

The Brazilian Review



A WEEKLY RECORD OF TRADE AND FINANCE

VOL. XI

RIO DE JANEIRO — BRAZIL

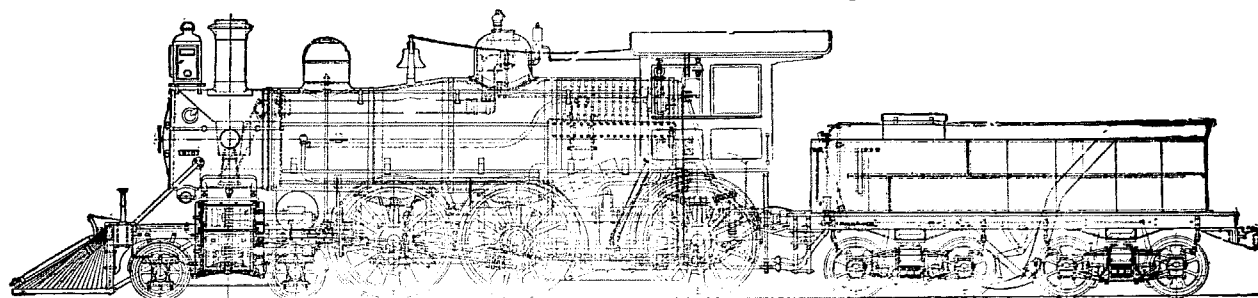
1908

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Penn.

(Established 1831)

BURNHAM, WILLIAMS & CO, Proprietors.

(Established 1831)



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

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

All Work Thoroughly Guaranteed.

Illustrated Catalogue furnished on application of customers.

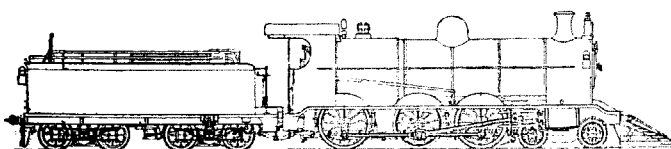
Sole Representatives in Brazil: **NORTON, MEGAW & CO. LD., N. 58, Rua Primeiro de Março, Rio de Janeiro**

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

Manufacturers of the WESTINGHOUSE AUTOMATIC BRAKE

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

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



A. BORSIG

BERLIN - TEGEL

ESTABLISHED — 1837

4 Grands Prix — 20—Highest Awards

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

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

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

ILLUSTRATED CATALOGUES ON APPLICATION

AVENIDA CENTRAL, 81 — P. O. BOX 911

DICK'S PATENT BELTING



TELEGRAPHIC ADDRESS : GUTTA PERCHA-GLASGOW

A B C and A I Codes Used—**R. & J. DICK—Greenhead Works GLASGOW**

AGENTS AND REPRESENTATIVES

—————) **BORLIDO MAIA & Co.** (—————

17, RUA DO ROSARIO — Rio de Janeiro — BRAZIL

RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED

Telegraphic Address "Epidermis"

Post Office Box No. 486

Mills. Rua da Gambôa, No. 1

HEAD OFFICE:

LONDON: 48, Moorgate Street, E. C.

BRANCHES:

S. PAULO: 4, Rua da Quitanda.

ROSARIO: 1086, Calle Santa Fé.

BUENOS AIRES: 335, Calle B. Mitre.

AGENCIES:

Victoria, Bahia, Maceió, Pernambuco,

Ceará, Maranhão and Pará

Curitiba, Desterro, Rio Grande, Pelotas

.. and Porto Alegre

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

"NACIONAL"

"SAVOIA"

"BUDA-NACIONAL"

"BRAZILEIRA"

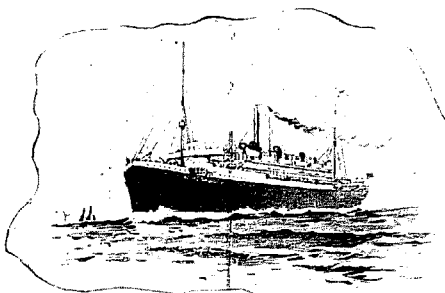
"SEMOLINA"

Daily production of Flour and Bran: 10,000 Bags

Office: 57, Rua do Rozario, Rio de Janeiro

THE ROYAL MAIL STEAM PACKET COMPANY

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



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

Tel. OMARIUS - Rio — P. O. B. 24

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

FRY, MIERS & CO

112, Cannon Street

London E. C.

ENGINEERS, MERCHANTS

— AND —

Contractors for Railway Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION — LONDON"

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

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

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

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

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

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

The Brazilian Review

VOL. XI

RIO DE JANEIRO, TUESDAY, October 6th 1908

No. 40

Jardim Botânico Tramway Company

LEME, IGREJINHA, IPANEMA, COPACABANA AND GAVEA

Cheap, rapid and convenient electric service to all these
CHARMING SUBURBS. Delightful retreats after the heat of RIO
Unsurpassed as RESIDENTIAL DISTRICTS
Easy of access to the City, healthy, cool in summer, tempered by the breezes
of the Atlantic, FINE SEA VIEW and Landscape, picturesque VILLAS, at low rents
GRAND BEACH and SEA-BATHING.

Trams run from the Avenida Central at intervals of 10 and 20 minutes, from 6 a. m.
to 9 p. m. and every half-hour afterwards, until midnight. See Company's time-tables.
**STRANGERS COMING TO RIO ARE STRONGLY RECOMMENDED TO
LIVE NOWHERE ELSE**

The new lines to Leme through the tunnel and the through electric
Service to Gavea are now open.

The Western Telegraph Company, Limited.

THE ONLY DIRECT ROUTE WITH SOUTH AMERICA UNDER ONE MANAGEMENT.

CABLE STATIONS IN SOUTH AMERICA:—

WESTERN TELEGRAPH COMPANY.

Brazil:—

Para (Travessa Campos Salles No. 1)
Maranhão, Ceará.
Pernambuco (Rua do Commercio No. 2).
Bahia (Rua das Princesas No. 7).
Rio de Janeiro (Rua da Candelaria No. 9).
Santos (Praça Mauá No. 29).
S. Catharina, Rio Grande do Sul.

Uruguay:—

Montevideo (Calle Cerrito 146)

RIVER PLATE TELEGRAPH COMPANY.

Argentina:—

Buenos Aires, 287 and 291, Calle San Martin.

WEST COAST OF AMERICA TELEGRAPH COMPANY.

Chili:—

Arica, Pisagua, Iquique, Antofagasta, La Serena,
Coquimbo, Concepcion, Coronel, Talcahuano.
Valparaiso (Calle Prat 69).
Santiago (Calle Huérfanos).

Peru:—

Callao, Lima and Mollendo.



CABLE STATIONS IN EUROPE AND
NORTH AMERICA:—

EASTERN TELEGRAPH COMPANY.

London: 11, Old Broad Street, E.C.
The Baltic Mercantile & Shipping
Exchange, St. Mary Axe, E.C.
49, Strand, W.C.

Liverpool: K13, Exchange Buildings.

Manchester: 44, Spring Gardens.

Glasgow: 5, Royal Bank Place.

Newcastle-on-Tyne: K, Exchange Buildings,
Quayside.

Cardiff: 33, Merchants' Exchange, Bute Docks.

Madrid: Calle del Pez 5.

Marseilles: Hôtel des Postes.

Malta: Central Station, St. George's.

Rome: 28, Via Venti Settembre.

COMMERCIAL CABLE COMPANY.

New York: Commercial Cable Building.

Boston: 112, State Street.

