	431,157
Obidos	267	192	379	275	470	1,122
Santarém	59	1,053	683	631	3,378	5,804
Belém	69,979	105,888	84,230	91,262	85,221	436,580
Maranhão	21,157	28,103	17,449	19,510	17,042	102,261
S. Luiz	18,457	24,785	17,354	18,355	16,812	95,663
Tutoia	2,800	3,318	95	153	230	6,596
Ceará	23,538	12,357	8,719	18,781	5,540	69,965
Camocim	3,170	690	230	—	125	4,215
Fortaleza	10,010	1,325	7,746	18,331	5,165	61,677
Aracaty	1,358	402	743	330	130	3,063
Rio Grande do Norte	15,701	13,985	10,772	7,181	8,632	55,271
Mossoró	11,669	11,309	9,892	6,399	7,915	47,264
Macio	805	874	230	600	230	2,839
Natal	3,237	1,822	630	102	401	6,192
Parahyba	1,500	990	235	1,389	525	4,639
Cabedello	1,560	990	235	1,389	525	4,639
Pernambuco	29,161	34,428	59,544	49,436	48,780	221,349
Recife	29,161	34,428	59,544	49,436	48,780	221,349
Algoas	5,944	4,670	3,360	5,668	2,450	22,092
Maceio	5,944	4,670	3,360	5,668	2,450	22,092
Penedo	—	64	—	—	145	209
Sergipe	51	152	11	7	4	225
Aracaju	1	152	11	7	4	175
Estancia	50	—	—	—	—	50
Bahia	203	8	3	5	50	259
S. Salvador	203	8	3	5	50	259
Espl. It. Santo	—	—	11	40	10	61
Victoria	—	—	11	40	10	61
Capital Federal	35,045	37,696	4,595	8,811	20,667	108,214
S. Paulo	—	—	92	1	—	93
Iguape	—	—	1	1	—	2
Cananéia	—	—	91	—	—	91
Paraná	411	1,038	1,379	737	374	3,999
Paranaguá	410	666	691	596	257	2,620
Antonina	1	372	688	291	117	1,469
Santa Catharina	264	754	838	842	976	3,672
S. Francisco	114	264	480	478	472	1,890
Itajaí	—	101	101	16	5	323
Florianópolis	—	150	140	160	479	869
Laguna	150	240	116	200	20	786
Rio Grande do Sul	78,858	108,244	81,592	58,578	56,279	333,061
Rio Grande	17,363	23,927	20,018	15,011	14,492	90,751
Pelotas	25,465	10,777	17,725	17,725	16,485	101,298
Porto Alegre	41,278	58,272	39,340	25,793	25,132	169,841
Uruguaiana	—	580	380	1	150	1,111
Mato Grosso	1,212	2,837	810	1,189	646	6,494
Porto Martinho	75	40	30	45	45	215
Corumbá	1,337	2,297	785	1,093	580	6,507
Cuyabá	—	—	15	45	12	72
Total	808,900	879,498	295,453	286,516	271,817	1,641,284

VALUE OF SHIPMENTS F.O.B.

AT DIFFERENT PORTS.

FOR FOREIGN PORTS ONLY.

CROP YEARS.	Quantity. Bags of 60 Ks.	Value. £stg.	Average Value per bag.
Rio:			s. d.
1900-1	2,680,372	5,077,792	37 8
1901-2	4,806,678	7,257,176	30 2
1902-3	3,851,698	5,550,159	29 1
1903-4	3,801,775	6,144,631	32 4
1904-5	2,477,568	5,187,634	41 10
1905-6	3,015,724	6,288,168	41 4
1906-7	2,308,141	6,376,923	38 7
1907-8	2,761,296	5,930,782	31 6
Santos:			
1900-1	7,816,143	14,747,682	27 10
1901-2	9,728,135	16,209,270	38 5
1902-3	8,527,513	12,992,432	30 3
1903-4	6,516,717	10,862,525	23 4
1904-5	7,102,799	14,087,938	39 3
1905-6	7,274,216	14,258,526	29 2
1906-7	13,817,141	26,543,470	33 5
1907-8	8,456,017	16,423,378	38 10
Victoria:			
1900-1	903,699	351,462	34 5
1901-2	468,646	696,723	29 3
1902-3	414,151	574,857	27 9
1903-4	425,083	722,895	34 7
1904-5	389,392	807,815	41 5
1905-6	397,244	827,977	41 8
1906-7	409,412	784,429	38 4
1907-8	482,553	702,032	29 1
Bahia:			
1900-1	180,556	315,456	24 11
1901-2	321,719	321,146	28 7
1902-3	197,974	245,195	24 9
1903-4	374,158	381,733	27 10
1904-5	179,349	337,794	29 11
1905-6	229,112	439,899	38 5
1906-7	150,228	269,241	35 9
1907-8	230,651	372,126	32 4
Other Ports:			
1900-1	—	—	—
1901-2	23,456	95,190	29 11
1902-3	21,082	25,741	24 5
1903-4	24,939	30,000	31 4
1904-5	13,780	27,129	39 11
1905-6	40,102	84,295	42 0
1906-7	17,412	35,281	40 6
1907-8	23,655	39,429	33 4
All Ports Total:			
1900-1	10,803,970	20,532,392	37 8
1901-2	15,267,664	24,559,455	32 2
1902-3	12,012,328	19,298,384	29 8
1903-4	11,122,662	18,180,379	25 7
1904-5	10,222,878	20,439,770	40 0
1905-6	10,976,308	21,849,975	39 11
1906-7	17,702,329	34,008,419	38 5
1907-8	12,953,572	23,467,697	36 5
Grand Total for 8 crops	102,161,781	182,234,471	

**STATEMENT OF COFFEE CLEARED ABROAD AND COASTWISE BY DIFFERENT FIRMS,
AS PER MANIFESTS PUBLISHED IN THIS PAPER DURING THE CROP YEARS 1907-08, 1906-07, 1905-06, 1904-05.**