Halifax, Nova Scotia: 201, Hollis Street.

PLEASE MARK YOUR TELEGRAMS:—

From SOUTH AMERICA to ALL PLACES.

BRAZIL ... Via Western.
Uruguay ... Via Madeira.
Argentina ... Via Rio de la Plata.
Paraguay ... Via Rio de la Plata.
CHILI ... Via Rio de la Plata.
Punta Arenas ... Via Eastern.
Peru ... Via Eastern.
Bolivia ... Via Eastern.

Great Britain ... Via Eastern Madeira.
France—Paris, North ... Angleterre Madère.
South ... Madère.
Germany ... Emden, Vigo, Madeira.
Belgium ... Eastern Madère.
Holland ... Emden, Vigo, Madeira.

To SOUTH AMERICA.

Italy ... Via Malta, Madeira.
Spain ... Eastern Madeira.
Portugal ... St. Vincent.
North America and ... Commercial.
West Indies

PARIS: 37 Rue Caumartin.

ANTWERP: 61 Avenue Marie.

PORTO ALEGRE: K. W. Sefton, Caixa 13

HEAD OFFICES OF THE COMPANY—

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

THE BRAZILIAN COAL COMPANY, LIMITED

REPRESENTATIVES OF
CORY BROTHERS & C. LD of Cardiff and London
Colliery Proprietors

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

Prompt delivery at reasonable prices
Tugboats always ready for service
Engineering Works.

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

OFFICES:

Edificio da Bolsa Salas 26 and 27

Entrance: Rua Gen. Camara

Depot: ILHA DOS FERREIROS

P. O. Box 774

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)

The Brazilian Review

Editor — J. P. WILEMAN

Offices: Rua Visconde de Inhauma No. 42

P. O. BOX: 472, RIO DE JANEIRO

TELEGRAPHIC ADDRESS: "REVIEW" RIOJANEIRO

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

Separate copies 18200
Back numbers 28000

1 £ = 16\$000

AGENTS:—

Rio de Janeiro: CRASHLEY & Co., rua do Ouvidor No. 36

São Paulo: HILDEBRAND & Co. rua 15 de Novembro

London: G. STREET & Co. Ltd., Cornhill No. 30

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

All communications to be addressed to the Editor

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

Scale of Charges for Advertisements in ORDINARY POSITIONS

SPACE	52 Insertions Per Insertion	26 Insertions Per Insertion	12 Insertions Per Insertion	8 Insertions Per Insertion	Single Insertion
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
One Page.....	3 15 0	4 0 0	4 10 0	5 0 0	5 10 0
Half Page.....	1 15 0	2 0 0	2 5 0	2 10 0	2 15 0
Third Page.....	1 4 0	1 7 0	1 10 0	1 14 0	1 17 0
Quarter Page.....	18 0	1 0 0	1 3 0	1 5 0	1 8 0
1/2 inch x 8 inch	4 0	5 0	5 8	6 6	7 6
1/2 inch x 4 inch	2 0	2 6	3 0	3 6	4 0

The 52 and 26 Series Rates are for Consecutive Insertions.
12 or 6 insertions are quoted for upon the understanding that the advertisement appears at least once a month

HERBERT MOSES

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

PATEK, PHILIPPE AND CO.

THE BEST WATCH IN THE WORLD
SOLE AGENCY FOR BRAZIL
Relojoaria GONDOLO—71 Rua da Quitanda

TO LET,

In the best part of the Avenida Central, a store suitable for any business, also an office on the 1st floor. Very moderate rent.—Apply, Avenida Central, No. 29.

PIANO CLUB. Casa Mozart. 150 instalments of 10\$000 each, with 150 drawings. Information from Casa Mozart—127, Avenida Central.

SEAMEN'S MISSION—RUA DO ACRE NO. 21.

WE ARE REQUESTED TO STATE THAT GIFTS OF CAST-OFF CLOTHING FROM ENGLISH AND AMERICAN RESIDENTS WILL BE MUCH APPRECIATED BY THE COMMITTEE OF THE MISSION AS IT IS FOUND THAT A LARGE NUMBER OF SAILORS OF BOTH NATIONALITIES ARE IN DIRE NEED OF CLOTHING.

MAIL FIXTURES.

For Europe.

- Oct. 7.—Araguaya, Royal Mail, for Southampton.
14.—Clyde, Royal Mail, for Southampton.
14.—Chilé, Messageries Maritimes, for Bordeaux.
15.—Oriana, P.S.N.C., for Liverpool.
17.—Cap Blanco, H.S.D.G., for Hamburg.
21.—Aven, Royal Mail, for Southampton.
27.—Orcoma, P.S.N.C., for Liverpool.
28.—Cap Ortegai, H.S.D.G., for Hamburg.
28.—Atlantique, Messageries Maritimes, for Bordeaux.
28.—Nile, Royal Mail, for Southampton.

- Nov 12.—Orissa, P.S.N.C., for Liverpool.

For the River Plate and Pacific.

- Oct. 12.—Atlantique, Messageries Maritimes, for Buenos Aires.
13.—Ortega, P.S.N.C., for Valparaiso.
13.—Nile, Royal Mail, for Buenos Aires.
19.—Asturias, Royal Mail, for Buenos Aires.
25.—Cordillere, Messageries Maritimes, for Buenos Aires.
27.—Thames, Royal Mail, for Buenos Aires.

For United States.

- Oct. 18.—Velasquez, Lamport & Holt, for New York.

SAO DOMINGOS.—Excellent Family House to let, Rua Nilo Peganha No. 17. Close to sea baths. Keys at the "Venda" in front.—Apply, Sm. Vianna, Avenida Central, 33.

LADY SHORTHAND & TYPE-WRITER, FRENCH & ENGLISH,

Accepts Copy for Typing in any Language; is also ready to Call on Clients, if desired, and take down Correspondence in Shorthand, and return same typewritten same day; or will take down from Dictation at the Offices of the "Brazilian Review," 42, rua Visconde de Inhauma, Rio de Janeiro.

General News

DURING THE ABSENCE OF MR. J. P. WILEMAN IN EUROPE, ALL COMMUNICATIONS REGARDING THE "REVIEW" SHOULD BE ADDRESSED TO MR. W. C. CHANCELLOR, THE ACTING EDITOR.

Local Items.—The returns of the Director-General of the Public Health for the week ended September 27th, 1908, are as follows:—Yellow fever, 0; bubonic plague, 1; smallpox, 291; measles, 1; scarlet fever, 0; whooping cough, 2; diphtheria, 1; influenza, 15; typhoid fever, 1; dysentery, 0; beriberi, 0; erysipelas, 0; marsh fevers, 6; pulmonary diseases, 76. Total deaths from all causes, 602, equal to an annual rate of 49.48 per thousand inhabitants. Mortality of infectious diseases to total number of deaths, 66.11 per cent. Under treatment in hospitals: yellow fever, 0; smallpox, 858; bubonic plague, 6; under observation, 94.

—During the week the weather has been warmer and finer, and the rain which came down in such torrents for so many days seems to be holding off again, for the present, at any rate. We hear that several reports were received from the interior to the effect that the rainy season might be expected sooner than usual this year, and, as it generally comes about the beginning of November, possibly what we have just experienced is a foretaste of this early season. Thus it would appear that not only in the matter of heat and cold but in that of the seasons the climate is gradually changing. The epidemic of smallpox carried off 291 victims last week, as against 296 for the

Clark

The perfection of
strength
and flexibility
combined with
lightness and
durability



Complete assortments of British Hosiery, Leggings and Waterproofs

RUA DO OUVIDOR 67 B—Rio de Janeiro

Praça Dr. Antonio Prado 7 - S. Paulo

RUA FORMOSA 31 — BAHIA

AGENTS IN ALL THE PRINCIPAL CITIES OF BRAZIL

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



Dannemann & Co.