FIRMS.	Rio de Janeiro	Santos	Victoria	Bahia	Other Ports	Crop Year 1907-08	GRAND TOTAL Crop Year 1906-07	GRAND TOTAL Crop Year 1905-06	Crop Year 1904-05
Thomson & Wille & Co.	1,000,653	1,761,412	—	—	—	2,762,065	6,540,415	2,072,292	1,921,779
Armbrake & Co.	50,457	244,259	—	—	—	294,716	1,046,927	865,138	1,118,437
Orstedt & Co.	490,746	—	—	—	—	490,746	4,247,771	503,314	343,457
E. J. Jones & Co., Ltd.	—	49,345	—	—	—	49,345	818,694	512,590	599,512
J. M. Dornier & Co.	301,426	676,828	226,577	—	—	1,204,831	1,304,174	945,623	768,016
Krische & Co.	—	293,770	—	—	—	293,770	4,948,444	267,719	265,939
McLachlan & Co.	25,786	87,374	—	—	—	113,160	173,823	173,675	143,679
Gustav Trunks & Co.	292,875	—	—	—	—	292,875	123,811	128,831	91,294
Palto & Co.	267,291	—	—	—	—	267,291	245,296	223,625	122,590
Noel, Megow & Co.	104,904	—	—	—	—	104,904	78,159	126,294	71,632
Richard Riener & Co.	—	—	—	—	—	—	—	16,137	30,793
Roberto do Couto & Co.	96,457	—	—	—	—	96,457	23,824	19,559	4,164
P. S. Nussbaum & Co.	11,007	—	—	—	—	11,007	13,300	28,100	29,050
John Moore & Co.	4,150	—	—	—	—	4,150	3,951	9,401	35,907
Quayle, Davidson & Co.	4,950	—	—	—	—	4,950	—	—	—
Ed. Ashworth & Co.	—	—	—	—	—	—	5,464	15,257	11,310
Namun, Gepp & Co., Ltd.	—	740,448	—	—	—	740,448	1,198,572	1,027,039	982,174
Car. Heilwig & Co.	—	—	—	—	—	—	—	756	54,000
A. Froemel & Co.	—	—	—	—	—	—	—	—	41,296
Zerrenner, Bulow & Co.	—	145,140	—	—	—	145,140	278,444	213,523	116,497
Schmidt & Trost	—	31,282	—	—	—	31,282	33,611	53,278	43,414
Hayn & Rosenheim	—	—	—	—	—	—	—	6,813	25,445
The Hill Bros. & Co.	—	—	—	—	—	—	—	—	—
Prado, Claves & Co.	—	822,611	—	—	—	822,611	1,001,979	729,731	631,006
Nossack & Co.	—	280,987	—	—	—	280,987	250,062	19,064	95,577
Henry Wolpe & Co.	—	—	—	—	—	—	—	38,149	53,448
Holworthy, Ellis & Co.	—	368,191	—	—	—	368,191	528,152	236,351	14,432
W. B. Lawrence & Co.	—	—	—	—	—	—	—	—	3,862
J. Jansen & Co.	—	—	220,887	—	—	220,887	144,250	201,294	197,472
Isabell & Wilberg	—	—	—	—	—	—	—	—	1,038
Perre, Prad & Co.	7,500	—	—	—	—	7,500	2,000	11,556	11,478
G. W. Connor & Co.	—	77,730	—	—	—	77,730	101,920	140,240	69,857
W. Bode & Co.	—	—	—	—	—	—	74,101	252,120	208,459
Salles, Toledo & Co.	—	15,177	—	—	—	15,177	37,120	15,150	18,737
J. W. B. Puchas	—	—	—	—	—	—	—	2,075	9,125
Muller & Co.	—	—	—	—	—	—	—	—	37,302
Picard & Co.	—	—	—	—	—	—	—	—	9,575
Sequeira & Co.	77,571	—	—	—	—	77,571	67,327	57,790	52,165
Zenka, Ramos & Co.	48,384	—	—	—	—	48,384	63,631	87,808	60,933
Jorge Dias & Irmão	—	5,688	—	—	—	5,688	11,330	17,912	24,866
Eugen Urban	416,638	—	—	—	—	416,638	217,029	322,208	90,162
Castro, Silva & Co.	50,156	—	—	—	—	50,156	51,077	35,548	18,981
Fili, Martelli & Co.	—	11,578	—	—	—	11,578	1,471	555	1,174
Diogenes C. Ferreira	—	13,282	—	—	—	13,282	44,276	52,808	33,001
Alves, Lima & Co.	—	7,613	—	—	—	7,613	25,586	31,713	73,528
Bento de Souza & Co.	—	760	—	—	—	760	1,241	1,182	7,259
Fili, Pugliese, Carboni & Co.	—	1,315	—	—	—	1,315	901	11,826	88,320
Gustav Berg & Co.	—	—	—	—	—	—	—	19	24,530
Barboza & Co.	—	415,864	—	—	—	415,864	464,487	340,855	761,23
Georgs, Frey & Co.	—	—	—	—	—	—	16,640	—	9,296
Cunha, Bueno & Co.	—	3,130	—	—	—	3,130	1,742	4,912	—
Alberto de Oliveira	—	—	—	—	—	—	—	3,320	5,504
F. Mattarazzo	—	10,631	—	—	—	10,631	7,340	5,933	578
C. Dabrow	190,600	—	—	—	—	190,600	140,328	143,613	84,777
Faria & Co.	—	—	—	—	—	—	20	48,575	17,287
A. Altrou	—	—	—	—	—	—	—	100	13,662
C. Pareto & Co.	320,506	—	—	—	—	320,506	154,013	118,279	33,511
Baldwin & Co.	—	458,429	—	—	—	458,429	506,528	404,429	264,488
Lion & Co.	—	92,271	—	—	—	92,271	201,378	198,757	16,188
Prado, Lima & Co.	—	—	—	—	—	—	—	—	17,759
J. Wckell	—	1,250	—	—	—	—	—	—	16,548
Irmãos Maffei	—	—	—	—	—	—	—	—	—
M. P. Teixeira	67,754	—	—	—	—	67,754	22,131	—	—
A. J. P. Clarkson	24,051	—	—	—	—	24,051	2,747	—	—
Malta, Conquiza & Co.	—	7,832	—	—	—	7,832	24,136	—	—
Godofredo da Fonseca & Co.	—	240,703	—	—	—	240,703	29,814	—	—
Nathan & Co.	—	—	—	—	—	—	260,186	—	—
Nunes d. Sá & Co.	1,000	—	—	—	—	1,000	438,377	—	—
S. F. et C. Franco Bressiane	—	529,201	—	—	—	529,201	5,871	—	—
Rombauer & Co.	40	3,904	—	—	—	3,904	185,700	—	—
Karl Valais Jun. & Co.	49,473	—	—	—	—	49,473	—	—	—
Levy Alvaro & Co.	—	124,638	—	—	—	124,638	—	—	—
Orlandi Solorbino & Co.	—	3,945	—	—	—	3,945	—	—	—
Nich. Wrgut & Co., Ltd.	—	701,497	—	—	—	701,497	—	—	—
Raphael Sampaio & Co.	—	11,822	—	—	—	11,822	—	—	—
Pinhiero, Ladeira & Co.	34,035	—	—	—	—	34,035	—	—	—
R. Alves, Toledo & Co.	—	6,300	—	—	—	6,300	—	—	—
Government of State of Minas Geraes	1,987	—	—	—	—	1,987	—	—	—
Sundry	20,648	78,131	5,080	230,051	23,655	263,574	283,561	378,815	255,992
Total, abroad and coastwise	4,010,345	8,515,208	482,553	230,051	23,655	13,261,872	18,082,027	11,251,511	10,509,394

**STATEMENT OF COFFEE CLEARED ABROAD AND COASTWISE BY DIFFERENT SHIPPING COMPANIES,
AS PER MANIFESTS PUBLISHED IN THIS PAPER DURING THE CROP YEARS 1907-08, 1906-07, 1905-06, 1904-05.**

COMPANIES.	Rio de Janeiro	Santos	Victoria	Bahia	Other Ports	Crop Year 1907-08	GRAND TOTAL Crop Year 1906-07	GRAND TOTAL Crop Year 1905-06	Crop Year 1904-05
Lampert & Holt Line	99,943	1,616,853	201,069	32,996	20	2,871,756	2,461,892	2,610,277	2,032,131
H. S. A. Dampskudtskarts Gesellschaft	384,259	1,177,294	28,804	17,194	216	1,885,677	2,486,657	1,471,253	1,300,771
Chargeurs Réunis	181,014	304,024	—	29,067	—	517,105	1,201,714	401,172	347,538
Hamburg-America Linie	436,538	1,316,036	—	9,068	1	1,752,643	2,270,470	942,790	612,612
Prince Line	297,639	758,233	57,202	—	—	1,112,884	1,100,436	640,711	670,462
Norddeutscher Lloyd	19,575	831,720	—	16,248	3,664	1,045,431	1,423,480	858,516	476,784
Royal S. Navigation Co. "Adria"	135,727	306,577	—	9,400	—	451,704	448,428	343,669	329,337
Austrian Lloyd	96,796	282,452	—	3,675	—	351,908	489,840	437,830	382,284
Rob. M. Soman & Co.	11,309	37,506	—	—	—	72,006	577,038	307,729	488,237
The Royal Mail Steam Packet Co.	327,018	554,479	—	60,472	1,410	952,968	1,567,451	437,428	245,585
Société Générale de Transports Maritimes	249,510	98,679	—	26,969	41	375,100	822,179	375,467	200,682
P.O. d. Brasileiro	13,461	11,829	167,278	5,361	16,352	294,481	247,582	36,102	65,659
La Veloce	38,061	36,742	—	1,241	—	74,808	92,321	155,430	60,632
L'Argie Brasileira	4,051	3,245	—	1,241	—	9,153	82,152	39,694	32,660
Messageries Maritimes	71,984	15,791	—	7,689	—	94,864	106,388	118,747	54,258
E. V. Grão Pará	—	—	—	—	—	—	—	16,744	71,577
C. de Navegação "Costeira"	77,671	—	—	—	—	77,671	82,921	82,528	50,511
Navegação General Italiana	37,326	13,562	—	—	—	51,188	49,300	33,000	14,372
Companhia Transatlântica	15	78,453	—	—	—	78,453	—	—	—
Pacific Steam Navigation Company	19,358	2,444	6,500	1,200	2-9	29,761	19,022	34,703	6,241
E. Navegação Salina	—	—	—	—	—	—	—	1,920	6,238
E. Navegação Pernambuco	109	—	—	—	—	100	1,713	9,972	1,008
E. Esperança Marítima	200	—	—	—	—	240	150	—	901
E. Navegação Pacense	—	—	—	—	—	—	—	22,103	15,972
Société de Navegação Italia	13,703	29,928	—	—	—	43,631	68,161	57,895	57,106
E. Navegação Rio de Janeiro	—	—	—	—	—	—	—	150	1,311
E. Marítima Brasileira	—	—	—	—	—	—	—	76,226	62,884
Empresa Freitas	—	—	—	—	—	—	—	80,805	34,398
A. Folk	—	—	—	—	—	—	—	3,733	4,208
E. Navegação Norte e Sul	—	—	—	—	—	—	—	—	9,808
Linea Sul America	—	5,414	—	—	—	12,267	12,530	21,810	15,694
Lloyd Italian	25,808	7,153	—	—	—	33,061	13,581	—	—
Cruzeiro do Sul	—	—	—	—	—	—	—	6,035	—
E. N. Sal Rio Grande	—	—	—	—	—	—	—	2,154	—
Comercio e Navegação	68,885	—	—	—	—	68,885	68,258	—	—
S. Anonyma Geneveza	—	1,629	—	—	—	1,629	—	—	—
Lloyd Sabaudia	—	3,088	—	—	—	3,088	—	—	—
Lloyd Real Bolivien	—	10,585	—	—	—	10,585	—	—	—
C. Italo Americana	3,120	343	80,800	—	1,458	84,367	—	—	—
Sundry	196,469	640,237	—	—	—	836,706	8,908,160	1,623,717	2,026,300
Total Abroad and Coastwise	4,010,345	8,515,208	482,553	230,051	23,655	13,261,872	18,082,027	11,251,511	10,509,394

PRICES

		July	August	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June	Crop Year
AVERAGES.														
Rio No. 7 per 10 kilos	1907-08	Reis	3,432	3,532	3,641	3,613	3,346	3,401	3,492	3,529	3,458	3,479	3,637	3,669
"	1908-09		4,467	4,792	4,500	4,508	4,346	4,241	4,654	4,667	4,667	4,667	4,327	4,444
"	1909-10		4,980	4,987	4,987	4,987	4,987	4,987	4,987	4,987	4,987	4,987	4,987	4,987
"	1910-11		5,946	5,955	5,955	5,955	5,955	5,955	5,955	5,955	5,955	5,955	5,955	5,955
"	1911-12		3,392	3,913	4,172	4,713	4,865	5,751	7,350	6,416	5,401	5,792	5,519	5,717
"	1912-13		4,353	4,506	4,676	4,682	4,659	4,823	4,375	4,381	4,475	4,364	4,362	4,194
"	1913-14		4,740	4,818	4,642	5,074	5,262	5,114	4,121	4,314	4,149	4,008	3,915	3,792
"	1914-15		7,080	8,421	7,058	7,702	7,158	6,960	6,620	6,138	5,712	4,742	4,667	4,706
"	1915-16		6,784	6,440	6,341	7,585	8,770	9,520	10,091	10,114	9,455	9,322	8,862	8,493
"	1899-00		7,090	6,440	6,341	7,585	8,770	9,520	10,091	10,114	9,455	9,322	8,862	8,493
"	1898-99		7,477	7,012	7,424	6,667	6,961	8,078	8,215	8,431	8,448	8,497	7,988	7,530
Rio No. 8	1907-08		3,297	3,390	3,488	3,477	3,183	3,229	3,359	3,387	3,322	3,236	3,423	3,532
"	1908-09		4,381	4,579	4,364	4,481	4,210	4,104	3,719	4,058	3,962	3,616	3,382	3,469
"	1909-10		4,524	4,551	4,481	4,747	4,516	4,320	4,353	4,401	4,711	4,791	4,501	4,249
"	1910-11		5,742	6,394	6,402	6,344	6,325	6,232	5,851	5,565	4,555	4,616	4,433	4,572
"	1911-12		3,640	3,620	3,672	4,444	4,572	4,547	6,580	6,215	5,179	5,578	5,269	5,514
"	1912-13		4,398	4,190	4,323	4,344	4,111	3,983	4,014	4,245	4,131	3,961	3,676	3,668
"	1913-14		3,905	4,328	4,384	4,821	5,262	5,114	4,121	4,314	4,149	4,008	3,915	3,792
"	1914-15		4,538	4,538	4,538	4,538	4,538	4,538	4,538	4,538	4,538	4,538	4,538	4,538
"	1915-16		7,417	8,097	7,716	7,865	6,926	6,727	6,313	5,925	5,311	4,535	4,136	4,471
"	1916-17		6,544	6,129	6,110	7,326	8,329	9,160	9,091	10,154	9,167	8,931	8,172	8,193
"	1899-00		7,049	7,194	7,025	6,411	6,657	7,806	7,948	8,081	8,145	8,301	7,546	6,853
Santos Superior	1907-08		3,518	3,804	4,043	4,061	3,912	3,968	4,025	4,384	4,383	4,217	4,383	4,252
"	1908-09		4,245	4,912	4,286	4,421	4,181	4,203	4,166	4,281	4,281	4,281	4,281	4,281
"	1909-10		4,004	3,973	3,867	4,112	3,840	3,745	4,241	4,241	4,241	4,241	4,241	4,241
"	1910-11		5,168	5,512	5,504	5,352	5,443	5,406	5,201	4,884	4,391	3,956	4,137	3,990
"	1911-12		3,848	3,808	4,054	4,111	4,065	5,555	5,771	5,771	5,771	5,771	5,771	5,771
"	1912-13		4,258	4,736	4,636	4,592	4,241	4,141	4,022	4,319	4,164	3,858	3,741	3,678
"	1913-14		4,700	4,884	4,620	5,035	5,616	5,421	4,616	4,428	4,428	4,428	4,428	4,428
"	1914-15		7,212	7,544	7,165	7,402	6,145	6,041	5,385	5,314	5,025	4,508	4,356	4,552
"	1915-16		6,344	6,091	7,057	6,341	8,314	8,880	9,435	9,787	8,858	8,718	8,320	7,700
"	1899-00		7,863	8,306	8,803	8,803	7,045	7,827	7,915	8,011	8,011	7,974	7,361	6,623
Santos Good Average	1907-08		3,218	3,331	3,764	3,761	3,612	3,667	3,870	4,081	4,041	3,917	4,081	3,952
"	1908-09		4,045	3,981	4,091	4,421	3,981	3,971	3,317	3,225	3,310	2,969	2,579	2,767
"	1909-10		3,994	3,900	3,725	4,012	3,770	3,639	4,044	4,044	4,044	4,044	4,044	4,044
"	1910-11		5,061	5,412	5,404	5,252	5,343	5,306	5,100	4,784	4,291	3,858	3,837	3,740
"	1911-12		3,744	3,708	4,044	4,311	4,761	5,566	6,162	5,611	5,025	4,509	4,009	3,650
"	1912-13		4,138	4,620	4,526	4,492	4,145	4,041	3,385	4,219	4,064	3,736	3,641	4,131
"	1913-14		4,600	4,784	4,529	5,056	5,539	5,320	4,961	4,961	4,961	4,961	4,961	4,961
"	1914-15		6,404	7,240	6,908	6,638	6,181	5,896	5,192	5,481	5,008	4,325	4,288	4,457
"	1915-16		5,934	5,671	5,621	6,330	7,004	8,470	9,023	9,377	8,448	8,265	7,910	7,318
"	1899-00		7,248	7,650	7,356	6,400	6,648	7,576	7,563	7,644	7,638	7,606	6,955	6,243
New York Spot No. 7 per lb.	1907-08	en	6.44	6.39	6.44	6.40	5.99	5.99	6.14	6.29	6.13	6.00	6.29	6.25
"	1908-09		7.96	8.66	8.64	8.42	7.62	7.18	7.03	7.03	7.03	7.03	7.03	7.03
"	1909-10		8.11	8.75	8.72	8.61	8.24	8.13	8.28	8.28	8.28	8.02	7.76	8.13
"	1910-11		7.25	8.04	8.47	8.43	8.42	8.42	8.42	8.42	8.42	8.42	8.42	8.42
"	1911-12		5.16	5.18	5.22	5.77	6.11	6.81	8.08	7.30	6.66	7.14	6.94	7.02
"	1912-13		5.38	5.30	5.43	5.38	5.19	5.25	5.24	7.56	5.51	5.21	5.13	5.34
"	1913-14		5.74	5.64	5.60	6.20	6.81	6.87	6.37	7.72	6.71	5.53	5.46	5.29
"	1914-15		9.30	8.88	8.44	8.29	7.85	7.12	7.16	7.16	7.29	6.42	6.27	6.06
"	1915-16		5.94	5.71	5.50	5.83	6.42	6.88	7.94	8.70	8.21	7.94	7.67	7.08
"	1899-00		6.08	6.21	6.19	6.08	6.09	6.68	6.64	6.52	6.15	6.22	6.37	6.04
"	No. 8 per lb.		6.15	6.16	6.20	6.14	5.75	5.74	5.59	6.06	5.87	5.75	6.04	5.93
"	1907-08		7.71	8.43	8.43	7.87	7.37	6.93	6.77	6.81	6.81	6.81	6.81	6.81
"	1908-09		7.86	8.59	8.47	8.36	7.97	7.79	8.03	8.15	8.03	7.77	7.45	7.99
"	1909-10		7.02	7.29	8.22	8.18	8.17	8.36	8.54	8.01	7.40	7.47	7.73	7.98
"	1910-11		4.73	4.75	4.83	5.50	5.86	6.62	7.85	7.26	6.40	6.89	6.69	6.39
"	1911-12		4.96	5.13	5.36	5.65	6.41	4.87	5.34	5.19	4.83	4.73	4.76	4.94
"	1912-13		5.50	5.38	5.36	5.65	6.41	6.87	6.91	6.54	6.54	6.18	6.02	5.81
"	1913-14		9.14	8.63	8.19	8.04	7.06	6.42	6.49	5.34	5.34	7.09	7.43	7.89
"	1914-15		5.03	5.59	5.35	5.70	6.21	6.13	7.69	8.41	7.81	7.69	7.43	7.89
"	1899-00		5.83	6.18	5.94	5.83	5.84	6.38	6.19	6.26	5.96	5.91	6.12	5.89
EXTREMES.														
Rio No. 7, per 10 kilos	1907-08	Max	3,540	3,676	3,813	3,812	3,541	3,540	3,676	3,608	3,540	3,676	3,744	3,676
"	1908-09	Min	3,200	3,404	3,472	3,472	3,200	3,208	3,472	3,472	3,472	3,472	3,472	3,472
"	1909-10	Max	5,038	5,174	4,982	4,834	4,435	4,425	4,667	4,667	4,667	4,667	4,667	4,667
"	1910-11	Min	4,221	4,457	4,221	4,425	4,221	4,085	4,351	4,067	4,067	4,067	4,067	4,067
"	1911-12	Max	4,834	4,834	4,802	5,106	4,698	4,630	4,562	4,902	5,106	5,174	4,970	4,562
"	1912-13	Min	4,493	4,493	4,393	4,630	4,562	4,221	4,357	4,493	4,493	4,493	4,493	4,493
"	1913-14	Max	6,128	7,013	6,740	6,672	6,604	6,536	6,468	5,923	5,311	4,834	4,970	4,636
"	1914-15	Min	5,787	5,991	6,336	6,332	6,401	6,264	5,651	5,447	4,766	4,222	5,493	4,493
"	1915-16	Max	4,086	4,017	3,698	4,902	5,038	6,264	7,558	7,490	5,651	6,125	5,719	5,991
"	1916-17	Min	3,813	3,813	3,813	4,502	4,706	5,106	6,125	5,991	5,212	5,447	5,447	4,447
"	1902-03	Max	4,562	4,062	4,062	4,062	4,062	4,425	4,425	4,760	4,698	4,357	4,153	4,085
"	1903-04													