SÃO FELIX (BAHIA) — BRAZIL

Established in 1872

AWARDED THE GRAND PRIZE AT THE ST. LOUIS EXHIBITION

The Leading Cigar Manufacturers in Brazil

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

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

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

D&C.

previous week, and 278 for the week before that. The number of cases in hospital is 858, as against 864. It will thus be seen that there is no improvement to report. With regard to the epidemic many people said, most unjustly, that Dr. Cruz, the Director-General of Public Health, had folded his arms and allowed the disease to take its course with the object of forcing Government to bring in a Bill making vaccination compulsory. How unjust this is we have already shown, for all that can be done is being done, though that is not much when so large a percentage of the population will persist in regarding vaccination with fear and trembling. A few days ago a child was removed to hospital from its home suffering from smallpox whilst the father was absent, although arrangements had been made for the treating of the case in the house. This, of course, was a case of mistaken zeal on the part of the particular health officer who ordered the removal, but it has been seized upon by the very same people who stated that Dr. Cruz was doing nothing to prove that he is now doing too much! Some people are never satisfied.

— The Brazilian "Dreadnoughts" are still causing a great stir in naval circles in Europe and America, and all sorts of fantastic stories are being circulated with regard to their ultimate fate. The "Daily Chronicle," anxious to get to the bottom of things sent its representative to call on "a gentleman at present in London who is intimately versed in all matters relating to South America." For any one man to be such a walking encyclopædia is marvellous indeed, and any one who is versed in *all* matters relating to this continent must be a genius, and his words should be listened to with due respect. Our contemporary continues, "When the object of the visit was explained to him he expressed surprise that there should be any ignorance of, or doubt as to, Brazil's intentions in embarking on so costly a venture. It means war, a war that we in Brazil have known to be inevitable for a long time past, and the Government has had no more subtle an object in ordering these ships than any other competent Government would have under the same circumstances." As to the cause of the quarrel, he says: "Here is Uruguay sandwiched between Brazil and the Argentine, with its principal port practically commanded by the Argentine. Apart from the envious eyes which the latter country has necessarily cast on the little State, Brazil suffers from the inconvenience of the north-eastern frontier of Uruguay being freely used for passing contraband goods into its country. It seems to me more than probable that, unless something can be amicably arranged between the two big States over the buffer State, the last will be the primary cause of a war which cannot be long deferred, and will suffer accordingly." If this "gentleman versed, etc.," knows no more about other South American matters than he does about this he had better say less and think more, for mischievous vapourings of this nature can do nothing but harm. At any rate, we trust his remarks will be taken at their proper value by those who do know something about Brazil, even though they cannot aspire to an intimate knowledge of all matters relating to South America. Possibly one piece of information was still wanting to make his knowledge of the continent complete, and that is that a treaty of arbitration is almost immediately to be signed between Brazil and Argentina, so that any disputes which may arise between them may be removed from the danger zone, which treaty all well-wishers of the two countries trust will lead to the spiking of the guns of the jingoes who for some time past have been trying to stir up strife in these regions.

— Apparently the amount of information given by the constructors about the new ships is:—" Battleship 'Minas Geraes,' constructed by Messrs. Armstrong, at Elswick Yard, for the Brazilian Government. Armament, twelve 12-in. guns; twenty-two 4.7-in.; 19,250 tons; 21 knots. Designed by J. R. Perrett, Esq." The "Observer," speaking of the construction of the three ships, says:—"What, then, is the position as regards the ultimate ownership of these marvellous warships? There is no doubt that they were ordered, designed and constructed for the Brazilian Government." Brazilian naval officers and engineers have been watching the progress of the work since the start.

They are much further forward than most people suspect. As a matter of fact, all three can be completed in a few months from now. Pictures have been painted for presentation to various officials, showing each of the ships as she will appear when afloat and in commission, and in each case, it is worthy of note, the background shows parts of the Brazilian coast. The building has been carried on with extraordinary secrecy and circumspection. None but these Brazilian officers and the British officials concerned have been allowed to see the operations or any of the plans. Officials to whom any of the drawings have been entrusted have been placed under solemn pledges to keep them secret from even their most intimate friends, and to seal them up every night and sleep with them in their possession. No photographs or drawings are in existence, except those in the hands of trusted officials. The one exception to this is H.R.H. the Prince of Wales, who has made an inspection of the 'Minas Geraes' and has added to his picture album a painting of the battleship as she will appear when completed. This fact is significant when the Prince's connection with the navy is remembered."

— After quoting these two opinions we will now give a short extract from "The Nation" showing what is thought about the matter in America. Thus our contemporary:—" 'Peace on earth, good will toward some men' was apparently the wish of a number of Argentinians when their country joined with Chili in erecting at the summit of an Andean pass a gigantic statue of Christ in token of mutual disarmament on land. This splendid memorial has not deterred the Argentine Chamber of Deputies from authorizing a naval appropriation of \$65,000,000 in order to follow the pace set by Brazil. Even though the Senate, backed by terrified taxpayers, will probably thwart this madness, the incident deserves to become a classical illustration of acute jingoism and its consequences. Our South American friends need Dreadnoughts about as sorely as Greenland needs an artificial ice plant. Brazil and Argentina, the only two countries to the south which can seriously consider an ambitious naval policy, have no conflicting interests at home; and neither is looking forward to territorial expansion. Both have all they can manage for generations to come in the way of internal developments. In short, the whole ridiculous frenzy at Buenos Ayres and Rio de Janeiro suggests that the descendants of Tartarin of Tarascon have gone into politics down there."

— At a time when so many strangers are within our gates admiring the Exhibition and the great improvements made to the City of Rio de Janeiro during the last few years it is interesting to turn to a description of the town in 1768 by Captain Cook. "The town of Rio de Janeiro is situated on the west side of the river, from which it extends about three-quarters of a mile. The ground on which it stands is pretty level. Some of its streets run parallel from north to south and are intersected by others at right angles. The principal street is near a hundred feet in width; the other streets are commonly twenty or thirty feet wide. The houses adjoining to the principal street have three storeys, but in other places they are very irregular, though built after the same manner as in Lisbon. The viceroy's palace formed the right angle of a large square; the palace, mint, stables, gaol, etc., composing but one large building, which has two storeys, and is ninety feet from the water. In the centre of the square is a fountain supplied with water from a spring at the distance of three miles, conveyed by an aqueduct. From this fountain both the shipping and inhabitants are supplied with water. At every corner of the streets was an altar. Negroes were almost the only people employed in selling the different commodities exposed in the market, and they filled up their leisure time in spinning cotton. The gentry keep their carriages, which were drawn by mules; the ladies, however, used a sedan chair, boarded before and behind, with curtains on each side, which were carried by two negroes. The apothecaries' shops served the purposes of a coffee-house, people meeting in them to drink capillaire and play at backgammon. Beggars, who infest the streets of most European cities, were not to be found in this. With regard to the women, it was on

all sides agreed, that the females of the Portuguese and Spanish settlements, in South America, are much addicted to gallantry. According to Dr. Solander's account, as soon as the evening began, females appeared on all sides in every window, and particularised their favourites by giving them nosegays. The climate of Rio de Janeiro is both agreeable and healthy, being free from any inconveniences that are incidental to other tropical cities. The air is but seldom immoderately hot, as the sea breeze constantly begins to blow about ten o'clock in the morning and continues until the night, when it is generally succeeded by a land wind. The soil produces all the tropical fruits, such as oranges, lemons, melons, mangoes, and coconuts, in great abundance. The mines are rich, and lie a considerable way up the country. They are kept so private that any person found upon the road which led to them was hung upon the next tree unless he could give a satisfactory account of the cause of his being in that situation. Near forty thousand negroes were annually imported to dig in these mines, which are so pernicious to the human frame, and occasion so great a mortality amongst the poor wretches employed in them, that in the year 1766 twenty thousand more were drafted from the town of Rio to supply the deficiency of the former number. Who can read this without emotion! The harbour is safe and commodious, and may be distinguished by a remarkable hill, in the shape of a cone, at the west point of the Bay." When H.M.S. "Endeavour" came into the Bay a boat was sent ashore with the first lieutenant. The viceroy immediately detained this officer until the captain came on shore, and later apologies were made for this summary action. A touch of humour appears during Captain Cook's interview with the viceroy. "The captain, judging that the viceroy imagined they were come to trade, endeavoured to convince him of his mistake by acquainting him that they were bound to the southward, to observe the transit of Venus, a very interesting object to the advancement of navigation, of which phenomenon, however, he appeared, as might be supposed, to be totally ignorant." The crew of the "Endeavour" seem to have had an exciting time since in spite of the viceroy's orders that they were not to be allowed on shore many of them got out of the cabin window at night, rowed ashore, and made excursions at various points along the Bay. The viceroy seems to have been quite the reverse of genial to the expedition generally.

— More English as she is wrote!! Last week we gave several selections from a piece of translation which came recently into our hands. We do not apologise for giving a few more: "The intelligent writer affirms that the popular and well-known Chief of the State of Mexico, besides his elevated qualities, he has a heart to be compared to a woman's. During the time of her voyages X... was always well treated and respected, received always demonstrations of esteem and more-over affectionate reception from all representatives of all social classes, beginning from the chief of the States and winding up by the most humble man of the population. . . . When in Bolivia taking notes for her book, with reference to this republic, she escaped from being devoured by the Indians, escaping owing to her agility and being a courageous lady as she is.

A north american journalist referring to her intelligent activity said:—optimist and kind she seeks always the good qualities of those who become to know her, suggesting to present the most favourable part of their character and it is foolish to say that her friends form a legion in all parts of the world." The natural and feverish activity of X... by no means influenced to weaken her feminine feelings nor less her popularity, liberty of action, and intelligence contributed to wash out her great predicates of a sincere and generous heart. Her love for work the multiplied duties as a writer did not succeed to abandon the interest for the charming frivolities of dress, in which the sex has such delight and of which she is a representative that elevates and increases always. After the

constant enthusiasm that she dedicates to work, comes the eternal feminine her love for the artistical impressions and harmony makes her treat with interest those charming occupations of toilette, which the woman's heart is so much pleased by. She admires frankly the graceful lines and the harmonical colors of which she understands a great deal. The simplicity of her dresses that make her become so elegant and attracts such an agreeable attention, shows her good taste in the constant transformations of the mode parisienne. When her spirit always vivacious full of happy and communicative expansions render itself to deep meditations, it's not easy to discover if from that quietness a new work about South America will turn up or a seductive dress maker. . . . In Brazil she visited nearly all the South and North States, seeming to be impressed with the natural beauty of Amazonas, which river is astonishing on account of the puissance and grandeur of its waters. She went up our Amazonas three times, going through the Brevo channel, where the river is so tortuous and narrow that the trees falling on the other side form a shady tunnel, further on crossing places where it is so broad that from the side of the ship you can only see one of the margins, and sometimes you see clouds of moths instead of aquatic birds. She says 'I always consider myself happy and content when I have an opportunity to visit Brazil, country of my adoption and always remember with saudades the beautiful verses, 'My country has palm trees.' And how can I forget it when I have such love for poetical and elegant palm trees sung by the maranhense poet, those long thin and erect trees where on top the green palms salute affectionately from a great height the traveller in ecstasy in face of the strong nature of Brazil so large by the beautiful vastness of its territory so noble and generous by the hospitable manner of its natives. . . . I assure with all sincerity that in my peregrinations through the world I have never met a population of more affectionate and gentle feelings as the Brazilians. . . . My great surprise and pleasure it is to have met here with many habits and traditions of my country in the State of South America. Although I was born in the South and my beloved father having been the proprietor of slaves which emancipation transformed the daughter of a rich family into a poor writer I am sorry that the abolition was one of the most noble and generous social reformations, amongst all that of Brazil, so justly surrounded with flowers and applauses. A population that realises such a serious problem amongst feasts and enthusiasm is fated for perpetuations which will amaze the world." The reporter then asks a rash question. "Will it be indiscreet to know the date of your birth?" "Allow me to adapt the saying, the woman has only the age she presents. It is so long since I saw the light for the first time that I do not remember the date of my birth." The reporter once more puts a question which from its phrasing would, we should imagine, take some answering. "Does not your pre-occupation as writer, your masculine activity and independency rob your time to think of other's misfortunes; will they not weaken the affective sensibility, turning you into an indifferent being incapable of sentiments?" but the interviewed with becoming modesty answers: "No! Remember that in the first place I am a woman. Good and generous it grieves me to see others suffer, and if it were in my hands to diminish all suffering I am certain I would die blessed by a great part of humanity. The struggle for life, my activity and preoccupations of writer, my positive and practical feelings can never seize my heart. I am a woman and as such I conserve the firmness of all good feelings that only the sex that I belong to can keep it and use with prodigality." The reporter then states that José Verissimo thus refers to X... "With all her manly qualities that fail in so many men in a struggle for life she has nothing of a mannish woman, of English spinster (this seems rather rough!) ungraceful and careless in her toilette, and of manners and tone more masculine than feminine(!) She did

Cable-Address BORLIDO-RIO

P. O. BOX 131

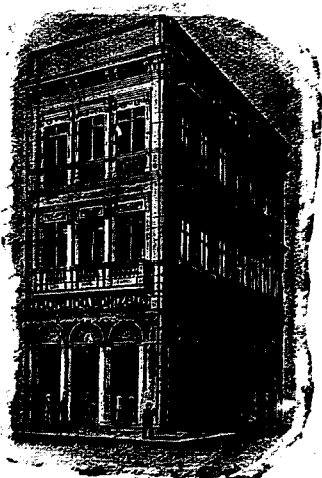
BORLIDO MAIA & CO.

ESTABLISHED 1878

General Merchants, Importers & Contractors

SUPPLY THE PRINCIPAL RAILWAY AND STEAMSHIP COMPANIES OF BRAZIL

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

AGENTS AND REPRESENTATIVES for**R. & J. Dick, Glasgow** - Original Balata Belting.**Mander Brothers, London** - Oils and Water Paint.**Bliven & Carrington New York** - Lubricating Oils and Grease.**Enfield Cycle Co. Ltd. Redditch, England** - Royal Enfield Cycles.**Wm. Simons & Co., Ltd., Renfrew Scotland** - Dredge Constructors.**Head-Office: Rua do Rosario 17 - Rio de Janeiro - Brazil**

not abandon her sex. She is not a *pas bleu*, neither a preciousness. She is jovial, frank, a natural spirituous lady, which besides her long experience of the world and of life she always keeps that ingenuity which is perhaps one of the most singular gift of her race." "Her handbag or valise are also curious. You find in it always collections of letters from journalists, writers, students, poets(!), poor people begging, ambitious solicitations, proposals for informations about employment, and business, and neither of these letters remain without a reply." Finally, "My object is to present to the public the tall lady, very tall, erect, of noble carriage, somewhat delicate in outline, debonnaire step, dressing always with refined simplicity, who may often be seen promenading the principal streets of this City."