**ENTRIES & SHIPMENTS (EMBARQUES) AT NICTHEROV,
PORT DA MADAMA AND ILHA DO VIANNA
DURING THE CROP YEARS 1903-04 TO 1907-08.**

CROP YEAR.	Entries.		Shipments.		Net Entries & Embarques.	
	per Le'p'dima	from Rio	Abroad	Trans' to Rio	Entries	Embarques
1907-08	347,749	115,022	442,516	10,837	453,353	453,353
1906-07	194,237	91,209	266,750	3,222	293,566	270,849
1905-06	166,109	83,893	243,781	3,454	256,112	247,631
1904-05	44,204	79,312	109,915	7,475	123,516	117,300
1903-04	53,056	71,484	116,532	427	123,390	118,059
Total for five crops	805,246	447,630	1,181,524	25,922	1,253,276	1,207,596

Note.—125,000 bags of "Valorisation" coffee shipped from Ilha do Vianna in October, 1907, have not been included in above figures.

STOCKS.

	RIO.	SANTOS.	BOTH.		
	1907-08	1907-08	1907-08	1906-07	1905-06
July 31	816,163	1,266,887	2,083,100	1,256,658	1,370,732
August 31	776,613	1,371,421	2,038,034	1,742,859	1,922,916
September 30	573,600	1,775,347	2,339,007	2,489,063	2,217,667
October 31	656,665	2,008,014	2,688,679	2,904,725	2,496,847
November 30	669,392	2,235,078	2,904,410	2,549,142	1,871,665
December 31	534,567	1,929,702	2,364,069	2,847,927	1,715,194
January 31	474,551	1,400,807	1,875,358	3,617,519	1,313,870
February 28 29	426,903	1,174,643	1,601,546	3,325,410	1,153,107
March 31	319,483	901,286	1,208,769	3,540,656	841,665
April 30	319,703	974,068	1,273,791	3,590,366	569,238
May 31	291,872	720,476	1,012,348	3,319,106	543,067
June 30	327,925	792,414	1,030,339	3,014,250	830,309

Entries from all sources for the season that officially came to a close on 30th June, 1908 amounted to 11,349,271 bags, being 9,059,909 bags, or 43.3 per cent. less than the previous record season, 1906-07.

Compared with 1906-07 entries at different ports were as follows:—

Rio	1,030,769 bags or 99.91 per cent. less
Santos	8,188,261 " " 53.20 " less.
Victoria	73,941 " " 17.86 " more.
Bahia	79,878 " " 53.14 " more.
Other Ports	6,243 " " 37.85 " more.

In December 1906 Official estimates put entries at Santos at 7,000,000 bags, including 2,000,000 old crop and at Rio 3,000,000 bags or 10,000,000 in all, which it must be confessed came much nearer the mark than the estimates of adversaries or even critics of Valorisation like ourselves.

For Rio entries were generally over-estimated, even 4½ million bags being confidently counted on, whereas in reality the crop did not reach 3½ million. It is possible, however, that the increase of 73,141 bags at Victoria was due to smuggling of Rio coffee over the frontier in order to escape the 3 fes. surtax. At Bahia, too, the absence of a surtax seems to have stimulated shipments, as also at S. Catharina and "other" ports, all of which show an increase.

The fact that entries diminished last season only at the ports where the surtax was levied, whilst at Victoria, Bahia and other Brazilian ports they show an increase as well as in the aggregate in other producing countries seems highly significant, and should serve as a warning to the S. Paulo Government not to push taxation further to the detriment of the producers of S. Paulo and encouragement and advantage of those everywhere else not subject to the same burden.

According to Circulars received from Europe, production of mild coffees was as follows:—

	1907-08	1906-07	1905-06	1904-05
Mild Coffee	3,871,063	3,527,000	3,948,980	3,979,040
Brazilian Coffee	11,749,271	20,499,150	11,073,378	10,97,050
Total	15,210,271	24,026,150	15,022,358	14,350,090

In a separate table will be found a statement given for the first time of entries at Nictherov, P. Madama, and Vianna Island, both directly through the Leopoldina Railway and indirectly of coffees received from the Capital, as also of shipments of coffee from those points directly abroad and that returned again to the Capital.

It will be observed that in the course of five seasons 1903-04 to 1907-08 the net amount of coffee entered at these points, adding what was sent from the Capital, amounted to 1,253,276 bags that, so far as we are aware, have not been allowed for in any statistics of "production," except our own.

The failure to take these entries into account must necessarily vitiate stocks, so that it is scarcely surprising to find that the figures given by European statisticians do not agree with ours.

	Bags.	Bags.	Loading in Brazil.	Bags.
Stock of "Brazilian Review," including Coffee afloat in the Bay	350,080	702,414	—	1,082,080
Stock of Duuring & Zoon, & Laneville	221,000	722,000	36,000	979,000
Differences	159,080	19,356	—	103,070

The statements of Duuring and Zoon and Laneville do not distinguish how much of the 36,000 bags are loading at Rio and how much at Santos, so accurate comparison is impracticable. But whatever that may be, it is clear that if Messrs. Duuring and Zoon's and Laneville's figures for entries are too small those for Stocks will be so also.

The total amount of Coffee cleared from different ports during the season 1907-08 was 13,261,872 bags, as against 18,082,027 the year before. Of these 12,953,572 were consigned to foreign ports, as against 17,702,329 bags for 1906-07 and 308,300 bags were consigned coastwise, as against 379,698 the year before.

Of foreign shipments the greater part, 57 per cent. went to Europe, 41.7 per cent. to American ports (including South America), 1 per cent. to Africa and 0.3 per cent. to Asia and Australasian ports.

The number of foreign ports to which coffee was shipped was 161 in 1907-08, or one more than for the previous year, the falling off of 11 ports in some countries having been almost compensated by the gain of 10 ports in others. In the United States, the port of S. Francisco figures for the first time as a direct importer from Brazil.

Clearances coastwise show a decline of 71,398 compared with 1906-07, and were only 12,847 bags over 1905-06.

The Ports that show shrinkage are those in the States of Amazonas, Para, Maranhão, Pernambuco, Sergipe, Rio de Janeiro, Parana, Santa Catharina, Rio Grande do Sul and Matto Grosso. The greatest increase was at Ceara. The principal shippers were again Theodor Wille and Co. with 2,567,805 bags, followed by Hard, Rand and Co. with 1,274,836, Arbuckle Brothers shipping only 294,696 from all ports, as against 1,096,978 the year before and 865,138 in 1905-06. The third on the list were Prado, Chaves and Co. with 832,644 bags, followed by Naumann Gepp with 740,448, and Michelsen, Wright and Co. with 701,497.

The premier shipping Company this year was Lamport and Holt which carried 2,871,786 bags, followed by the Sud-Amerikanische line with 1,885,677. Third on the list comes the Hamburg Amerika line with 1,782,243, and fourth the Prince line with 1,110,334, closely followed by the Norddeutscher-Lloyd with 1,045,431.

The Austrian and Hungarian lines between them took 833,607, which is only 103,656 bags under last year.

The Royal Mail did fairly well considering the size of the crop, carrying 614,463 less than last year. The Dutch Lloyd, about which so much fuss was made, only took 19,585 after all.

The Lloyd Brasileiro carried 294,481, including coastwise coffees, as against 247,532 bags last year and 36,102 the year before.

Cotton

Pernambuco, August 12th, 1908.
Cotton has been a flat market, opening at 128000 on the 6th, at which about 1400 bags were sold for September delivery, and on the following days some 500 to 600 bags more at same; but the lower prices received from Liverpool caused buyers here to retire, and yesterday after 128200 had been paid by Fabrica here exporters bought about 1000 bags for delivery in next 30 days at 128000, and about 1200 bags more were sold for delivery in October, November and December at 118600. To-day Southern exporters seem to be quite out of market once more, but a Fabrica has bought about 800 bags for September delivery at 118500, and a small lot for October at 118600. To-day's value for Liverpool is only about 108000.