— The Minister of War is now bring his visit to Germany to a close, and, in spite of the fulminations of "Le Brésil," the Quai d'Orsay does not seem to have made an "affaire" of the matter, although he was regretfully unable to accept the invitation of the French Government. The final fêtes in his honour will take place to-morrow in Hamburg, and on Thursday he will leave Cuxhaven on the s.s. "Deutschland" for Southampton, whence he will proceed to London to join his family. After a stay of eight days in England, Marshal Hermes da Fonseca will sail on the s.s. "Cap Vilano" for Rio. General Mendes de Moraes will also return shortly. It will be interesting to see what effect this visit to Germany will have on things military in Brazil. The Minister of War cannot fail to have been impressed by all that he saw, and doubtless will turn his experience to account. At least it is to be hoped that the uniforms will not be changed, as this has been done too often of late, that it must have put the country to considerable expense. Marshal Hermes was unable to take a personal farewell of the Kaiser, as the latter was in some other part of the country, so the leave-taking was done by letter sent through the Brazilian Ministry in Berlin.

— On the suggestion of the Italian Government the Agreement between Italy and Brazil, by which Italian goods are subject to a minimum tariff when entering this country in return for the reduction of the import tax on coffee entering Italy from lirs. 150 to lirs. 130 per 100 kilos, has been extended to December 31st, 1910.

— The day fixed for the review of merchant vessels to which we referred last week is Monday, October 12th, the date of the Discovery of America. The review will be under the command of the Captain of the Port, who will be on board the Lloyd Brasileiro s.s. "Pará," whilst amongst those present will be the President of the Republic and his Ministers as guests of the Navy League, which is organising the fête. At 9 a.m. all the vessels taking part in the review will be anchored between the Ilha das Cobras and the fort of Willegaignon. At a given signal they will up-anchor and proceed in single file outside the Bay, afterwards passing in front of the Exhibition, and then return to port. In the evening there will be a Venetian fête on the Bay of Botafogo, under the direction of two adjutants of the Captain of the Port, in which many boats belonging to the men-of-war and to the various rowing clubs will take part.

— The military manœuvres, which have been in progress for some time at the Military Town of Deodoro, came to a close on Tuesday last, when the President of the Republic attended a sham fight. The battle lasted just an hour, and concluded with a charge with fixed bayonets, after which there was a march past. At the lunch which followed the President of the Republic said that he felt it his duty to be present at the manœuvres since it was to the Army that the safety of the country was entrusted. Brazil was arming herself only in self-defence, and in case she was attacked. She had no ambitions beyond those of labour. The Government was developing the National forces solely for the purposes of defence, and with no thought of aggression against any country, neighbouring or not. Brazil was desirous of developing its vast resources, and extending its trade, its agriculture, and its industries. To develop she must have peace, and with a strong Army and a strong Navy peace was assured. Referring to conscription, the President said that it would be an element of patriotism amongst all their citizens. He drank to the prosperity of Brazil, to the glory and well-being of her forces—Army and Navy—to the security of their honour, and the safety and integrity of the country. After lunch the President visited the Hospital and Ambulance arrangements. It is satisfactory to record that the number of cases of illness in the ranks has been small, in spite of the large number of men taking part in the manœuvres, whilst no deaths have occurred.

— Machado de Assis, one of the best known of Brazilian contemporary writers died on Tuesday last. He rose from humble parentage, and after working his way in the world became Comptroller of the Account Department in the Ministry of Public Works. He was born in 1839, and was therefore 69 years' old. He was a member of the Brazilian Academy, his best known work being "Memorias de Braz Cubas." His funeral was at the expense of the nation, and the President of the Republic as well as his Ministers were represented.

— A project has been presented to Congress authorising Government to extend the Santa Cruz branch of the Central of Brazil Railway to the town of Barra in the Guaratiba district via Sepetiba, Pedra, and Grotta Funda. The object of this extension is to bring a district, from which a great deal of produce is sent daily to the markets of the Capital, into touch with consumers. One of the principal results of the building of this line would be the cheapening of fish in Rio, since large quanti-

ties can be obtained from Guaratiba which now are not available at present, owing to the extreme dearness of transport. The Deputies responsible for the project also suggest that in the whole Federal District there is no more favourable spot for the establishment of a fashionable watering place.

— News from Florianopolis is to hand to the effect that the Lloyd Brasileiro s.s. "Estrella" was destroyed by fire when lying alongside the quays at Itajahy. It appears that the actual cargo for Itajahy, amounting to some 1,433 volumes, was saved; all the rest, consisting of 2,567 volumes, of which 533 from Laguna and 2,034 from Itajahy, being totally destroyed. The loss is estimated at 250,000\$, whilst it is believed that the fire was quite accidental. Luckily no lives were lost, though the captain stuck to his post to the last, and only just saved himself in time. The "Estrella" was 15 years old. She was built in England, and only a short time ago was completely overhauled and renovated. It is stated that the loss is covered by insurance. Another Lloyd vessel, the s.s. "Javary" was reported to be aground between Assumption and Corrientes, owing to the extreme lowness of the river. She was not in a dangerous position and has now been floated.

— Apropos of shipwrecks, the s.s. "Cap Frio," which went aground at Bahia and was put up to public auction, only fetched 5,000\$, in spite of the fact that she was advertised as having on board 900 tons of good English coal. Evidently something was saved from the wreck in addition to the coffee already reported, since the health authorities at Bahia are taking steps to prevent the sale of damaged comestibles from the ship as being injurious to the public health.

— It is stated that the Minister of Marine proposes to acquire from the Ministry of Finance the revenue s.s. "Oyapoc," which is at present on duty at the Port of Pará, in order to turn the vessel into a yacht for the President of the Republic. The Minister of Marine will give in exchange for this ship the despatch boat "Tocantins" and the yacht "Silva Jardim." The latter vessel, which is at present used as the Presidential yacht, has a history which is interesting to Englishmen, since she was presented to the late Emperor Dom Pedro II. by Queen Victoria many years ago. Anyone who looks at her would immediately be reminded of the lines on which all the Royal yachts in England were built for so many years. She has the same raking funnels, the same paddle-boxes and the same clipper bows which were so characteristic of successive "Victoria and Albert's." If the vessel is sold to become a revenue boat, it will be a pity, since after all, she is a link with the past, and as such is worthy of a better fate.

— During the week there were 283 births and 80 marriages in the Federal District. As the deaths numbered no less than 602, it will be seen that there is a loss of 319 in the population of the City during the week. This has now been going on for some months and is a most unsatisfactory state of affairs.

— The Chambers have by their own vote extended the present session till November 3rd next. This is the second extension of the present session.

— On the 28th ult. the 37th anniversary of the promulgation of the law known as that of the "Ventre libre," a children's fête was held in the Gloria Gardens round the statue of the Visconde de Rio Branco, who was responsible for the law by which no Brazilian could in future be born a slave. In the evening of the same day a meeting was held at the rooms of the Geographical Society for the purpose of forming a society to commemorate the date. It was decided to open a number of night schools for coloured people.

— We have already noted the fact that the Brazilian Railway Construction Company has received authorisation to operate in the Republic, and now it is stated that the Government of the State of São Paulo has authorised Engineer Felipe Nery Ewbank da Camara to transfer to the said company his concession for the construction of a railway from Santo Antonio do Jiquiá to the most convenient point in the City of Santos.