COTTON SHIPMENTS CROP 1907-08. 1st September, 1907, to 31st July, 1908.

	Bags.
Santos	47,750
Rio	35,074
Liverpool	15,779
Continent	8,061
Bahia	8,094
Rio Grande do Sul	8,105
Aracaju	200
Taken by Fabricas	134,485
	164,483
Shipments in July, 1908.	
Rio	3,188
Santos	2,529
	5,717
Entries 1st September, 1907, to 31st July, 1907	90,229
Entries 1st September, 1907, to 31st July, 1908	155,940
Deficiency present crop to date	105,380

Personal News

ARRIVALS AND DEPARTURES DURING THE WEEK.

Arrivals.
By the s.s. "Planeta," from Manaus, on August 15th, W. Reid.
By the s.s. "Oronsa," from Liverpool, on August 18th, G. S. Jenkins, T. D. Hamilton, J. Wightman, B. Wightman, A. Millman, Mr. and Mrs. F. Florence, J. Cramer.
By the s.s. "Voltaire," from Buenos Aires, on August 18th, F. B. Gott, W. H. Dowley, A. Peck.
Departures.
By the s.s. "Cordillere," for Buenos Aires, on August 18th, Count Prozor, the Russian Minister, M. Meloon, C. J. Holman.
By the s.s. "Oronsa," for Valparaiso, on August 18th, W. Gibbs.
By the s.s. "Voltaire," for New York, on August 19th, Mrs. Brodwin and child, J. Carter, R. Ward, N. G. Hayes.
By the s.s. "Atlantique," for Bordeaux, on August 20th, E. Drysdale, H. Morris, A. Bollack.
By the s.s. "Oropesa," for Liverpool, on August 20th, C. Glass, E. G. Brown, M. Fraser, R. I. Main, L. Issitt, J. Empson W. Jones.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO During the week ending August 21st, 1908.

Aug. 14.—Pernambuco, German, s.s., 3,105 tons, from Hamburg.	19.—Campana, French, s.s., 1,767 tons, from Santos.
14.—Stanfield, British, s.s., 2,192 tons, from Cardiff.	20.—Brusque, Brazilian, schooner, 262 tons, from Itajahy.
14.—Liesand, Norwegian, barque, 680 tons, from Westervik.	21.—Tyne, British, s.s., 1,954 tons, from Newport.
14.—Fagundes Varela, Brazilian, s.s., 710 tons, from Mossoró.	21.—Canning, British, s.s., 3,459 tons, from Liverpool.
14.—Floriano, Brazilian, s.s., 918 tons, from Rio Grande.	21.—Lord Errol, British, s.s., 2,793 tons, from Cardiff.
15.—Planeta, Brazilian, s.s., 878 tons, from Manaus.	21.—Boreguier El Grande, Spanish, s.s., 2,104 tons, from Barcelona.
15.—Parthia, German, s.s., 1,766 tons, from Rio Grande.	21.—Hughenden, British, s.s., 2,099 tons, from New York.
15.—Theosis, British, s.s., 2,735 tons, from Santos.	21.—Itanema, Brazilian, s.s., 553 tons, from Pernambuco.
16.—Wurzburg, German, s.s., 3,246 tons, from Bremen.	21.—Santa Cruz, Brazilian, s.s., 511 tons, from Pernambuco.
16.—Phoca, British, schooner, 10 tons, from Newport.	21.—Bahia, German, s.s., 3,106 tons, from Santos.
16.—Toscana, Italian, s.s., 2,529 tons, from Genoa.	21.—Campana, French, s.s., 1,767 tons, from Santos.
17.—Sarmiento, British, s.s., 2,750 tons, from Liverpool.	21.—Almirante Saldanha, Brazilian, schooner, 190 tons, from Cabo Frio.
17.—Austriana, British, s.s., 2,612 tons, from Cardiff.	
17.—Fenay Lodge, British, s.s., 2,075 tons, from Cardiff.	
17.—Colombia, French, s.s., 1,767 tons, from Havre.	
17.—Cavala, Brazilian, s.s., 141 tons, from Itapira.	
18.—Cordillere, French, s.s., 3,017 tons, from Bordeaux.	
18.—Oronsa, British, s.s., 4,516 tons, from Liverpool.	
18.—Woodfield, British, s.s., 2,206 tons, from Liverpool.	
18.—Voltaire, British, s.s., 5,500 tons, from Buenos Aires.	
18.—Braganca, Brazilian, s.s., 751 tons, from Aracaju.	
19.—Gao Ortegall, German, s.s., 4,727 tons, from Buenos Aires.	
19.—Atlantique, French, s.s., 2,890 tons, from Buenos Aires.	
19.—Brasilero, Uruguayan, s.s., 2,027 tons, from Buenos Aires.	
19.—Dalmata, Austrian, s.s., 1,135 tons, from Buenos Aires.	
19.—Oropesa, British, s.s., 3,343 tons, from Valparaiso.	
19.—Istria, Austrian, s.s., 1,735 tons, from Trieste.	
19.—Maasland, Dutch, s.s., 3,216 tons, from Amsterdam.	
19.—Jupiter, Brazilian, s.s., 1,800 tons, from Rio Grande.	
19.—Ioranga, Brazilian, s.s., 620 tons, from Porto Alegre.	
19.—Fidellina, Brazilian, s.s., 259 tons, from S. João de Barra.	
19.—Itatuba, Brazilian, s.s., 717 tons, from Porto Alegre.	
20.—Orion, Brazilian, s.s., 957 tons, from Buenos Aires.	
20.—Cavour, British, s.s., 3,151 tons, from Middlesbrough.	
20.—Natal, Brazilian, s.s., 213 tons, from Paranaguá.	
20.—Mujuy, Brazilian, s.s., 359 tons, from Paranaguá.	
20.—Malle, German, s.s., 2,561 tons, from Santos.	
20.—Brusque, Brazilian, schooner, 262 tons, from Itajahy.	
21.—Tyne, British, s.s., 1,954 tons, from Newport.	
21.—Canning, British, s.s., 3,459 tons, from Liverpool.	
21.—Lord Errol, British, s.s., 2,793 tons, from Cardiff.	
21.—Boreguier El Grande, Spanish, s.s., 2,104 tons, from Barcelona.	
21.—Hughenden, British, s.s., 2,099 tons, from New York.	
21.—Itanema, Brazilian, s.s., 553 tons, from Pernambuco.	
21.—Santa Cruz, Brazilian, s.s., 511 tons, from Pernambuco.	
21.—Bahia, German, s.s., 3,106 tons, from Santos.	
21.—Campana, French, s.s., 1,767 tons, from Santos.	
21.—Almirante Saldanha, Brazilian, schooner, 190 tons, from Cabo Frio.	

SAILINGS FROM THE PORT OF RIO DE JANEIRO.

Aug. 14.—Trowbridge, British, s.s., 2,380 tons, for Santa Lucia.	21.—Medeiros, Brazilian, schooner, 190 tons, for Prado.
14.—Sirio, Brazilian, s.s., 220 tons, for Porto Alegre.	
14.—Italiya, Brazilian, s.s., 403 tons, for Porto Alegre.	
14.—Oceano, Brazilian, s.s., 650 tons, for Porto Alegre.	
14.—Titanis, British, s.s., 2,184 tons, for Santos.	
14.—Terence, British, s.s., 2,000 tons, for Santos.	
15.—Birmingham, British, s.s., 2,610 tons, for Santa Lucia.	
15.—Alagoas, Brazilian, s.s., 1,990 tons, for Manaus.	
15.—Unites, Brazilian, s.s., 650 tons, for Vila Bella.	
15.—Itatuba, Brazilian, s.s., 714 tons, for Porto Alegre.	
15.—Alexandria, Brazilian, s.s., 217 tons, for Laguna.	
15.—Queen Eleanor, British, s.s., 2,270 tons, for Santos.	
16.—Munuy, Brazilian, s.s., 394 tons, for Capatillas.	
16.—Iris, Brazilian, s.s., 829 tons, for Porto Alegre.	
16.—Itapacy, Brazilian, s.s., 747 tons, for Porto Alegre.	
16.—Cap Frio, German, s.s., 3,002 tons, for Santos.	
16.—Araguary, Brazilian, s.s., 1,776 tons, for Santos.	
16.—Toscana, Italian, s.s., 2,529 tons, for Santos.	
17.—Parthia, German, s.s., 1,766 tons, for Hamburg.	
17.—Sarmiento, British, s.s., 2,750 tons, for Valparaiso.	
18.—Cordillere, French, s.s., 3,017 tons, for Buenos Aires.	
18.—Oronsa, British, s.s., 4,516 tons, for Valparaiso.	
18.—Headlands, British, s.s., 1,833 tons, for Mosten Deep.	
18.—Theosis, British, s.s., 2,735 tons, for New Orleans.	
18.—Parthia, Brazilian, s.s., 720 tons, for Porto Alegre.	
18.—Gualara, Brazilian, s.s., 2,733 tons, for Ceará.	
18.—Teixeira, Brazilian, s.s., 257 tons, for S. João de Barra.	
18.—Parahya, Uruguayan, s.s., 1,940 tons, for Paranaguá.	
18.—Alina, Brazilian, schooner, 21 tons, for Cabo Frio.	
18.—Active II, Brazilian, schooner, 23 tons, for Cabo Frio.	
18.—Aurora, Brazilian, schooner, 23 tons, for Cabo Frio.	
18.—Clotilde, Brazilian, schooner, 30 tons, for Cabo Frio.	
18.—Cama II, Brazilian, schooner, 64 tons, for Cabo Frio.	
19.—Voltaire, British, s.s., 5,500 tons, for New York.	
19.—Amelia Clara, Brazilian, schooner, 50 tons, for Cabo Frio.	
19.—Dora Amigos, Brazilian, schooner, 24 tons, for Cabo Frio.	
19.—Brazilero, Uruguayan, s.s., 2,027 tons, for Paranaguá.	
19.—Can Ortegall, German, s.s., 4,727 tons, for Hamburg.	
20.—Atlantique, French, s.s., 2,890 tons, for Bordeaux.	
20.—Oropesa, British, s.s., 3,343 tons, for Liverpool.	
20.—Floriano, Brazilian, s.s., 918 tons, for Porto Alegre.	
20.—Colombia, French, s.s., 1,767 tons, for Santos.	
20.—Wurzburg, German, s.s., 3,246 tons, for Bremen.	
20.—Julio Macedo, Brazilian, schooner, 21 tons, for Cabo Frio.	
21.—Malle, German, s.s., 2,561 tons, for Bremen.	
21.—Boreguier El Grande, Spanish, s.s., 2,104 tons, for Buenos Aires.	
21.—Braganca, Brazilian, s.s., 751 tons, for Buenos Aires.	
21.—Medeiros, Brazilian, schooner, 190 tons, for Prado.	

ARRIVALS AT THE PORT OF SANTOS During the week ending August 21st, 1908.

Aug. 15.—Sirio, Brazilian, s.s., 220 tons, from Rio de Janeiro.	20.—Rio Amazonas, Italian, s.s., 1,849 tons, from Buenos Aires.
15.—Voltaire, British, s.s., 5,499 tons, from Buenos Aires.	
16.—Natal, Brazilian, s.s., 213 tons, from Paranaguá.	
16.—Iris, Brazilian, s.s., 829 tons, from Rio de Janeiro.	
16.—Siena, Italian, s.s., 2,890 tons, from Buenos Aires.	
16.—Italiya, Brazilian, s.s., 403 tons, from Pernambuco.	
16.—Mellin Santa Anna, Brazilian, schooner, 27 tons, from Tijucas.	
16.—Unites, Brazilian, s.s., 650 tons, from Porto Alegre.	
17.—Voltaire, Brazilian, s.s., 5,500 tons, from Buenos Aires.	
17.—Brasilero, Uruguayan, s.s., 2,027 tons, from Buenos Aires.	
17.—Green Flag, British, s.s., 2,270 tons, from New York.	
17.—Can Frio, German, s.s., 3,002 tons, from Hamburg.	
17.—Araguary, Brazilian, s.s., 1,776 tons, from Santos.	
17.—Toscana, Italian, s.s., 2,529 tons, from Genoa.	
17.—Jupiter, Brazilian, s.s., 1,800 tons, from Rio Grande.	
18.—Atlantique, French, s.s., 2,890 tons, from Buenos Aires.	
18.—Thomas di Savoia, Italian, s.s., 1,452 tons, from Genoa.	
18.—Orion, Brazilian, s.s., 957 tons, from Buenos Aires.	
19.—Munuy, Brazilian, s.s., 359 tons, from Paranaguá.	
19.—Malvinas, Argentine, s.s., 274 tons, from Buenos Aires.	
19.—Rio Formosa, Brazilian, s.s., 415 tons, from Laguna.	
20.—Rio Amazonas, Italian, s.s., 1,849 tons, from Buenos Aires.	

SAILINGS FROM THE PORT OF SANTOS During the week ending August 21st, 1908.

Aug. 14.—Teviot, British, s.s., 2,108 tons, for Havre.	20.—Norris Prince, British, s.s., 3,556 tons, for New Orleans.
14.—Theosis, British, s.s., 2,735 tons, for New York.	
14.—Garcia, Brazilian, s.s., 192 tons, for Rio de Janeiro.	
14.—Sirio, Brazilian, s.s., 220 tons, for Rio Grande.	
15.—Attività, Italian, s.s., 1,458 tons, for Buenos Aires.	
15.—Italiya, Brazilian, s.s., 403 tons, for Porto Alegre.	
15.—Siena, Italian, s.s., 2,890 tons, for Genoa.	
15.—Iris, Brazilian, s.s., 829 tons, for Porto Alegre.	
15.—Unites, Brazilian, s.s., 650 tons, for Antonina.	
15.—Voltaire, Brazilian, s.s., 5,500 tons, for Rio de Janeiro.	
15.—Toscana, Italian, s.s., 2,529 tons, for Buenos Aires.	
15.—Voltaire, British, s.s., 5,499 tons, for New York.	
15.—Brazilero, Uruguayan, s.s., 2,027 tons, for Paranaguá.	
15.—Atlantique, French, s.s., 2,890 tons, for Bordeaux.	
15.—Jupiter, Brazilian, s.s., 1,800 tons, for Rio de Janeiro.	
15.—Reitche, British, s.s., 2,192 tons, for Santa Lucia.	
16.—Natal, Brazilian, s.s., 213 tons, for Paranaguá.	
16.—Kilwood, British, s.s., 1,572 tons, for Rio Grande.	
16.—Thomas di Savoia, Italian, s.s., 1,452 tons, for Buenos Aires.	
16.—Bahia, German, s.s., 3,106 tons, for Hamburg.	
16.—Lewisham, British, s.s., 1,781 tons, for Paranaguá.	
16.—Orion, Brazilian, s.s., 957 tons, for Rio de Janeiro.	
16.—Virelia, British, s.s., 2,184 tons, for S. Francisco.	
16.—Malle, German, s.s., 2,561 tons, for Bremen.	
19.—Munuy, Brazilian, s.s., 359 tons, for Rio de Janeiro.	
19.—Campana, French, s.s., 1,767 tons, for Havre.	
20.—Rio Formosa, Brazilian, s.s., 415 tons, for Rio de Janeiro.	
20.—Pierrottes, German, s.s., 3,408 tons, for New York.	
20.—Rio Amazonas, Italian, s.s., 1,849 tons, for Genoa.	

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CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDING AUGUST 2ND, 1908