— The Prefect of the Federal District has lately been quite busy opening new schools, a function which must be extremely gratifying to him, in view of the keen interest he takes in educational questions and in the extension of facilities for education in the Capital. A short time ago the Deodoro school was opened on the Gloria and on the 27th ult. the new Barão de Machubas Model School at Inhauma was inaugurated. The school has room for some 500 scholars and is furnished in a comfortable and practical manner. It will be a valuable addition to the educational establishments of the City.

— It really is time that something was done to the rua Senador Euzébio which runs along one side of the Mangue Canal. Some time ago, in a moment of enthusiasm, the whole of the paving of that thoroughfare was taken up, and to date but very little has been put down again, whilst for the present it appears that work is entirely suspended. The result is that deep pools of water collect and that pedestrians have to leap over heaps of stones, mud and general filth to avoid them. It would surely have been better to have attempted to do the road in sections, instead of leaving it like a desert because there is not enough money to proceed with the work for the moment. The Villa Isabel Tramway Company are taking the opportunity to lay their new rails along the street, but even this operation seems for the present to be suspended, so that the street looks more like "Port Arthur after the siege" than anything else. On the other side of the canal the cranes are still hauling up masses of black mud and depositing it on the pavement or on the road, to be loaded afterwards into carts and thus finally

removed. It will be interesting to see when the Mangue Canal will be clean at last. The day seems to be far off, for with such antiquated measures as those now employed, it will take ages to complete the work.

Circulars are being sent round to employers of labour and merchants in the Capital, which are supposed to be filled in by the head of the firm, giving particulars about all men in their employ between the ages of 20 and 30 for the purposes of the next ballot under the Conscription law. It is further stated that if any names are omitted, the employer will be imprisoned for six months and fined not less than 100\$000 and not more than 200\$000. Under these circumstances it would be as well for employers of labour to be on the "qui vive" and see that all is right in the filling up of the circulars. This would especially apply to Companies employing a large staff and hundreds of labourers. With regard to foreigners residing here it is stated that if they have been in the country for three years without registering their nationality at their respective consulates they also will be liable for service. This clause we should imagine will lead to some protests.

The Minister of Justice and the Interior is consulting the President of the Tribunal de Contas (National Auditing Office) as to whether it will be possible to open a credit of 30,000\$ as a grant in aid to stamp out the epidemic of plague which is at present devastating the State of Maranhão.

The Light and Power Company inaugurated a new tramway service on the 26th ult. namely, that of S. Luiz Durão—S. Januario. The route followed from the Caes Pharoux is the same as far as the old terminal point of the S. Luiz Durão line, after which the trams run via the Campo de São Christovão, ruas Senador Alencar, Bomfim, S. Januario, General Bruce, General Argollo, and so back to the Campo de São Christovão. The fare is 200 réis, whilst the time taken for the round trip to and from the City is 90 minutes without a change of cars. The Light and Power Company is making rapid progress with the electrification of the remaining systems run by mule traction, a progress which would surprise many people who live out on the Jardim Botânico line and hardly ever take a Light and Power tram, and which is evidenced by the great increase in the receipts from the lines after electrification. At present too the line is being laid along the rua Visconde de Inhauma as a continuation of that already finished from the end of the Mangue canal, past the Central station, down the rua Floriano Peixoto to the Avenida Central. We hope it may not be long before the line is carried right round to the Caes Pharoux and the circle thus completed.

Messrs. Norton Megaw have forwarded to Col. Souza Aguiar, Commandant of the Fire Brigade, the sum of 1,000\$, as a subscription to the Benevolent Fund of the force, in recognition of the services rendered by the launch "Aquarium" when the s.s. "Milton," of the Lamport and Holt line was damaged by the s.s. "Campinas" whilst lying at anchor in the Bay.

Just lately experiments have been made with wireless telegraphy between the station at the Exhibition and the Central Telegraph station in the City. Messages have also been sent from the Exhibition to outgoing or incoming vessels, often at a distance of 55 miles or more.

The President of the Republic has signed a decree putting into execution the Treaty of May 5th, 1906, between Brazil and Holland, for the determining of the frontier between Brazil and the Dutch colony of Surinam.

The President of the Republic has signed a decree approving the statutes of the Brazilian Navy League. According to these statutes, the main objects of the League are the discussion of maritime and naval questions on every possible occasion and the publication of a review dealing with the same to be distributed free to members and at a minimum cost to the public. In this review will be given all kinds of information dealing with shipping companies, docks, naval workshops, etc., etc. The League will do all in its power to bring the Navy and the merchant marine together. It will also labour for the development of both the Navy and the merchant marine and will do all it can to improve the condition of sailors of both services. The League will have nothing to do with political or religious questions.

The President of the Republic has signed a decree authorising the Minister of Justice and the Interior to open a credit of 500,000\$ to defray the expenses of the measures being taken to counteract the effects of the drought in the Northern States. The President has signed another decree authorising the Kosmos Company to operate in the Republic and approving of certain modifications in its statutes. The Kosmos is a National Company for the provision of old-age pensions by subscription. A further decree has been signed authorising the Minister of Finance to open extraordinary credits of 174\$257 gold and 826:394\$030 paper, for the payment of accounts outstanding from previous fiscal years ("exercícios findos") as follows:—

	Gold.	Paper.
Justice and the Interior	—	276:479\$001
Foreign Affairs	174\$257	—
Marine	—	85:265\$028
War	—	221:528\$975
Public Works	—	82:300\$213
Finance	—	160:820\$813
	174\$257	826:394\$030

The Cardinal Archbishop of Rio de Janeiro has duly arrived in Rome with his band of pilgrims. The Cardinal and the pilgrims were received by the Pope who spoke enthusiastically of Brazil as a stronghold of the Church, which he hoped it might ever remain.

The Minister of Finance has requested the President of the Bank of Brazil to provide him with a bill for £37,593 on London for payment of purchases made abroad by the Minister of Justice and the Interior.

Now that the Union Government has purchased the Muzambinho Railway and incorporated it with the Minas to Rio line, the tariff has been considerably reduced for the benefit of the producers of the region served by the line. The following reductions have been made:— 10% from 101 kilometres to 200 kilometres, 20% from 201 to 300, 30% from 301 to 400, 40% from 401 to 500 and 50% from 500 upwards. Some of these reductions of course will not come into force as yet, since the line is not completed to such a length as 500 kilometres, but nevertheless, considerable satisfaction has been expressed by those who will benefit at once by the reductions over lesser distances.

With regard to the first Pan-American Scientific Congress which is to be held at Santiago de Chile in December next, Mr. Root has addressed the American Delegates as follows:—"It is very desirable that we should contribute our fair share and that the work which you do and the association which you form should contribute toward the establishment of permanently good relations. In many ways the interests of the United States are very much concerned in the advance of the other American countries. The advance of knowledge and improvement of practice among them in all sanitary and such matters is of great practical importance to us. The reconciliation of methods in all commercial matters, the administration of the ports, of the customs, of all the machinery of trade intercourse, and the adoption of approved methods are of great practical importance to us. It is for the interest of all of them to have the highest standard, the most complete experience, and the greatest skill attained in any one made the common property of all. The Congress to which you are to go will afford opportunities for that, and will afford such opportunities largely because, being a Congress of representatives of all the countries, the conclusions which are reached, the lessons which are learned, the things that are said there will go to each country, not as coming from a schoolmaster, an alien schoolmaster, whose dictation or assumption of superior knowledge would be resented, but would come from a body in which they themselves are represented. Many of the matters which will be discussed according to the programme of this Conference are matters which will be taken up there on the scientific side, and will be later discussed on the political side before the next Pan-American Conference, to be held in Buenos Aires in 1910, and in future Conferences. Of course, you have only the scientific side."