	Rio	Santos
Amsterdam.....	40/- in full	35/- & 5 %
Alexandria.....	50/- & 5 %	35/- & 5 %
Antwerp 1,000 kilos.....	40/- & 5 %	35/- & 5 %
Alexandria.....	64 fcs. in full.	64 fcs. in full.
Alexandria.....	50 fcs. in full.	50 fcs. in full.
Algiers via Marseilles.....	63 fcs. in full.	63 fcs. in full.
Almerie.....	50 fcs. in full.	50 fcs. in full.
Agulhas.....	73.50 fcs. in full.	76 1/2 fcs. in full.
Bassorah.....	108 fcs. in full.	84 fcs. & 10 %
Barcellona.....	35 fcs. in full.	38 fcs. in full.
Bombay.....	56.50 fcs. in full.	54 fcs. in full.
Bombay via Trieste.....	40 fcs. & 5 %	35 fcs. & 10 %
Bremen.....	50/- & 5 %	50/- & 5 %
Bordeaux, 900 kilos.....	40 fcs. & 10 %	33 fcs. & 10 %
Bombay via Trieste.....	71.50 fcs. in full.	71.50 fcs. & 10 %
Brindisi.....	60 fcs. in full.	60 fcs. in full.
Buenos Ayres per bag. 60 kilos.....	14000	14000
Beyrouth.....	60 fcs. in full.	60 fcs. in full.
Cadix (Spainst. line).....	33 fcs. & 10 %	38 fcs. in full.
Calcutta via Trieste.....	55/- & 5 %	55/- & 5 %
Carthagena.....	50 fcs. in full.	50 fcs. in full.
Colonbo.....	50/- & 5 %	50/- & 5 %
Corfu.....	66.50 fcs. in full.	60 fcs. & 10 %
Currachee.....	50/- & 5 %	50/- & 5 %
Cotonnua.....	53.50 fcs. in full.	53 fcs. in full.
Cavalla.....	66.50 fcs. in full.	66.0 fcs. in full.
Christiania.....	52/- in full	—
Copenhagen direct.....	42 6 & 5 %	37/6 & 5 %
Constantinople.....	62.50 fcs. in full.	62.50 fcs. in full.
Fiume.....	40/- & 5 %	35/- & 5 %
Gaiatz.....	71.50 in full.	71.50 fcs. in full.
Genoa 1,000 kilos.....	40 fcs. & 10 %	40 fcs. & 10 %
Gibraltar via Genoa.....	66.50 fcs. in full.	66.50 fcs. in full.
Gijon.....	56.50 fcs. in full.	53 fcs. in full.
Hamburg.....	40/- & 5 %	35 & 5 %
Havre, 900 kilos.....	40 fcs. & 10 %	35 fcs. & 10 %
Hongkong via Trieste.....	60/- & 5 %	60/- & 10 %
Kobe via Trieste.....	65/- & 5 %	65/- & 5 %
Liverpool.....	35/- & 5 %	—
London 1,000 kilos.....	40/- & 5 %	35/- & 5 %
Do (options).....	40/- & 5 %	—
Malaga.....	35 fcs. & 10 %	38 fcs.
Malta, via Genoa & Marseilles.....	62 fcs. in full.	62 fcs. in full.
Marseilles 1,000 kilos.....	40 fcs. & 10 %	40 fcs. & 10 %
Messina.....	50 fcs. in full.	50 fcs. in full.
Metelino.....	71.50 fcs. in full.	71.50 fcs. in full.
Montevideo per bag. 60 kilos.....	12000	—
Montaganem-Marseilles or Genoa.....	64 fcs. in full.	64 fcs. in full.
Naples.....	54 fcs. in full.	54 fcs. in full.
New York, Liners per bag.....	25/- & 5 %	25/- & 5 %
N. Orleans Liners.....	25/- & 5 %	25/- & 5 %
Odessa.....	66.50 fcs. in full.	66.50 fcs. in full.
Oran.....	62 fcs. in full.	62 fcs. in full.
Penang via Trieste.....	60/- & 5 %	60/- & 5 %
Palermo.....	56 fcs. in full.	—
Patras.....	66.50 fcs. in full.	66.50 fcs. in full.
Pireus.....	61.50 fcs. in full.	61.0 fcs. in full.
Port Said.....	64 fcs. in full.	64.00 fcs. in full.
Rotterdam.....	40/- & 5 %	35/- & 5 %
Rangoon via Trieste.....	55/- & 5 %	55/- & 5 %
San Sebastian.....	56.50 fcs. in full.	60 fcs. in full.
Santander.....	60.50 fcs. in full.	60 fcs. in full.
Samsoun.....	66.50 fcs. in full.	66.50 fcs. in full.
Seville.....	50 fcs. in full.	50 fcs. in full.
Shanghai via Trieste.....	65/- & 5 %	65/- & 5 %
Smyrna.....	61.50 fcs. in full.	61.50 fcs. in full.
Southampton 1,000 kilos.....	40/- & 5 %	35/- & 5 %
Suez via Trieste.....	50/- & 5 %	60 fcs. & 10 %
Do via Genoa or Marseilles.....	64 fcs. in full.	—
Salonica.....	61.50 fcs. in full.	61.50 fcs. in full.
Sulina.....	69 fcs. in full.	69 fcs. in full.
Singapore.....	58/5 in full.	58/5 in full.
Taragoune.....	50 fcs. in full.	50 fcs. in full.
Trebizond.....	66.50 fcs. in full.	66.50 fcs. in full.
Trieste.....	40/- & 5 %	35/- & 5 %
Tunis.....	62 fcs. in full.	62 fcs. in full.
Valencia.....	50 fcs. in full.	50 fcs. in full.
Valparaiso (options).....	47/6 5 %	—
Varna.....	66.50 fcs. in full.	66.50 fcs. in full.
Venice via Trieste.....	52 fcs. in full.	41/- & 5 %
Vigo.....	56.50 fcs. in full.	35 fcs.
Yokohama via Trieste.....	55/- & 5 %	55/- & 5 %
Do via Hamburg.....	58/5 in full.	58/5 in full.

SOUTH AFRICA

Algoa Bay	via New York.....	42/6 & 5 %	} per ton of 1,000 kilos
Capetown	via Southampton.....	42/6 & 2 1/2 %	
	via Hamburg.....	42/6 & 2 1/2 %	
	via Antwerp.....	42/6 & 2 1/2 %	
Beira	via Liverpool.....	37/6 in full.	} —
	via Southampton.....	58/6 in full.	
	via Antwerp or Bremen.....	78/6 & 2 1/2 %	
	via Liverpool.....	73/6 in full.	
Mossel Bay	via New York.....	70/- & 5 %	} —
	via Southampton.....	50/- & 2 1/2 %	
	via Hamburg.....	50/- & 2 1/2 %	
	via Antwerp.....	45/- in full.	
East London	via New York.....	50/- & 5 %	} —
	via Southampton.....	50/- & 2 1/2 %	
	via Hamburg.....	50/- & 2 1/2 %	
	via Antwerp.....	45/- in full.	

Durban	via New York.....	50/- & 5 %	} —
	via Southampton.....	42/6 & 2 1/2 %	
	via Hamburg.....	42/6 & 2 1/2 %	
	via Antwerp.....	42/6 & 2 1/2 %	
Delagoa Bay	via Liverpool.....	40/- in full.	} —
	via New York.....	70/- & 3 %	
	via Southampton.....	70/- & 2 1/2 %	
	via Hamburg.....	70/- & 2 1/2 %	
	via Antwerp.....	65/- in full.	} —
	via Bremen.....	65/- in full.	
	via Liverpool.....	65/- in full.	
	via Buenos Aires.....	42/6 in full.	
	via Algoa 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.	

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

WEST COAST PORTS

Punta Arenas.....	25/- in full	45/- & 5 %
Corral.....	50/-	60/- & 5 %
Coronel.....	10/-	60/- & 5 %
Caldera.....	52/6	50/- & 5 %
Talca.....	52/6	50/- & 5 %
Antofagasta.....	52/6	50/- & 5 %
Liquique.....	52/6	50/- & 5 %
Coquimbo.....	52/6	—
Talcahuano.....	45/-	—
Callao.....	52/6	—
Valparaiso.....	45/-	—
do (option).....	47/6	—
Puerto Montt.....	50/-	—
Concepcion.....	45/-	—
Tocopilla.....	52/6	—

FOREIGN VESSELS AFLOAT

IN RIO DE JANEIRO HARBOUR

On August 21st, 1908.

Date of entry.	Steamers.	Tons.	Date of entry.	Sailing Vessels.	Tons.
Aug. 7.	Stagpool.....	2,992	June 12.	Galgate.....	2,227
9.	Hilgide.....	2,299	July 13.	Rosa.....	955
11.	Volamoc.....	2,255	14.	Antonietta.....	647
11.	Blum.....	2,775	14.	Albania.....	1,438
12.	Nadia.....	1,552	15.	Guernica.....	1,175
14.	Pernambuco.....	3,405	17.	Andara.....	1,291
14.	Stanfield.....	2,922	20.	Ocean.....	1,239
17.	Austrana.....	2,612	26.	Anna M.....	1,175
17.	Fenny Lodge.....	2,675	31.	Bonn.....	1,653
18.	Woodfield.....	2,306	Aug. 5.	Alzella.....	1,052
19.	Dalnata.....	1,135	12.	Queen of Scots.....	1,296
19.	Istria.....	1,735	14.	Lillesand.....	1,000
20.	Maasiand.....	3,216			
20.	Cavour.....	3,151			
21.	Tyne.....	1,834			
21.	Canning.....	3,439			
21.	Lord Erne.....	2,793			
21.	Hughenden.....	2,069			
21.	Bania.....	3,106			
21.	Campana.....	1,767			
Total—Tons.....		48,457	Total—Tons.....		18,941

IN SANTOS HARBOUR.

On August 21st, 1908.

Date of entry.	Steamers.	Tons.	Date of entry.	Sailing Vessels.	Tons.
July 22.	Brantwood.....	2,444	April 14.	Ministro Bruno.....	80
Aug. 3.	Afghan Prince.....	3,185	Aug. 9.	Dunoyre.....	2,056
5.	Vingil.....	2,141			
6.	Grecian Prince.....	1,405			
6.	Szeged.....	1,783			
13.	Putney Bridge.....	2,147			
17.	Queen Eleanor.....	2,270			
17.	Cap Frio.....	3,622			
19.	Marvinas.....	274			
Total—Tons.....		19,369	Total—Tons.....		2,145

THE FREIGHT MARKET

British. "Fairplay." of July 30th says:—
 There is not much change to report in the condition of the freight market.

From Rio Janeiro and for Santos to New York and New Orleans a steamer of about 5,000 tons cargo is required for coffee for September, for which charterers will pay a lump sum of £1,500, net charter. For ore, Rio Janeiro to Antwerp is quoted at 12s., "dirty" terms, for September, or in other words 4s. 6d. per ton clean charter.

Coal rates from Wales to Rio were 11s. to 11s. 3d., the "Barkston" being fixed at the former and the "Mercedo" at the latter.

The s.s. "Swansea" was fixed from Glasgow to Rio at 12s.
 Argentine. Business in the Brazilian trade is as slack as can be, with no change in rates, which are, after all, bed-rock. It is hoped that an improvement in European rates may herald a rise in coasting rates, but as the two trades are absolutely separate, we can discover no ground for such a hope. We maintain the following rates:—

To Bahia and Pernambuco, 35s.; to Pelotas, 30s.; to Porto Alegre, 25s.; to Desterro, 12s.; to Antonina, 12s.; to Florianopolis, 14s.; to San Francisco, 14s.; to Paranaguá, 12s.; to Rio Grande, 12s.; to Santos, 10s.; to Rio, 12s.
 With the usual 1s. to 2s. extra from up-river ports. "Times of Argentina," August 10th.