The President of the Republic has signed a decree authorising the Minister of Public Works to open a credit of 800,000\$ for the construction of the extension of the Central of Brazil Railway and for the building of the branch from Sabará to the City of Fênos.

The Minister of Justice and the Interior has addressed a dispatch to the President of the Republic in which he points out the necessity of opening special credits under the votes for Administration of Justice in the Federal District, Police in the Federal District and the Rio Fire Brigade. The Minister points out that half the expenses of these departments are defrayed from Budgetary resources and the other half from a special amount reserved from the tax on industries and professions and on property transfers. In 1907 the latter moiety showed a deficit of 2,466:119\$094, whilst if all the proposed reforms, etc., are carried out this year the deficit is estimated at 4,347:764\$430. All the estimated expenditure, however, will not be needed, but, even so, it will be necessary for Congress to sanction the opening of special credits to a considerable amount. Incidentally the President of the Republic has just signed a decree authorising the Minister of Justice to open a credit of 1,200,000\$ for the construction of the new building for the Central Police Station. This credit has been cut down by nearly one-third, as we believe the original proposal would have involved an expenditure of at least 3,000,000\$. That a new central police station is badly needed is beyond question, but we should think that very good quarters can be erected for £75,000, which after all is a great saving as compared with £185,000.

The Prefect of the praça Sete de Março in Villa Isabel. The improvement of the praça Sete de Março as a garden, and will be made a point of attraction for the dwellers in the vicinity. All through the City, gardens are being laid out, but one of the greatest improvements to the old gardens has been the removal in several cases of the railings which surrounded them. The extraordinary improvement wrought by this small change is really wonderful. We suppose the railings round the praça de Republica and the Passeio Publico are too costly to remove, whilst possibly the vagrants of the night might find them comfortable lodgings in the summer months and so disturb the even tenour of the local policeman's way.

In a recent speech in the Senate Sr. Alvaro Machado gave some interesting figures regarding the number of day labourers employed in the various Ministerial Departments

and the emoluments received by them. The following are the figures:—

Department.	Labourers.	Expenses.
Justice	4,300	5,000:000\$
Finance	2,600	4,300:000\$
War	1,600	2,200:000\$
Marine	2,300	3,300:000\$
Public Works	16,300	23,000:000\$
Foreign Affairs	115	120:000\$
Total	27,215	37,920:000\$

— The Minister of Public Works has received a telegram from Montevideo, from Dr. Buarque de Macedo, to the effect that the inauguration of the new service by the Lloyd Brasileiro on the River Uruguay has evoked the greatest enthusiasm. The Uruguayan Railways have arranged to make their freight rates conform to those levied on the Central of Brazil Railway. Dr. Buarque suggests that the Northern States of Brazil should undertake a sugar propaganda in Uruguay without delay, as there is a market there, whilst the Lloyd steamers will arrange to take the article direct.

— From the monthly pamphlet issued by the sanitary authorities it appears that during the month of August the total number of deaths in the Federal District was 3,315, of which no less than 1,688, or more than 50%, were from smallpox. The average daily mortality was 106.93, a yearly coefficient of 47.14 per 1,000 inhabitants. The maximum temperature during the month is given as 29.9, the minimum as 15.3, and the average 20.55° Centigrade, the latter being equivalent to about 68° Fahrenheit.

— Some time ago we referred to the large fines imposed by the Custom House on shipping companies when small mistakes are found in ships' manifests and now a telegram from London states that the "Liverpool Journal of Commerce" says that it is probable that the Foreign Office will instruct the British Legation here to consult with the representatives of the other powers with a view to protesting against the heavy fines imposed.

RIO DE JANEIRO.

— The Budget Law for the year 1909 which has just been presented to the State Congress fixes Revenue at 7,964,610\$126 and Expenditure at 7,963,964\$768, a surplus being thus expected of 625\$358, which does not seem to leave much margin for eventualities. The two most important sources of revenue are: Export Taxes, 2,955,538\$564, and the tax on industries and professions, 1,397,728\$000.

— News from Petropolis states that the Uruguayan Government, following the example of that of Argentina, has decided to contract for the lease of a house in Rio, which will be used as the Legation during the winter months. During the summer the Minister will reside at Petropolis as heretofore. The thin end of the wedge is gradually forcing its way in, and the removal of all the legations to Rio during the winter should now only be a matter of time. We have often advocated the move, and now the representatives of the older nations have been given the lead by those of the younger. It is probable that the new Uruguayan Legation will be exempt from the house tax, an exemption which is already extended to the Argentine Legation.

SÃO PAULO.

— A credit of 1,000:000\$ has been opened to cover the expenses of the representation of the State at the National Exhibition at Rio de Janeiro.

— It is stated that Dr. Campos Salles, ex-President of the Republic, will come to Rio in the course of the current month with the object of visiting the Exhibition. He will be the guest during his stay of Dr. J. C. Rodrigues.

— The Secretary of Agriculture has signed a decree authorising the Dourado Railway to open to traffic the section between Gavião Peixoto and the carriage road from Araraquara to Ibitinga; and to construct a section from a convenient point on the said road to Ibitinga; authorising the Sorocabana Railway to open to traffic the branch from Bernardino de Campos to Santa Cruz do Rio Pardo of a total length of some 24 kilometres, and finally, approving the surveys for the construction of the section from Lagôa to Vargem Grande.

— During the week the total number of deaths in the Capital of the State was 155, of whom 10 from smallpox. Births numbered 210, and marriages 34. Since January 1st 104,966 persons have been vaccinated, or about one-third of the total population.

— At the request of the Minister of Finance the São Paulo Government have now sent in their little bill to the Federal authorities for the amount due for aid given during the naval revolt in 1893. The sum due is stated now to be 6,075,548\$726.

— The São Paulo Tramway Light and Power Company has now inaugurated the circular line of Maranhão, linking that district up with the Avenida Hygienopolis and ruas Martim Francisco and Palmeiras.

MINAS GERAES.

— The Municipal Budget for the year 1909 places Revenue and Expenditure at 461:000\$000.

— The condition of Dr. João Pinheiro, President of the State, who has been seriously ill, is now, happily, stated to be improving. Dr. Joaquim Murinho has been twice to see him, travelling on both occasions by special train on the Central of Brazil Railway.

BAHIA.

— The President of the Republic has signed a decree transferring to Messrs. Guinle and Co. the concession for the working of the telephone service throughout the State which was held by Col. João Pedro Caminha.

— The Governor of the State has granted an extension of two years, as from October 27th, for the completion of the first section of the railway from Ilheus to Conquista, which is held by Messrs. Oliveira, Carvalho and Co.

— The 2% gold tax set apart for the Port works gave 47:267\$804 during the month of August, as against 86:242\$201 for the same month last year, a falling off of 38:974\$403. During the first 8 months of the current year the tax has yielded 523:326\$962, whilst since the first levying of the tax on March 22nd, 1907, it has yielded in all 1,260:041\$504.

— The Governor of the State, Dr. Araújo Pinho, has granted a concession of 30,000 hectares of fallow land on the banks of the River Jucuruçu, in the Prado district, to Mr. Eugene Seeger, ex-Consul General of the United States of America in Rio de Janeiro. Mr. Seeger undertakes to found nucleus colonies in the district and establish a steamer service on the river and beyond the Barra do Prado.