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

	Bags of Coffee.
Per s.s. "Rio Amazonas," for Genoa.....	2,500
" " "Santa Ursula," for New Orleans.....	10,000
" " "Szege," for Trieste.....	10,025
" " "Umbria," for Genoa opt.....	2,100
" " "Wurzberg," for Antwerp.....	1,500

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported			Aggregate to date	
	1908	1907	Week or Month	1907	1906	1907	1906
Braz. Gl. South...	1,0	11	Nov.	28,7308	31,9718	351,1284	346,8218
			Dec.	13,0243	33,4588	367,7913	382,2796
Leopoldina	1,475	1,10	Aug. 15th	1208	1407	1988	1907
				26,089	26,189	708,163	686,748

a Earnings reported in pounds, £ in mites.

Leopoldina Railway.—Coffee carried for the season up to August 22nd amounted to 451,102 bags, of which the Leopoldina carried 281,076 bags, the Central 151,359, whilst 18,667 came coastwise.

The traffic returns of the Leopoldina for the week ended August 18th show a decrease of 7,0008, equivalent to £603 compared with last year, but the aggregate increase since 1st January, 1908, is £19,455.

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FOR 1908
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OPINIONS OF THE PRESS

"THE TIMES."

Any addition to well-arranged statistical information is to be welcomed, and Brazil is a country which is in many respects at a particularly interesting stage of its economic development. The appearance, therefore, of the first number of the Brazilian Year-book, issued under the patronage of the Brazilian Government, and compiled and edited by Mr. J. P. Wileman, editor of the "Brazilian Review," is particularly opportune, and it appears from the mass and clearness of its matter to be likely to be a useful guide to the large number of English investors and traders who are interested in its subject.

"THE DAILY NEWS."

The book will no doubt become the standard work of reference on Brazilian affairs.

"THE DAILY TELEGRAPH."

The Book will be found most useful as a work of reference on all such matters, contains comparative statistics of the foreign trade of the country, of its revenue and expenditure, its indebtedness, of the extension and traffic of its railways, of its shipping movement at (coast and ocean), and of the production of its principal staples (coffee, rubber, and cocoa). In addition, almost every other subject is dealt with, such as the history of the Republic, its climate, political constitution, etc., and much useful information of a general character. Besides these, the work contains an entirely new department as regards that country in the shape of short descriptions of each of the Government issues (Federal, State, and Municipal), and of each of the joint stock companies (home and foreign) working in Brazil. Several interesting diagrams and a few maps are included. The book is published in London by McCorquodale and Co. (Ltd.), at two guineas net.

"THE FINANCIAL TIMES."

The volume, which is illustrated by a number of excellent maps and diagrams, will probably be found an invaluable work of reference to all having dealings in Brazil, or who are interested, financially or otherwise, in the activities of the Republic.

"THE DAILY MAIL."

Just as the affairs of Brazil are beginning to attract a good deal of attention again there appears the first number of "The Brazilian Year-Book," a handsome volume of nearly 800 pages, compiled by Mr. J. P. Wileman, and published in London at two guineas by Messrs. McCorquodale and Co., of 40, Coleman Street, E.C. It furnishes such information as might be expected with regard to the great Republic and its States, as to their finances and commerce, their history, railway, shipping, mining, and so on, a good deal of attention being devoted to Brazilian investments.

"THE ECONOMIST."

As a first edition, it does not pretend to be complete, and the editor complains that some persons who could supply information have refused it. A loosely combined territory of three million square miles cannot be described completely in a single volume, but the editor deserves credit for the work which he has accomplished. We are extremely glad that a start has been made in presenting the statistical conditions of Brazil—a country of vast and almost undiscovered potentialities, where vast changes of development will be seen in the near future.

"THE WESTMINSTER GAZETTE."

Just now, when so much attention is being given to Brazilian affairs, the work should prove especially welcome. The effort and amount of labour involved in collecting the general information of the book will be understood and appreciated when it is remembered that Brazil covers an area of three million square miles, with hitherto very deficient means of communication.

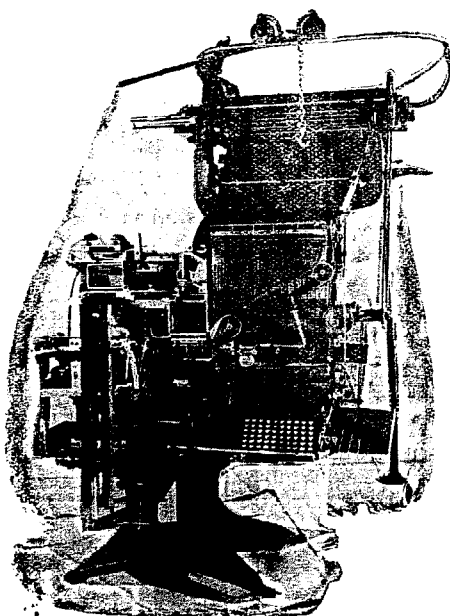
"THE FINANCIAL NEWS."

The "Brazilian Year Book" is an excellent compilation, an almost complete encyclopædia of Brazil, containing a mass of information of a political, financial, and commercial character which cannot be obtained, especially in a collected and elaborated form, elsewhere.

MONITEUR DES INTERETS MATERIELS, BRUSSELS.

Until now there was no complete Year Book of Brazil, which is easily comprehensible considering the extent of the territory, and frequently defective means of communication, whereby the difficulty of collecting the voluminous and precise data requisite for a serious work of this character. This important work has been undertaken by Mr. J. P. Wileman, Director of "The Brazilian Review," whose knowledge of the great South American Republic is profound. In a bulky volume of nearly 800 pages, he has given most valuable information on all matters regarding the economic life of Brazil; notably the comparative statistics for 5 and sometimes for 50 years of the Foreign Trade, Public Revenue and Expenditure, Railway traffic shipping movement, Production of the great staples, etc. A special section is dedicated to the loans contracted by each one of the States of the Union, as also for the Joint Stock Companies working in Brazil. Short notices are likewise given of the History, Geography, Mineralogy, fauna and flora of the Country, etc., etc. A large and recent map of Brazil and other very interesting diagrams complete this assemblage of documents. In brief, despite the few deficiencies inevitable in a first edition, easily corrected in the next, this work is as complete as it could be. It is, therefore, necessary for us to insist on the importance of such a work, especially when treating of a country like Brazil in full period of development, in which European capital is so heavily interested.

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.

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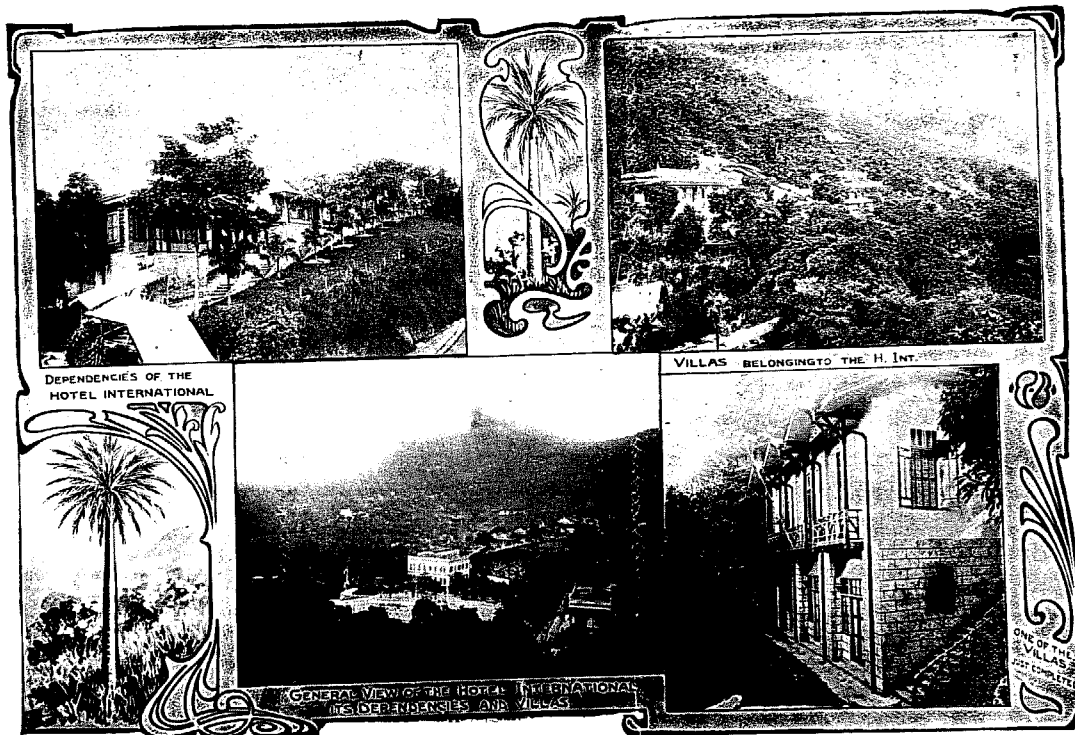
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