PERNAMBUCO.

— As Recife is the first port of call on this continent for many vessels coming from Europe the local press is making appeals to the State Government petitioning that every possible precaution shall be taken to prevent the bringing in of cholera morbus from European ports. The same agitation is being made at Bahia, and it is to be hoped that the Federal authorities will take the matter up and enforce the strictest quarantine in the event of the slight suspicion. If the scourge once got a hold in Brazil the results would be terrible to contemplate. Prevention is better than cure, and very much cheaper.

PARANA.

— The Municipal Council of Curitiba, the Capital of the State, has passed a law authorising the issue of 6% apolices up to a total sum of 1,200:000\$ for the purpose of consolidating the Municipal debt.

Books Received and Notices

A Fibra de Canhamo Brasiliensis "Perini" estudo feito pela Sr. R. da Trindade—Engenheiro—Consultor de Bruxelas. São Paulo—Typographia Brazil—rua 15 de Novembro No. 30A. 1908.

As its name implies, a study of the "Perini" fibre by the Brazilian Vice-Consul at Brussels.

Baldwin Locomotive Works. Record No. 64. Locomotivas Fabricadas para a Estrada de Ferro Central do Brasil. Imprensa Inglesa, 69 rua Theophilo Ottoni, Rio de Janeiro, 1908.

This is a translation of the Record to which we have already referred in these columns. It is extremely well printed and got up, the cover being quite a work of art, and quite as good as any art printing we have seen anywhere. Unless we had seen it we should have said that it was impossible to turn out such good work in Brazil, and the Imprensa Inglesa is to be congratulated on the excellence of its work.

Fowler, Scroggie & Co.

Railway and General Auditors
Incorporated Accounts and Agents
Buenos Aires, Rosario, Montevideo and
Rio de Janeiro

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

And a large staff of Competent Assistants and Experts

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

HEAD OFFICE:

64 Northern Insurance Building
444 Bartolome Mitre, Buenos Aires

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

— UNION TELEPHONE 83 —

Banco Commerciale Italo Brasiliano

(SOCIEDADE ANONYMA)

HEAD OFFICE: SÃO PAULO

Capital subscribed and paid up..... Rs. 5.000.000\$000
Reserve fund..... " 1.200.000.000

BRANCHES: RIO DE JANEIRO AND SANTOS

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

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

Address: CAIXA DO CORREIO 501—SÃO PAULO

Telegraphic Address: — "ITALOBANCO"

Agents of the BANCA COMMERCIALE ITALIANA, MILAN

CORRESPONDENTS ABROAD

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

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

GENERAL AGENTS OF THE

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

AMERICAN BANK NOTE COMPANY

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

BUSINESS FOUNDED, 1795

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

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

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

Estimates submitted on receipt of particulars or requirements.

REPRESENTATIVE IN BRAZIL

L. C. IRVINE

Rua da Alfandega 37, (Sobrado)
RIO DE JANEIRO

FUNDADA EM 1795

Gravadores e impressores de sellos, estampilhas, notas bancarias, apolices, acções, saques, cheques, letras cambiais, e todos os documentos e titulos requerendo segurança.

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

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

A Companhia está prompta a submeter offertas em qualquer occasião.

REPRESENTANTE NO BRAZIL

L. C. IRVINE

Rua da Alfandega 37, (Sobrado)
RIO DE JANEIRO

COMMERCIAL AND PASSENGERS' GUIDE

Coffee Merchants

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

Curiosities

A. Jacobsen, Natié'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

Drugs, Dyes and Chemicals

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

Electrical goods

H. Smyth. — English Electrical Supplies. 37, Rua da Quitanda — Rio 27-7-06

Roofing

Eternit — The best roof of the Present. For Particulars apply to — Blum & Co., 46, Rua 1º de Março — Rio. 12-3-07

Rubber Hand Stamps

S. F. Longstreth. — Office and Works — 16, Travessa do Ouvidor Rio—1st floor. 27-7-06

THE BRAHMA BREWERY



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

It is the most nourishing beer in the world. Makes appetite. Gives strength. Food in liquid form

PRICE: Rs. 60\$000 in cases of 48 bottles — 55\$000 in cases of 72 half bottles

RUA VISCONDE DE SAPUCAHY 104-142

Notes

The Brazilian Review. The term of association having expired, the proprietary society will be liquidated and the concern be re-organised on another basis.

São Paulo Tramway, Light and Power. The Directors of the São Paulo Tramway, Light and Power Company, Ltd., have declared a quarterly dividend of 2½ per cent. on the capital stock.

Rio Customs Revenue for September amounted to 2,573:047\$794 gold and 4,079:353\$287 paper, equivalent to £544,426, as against £626,132 for the same month last year, a shrinkage of £81,706.

The São Paulo Budget. Government has submitted to the State Congress the Budget for the year 1909. Ordinary Revenue is estimated at 40,524:000\$ and Extraordinary at 4,502:000\$, a total of 45,026:000\$. Expenditure is estimated at 47,330:368\$050, a deficit being thus expected of 2,304:368\$050 or £144,023. Expenditure is divided as follows amongst the various Departments of State:—

Interior	12,869:330\$660
Justice	11,955:899\$999
Agriculture	6,586:554\$423
Finance	15,918:582\$938

Total 47,330:368\$050

For the current year Ordinary Revenue was fixed at 48,724:261\$990 and Expenditure at 48,722:128\$656. It will thus be noticed that estimates for Ordinary Revenue for 1909 are reduced, as compared with the current year, by 8,198:262\$, and for Expenditure by only 1,391:760\$606, so that a good many special credits will probably be opened in the course of the forthcoming fiscal year.

The São Paulo Pure Roasted Coffee Company. A telegram from London announces the successful launching of this Company which has been formed by Messrs. Edward Johnston and Co. and Messrs. Joseph Travers and Sons, acting in agreement with the Government of the State of São Paulo, for the propaganda of São Paulo coffee in Great Britain. According to the telegram, the largest subscribers, apart from the two above-mentioned firms, were Messrs. N. M. Rothschild and Sons, the London and Brazilian Bank, the London and River Plate Bank, the São Paulo Railway Company, Messrs. La Motte and Co., the Société Générale, Mr. Hector Legru, the Sorocabana Railway, the North Western of Brazil Railway, the Compagnie des Chemins de Fer Auxiliaire au Brésil and Messrs. Schulmann, Strain, Bowron and Greene. Operations commenced on the 29th ult., but the official inauguration takes place in a day or so, at which function Dr. Antonio Prade, Prefect of the City of São Paulo, will represent the State of São Paulo on the special invitation of Mr. Greene. The Company will be doing a great service to this country if it can educate the people of England, Scotland and Ireland, and possibly later, of the British Dominions beyond the seas to make, drink and enjoy coffee. If they only succeed half as well as the tea propagandists, they will surely be satisfied.

St. John del Rey Mining. August gold produce, £30,500; yield per ton, .60 of an oz. troy.

Prince Line. The report of the Prince Line, Ltd., in another column, states that the gross profit on the year's working amounts to £117,610, from which is to be deducted for repairs and renewals £27,572, leaving £90,037. After paying interest and sundry charges, a balance of £77,009 is shown, to which must be added £3,354 brought forward, making £80,364 to the credit of profit and loss account. The Directors recommend to appropriate for depreciation £47,500 for the interim dividend at the rate of 5 per cent., paid 5th March, 1908, £15,037, and to pay a further dividend at the rate of 5 per

cent., carrying forward £2,790. The Directors announce with great regret that Mr. C. H. Scott has resigned the position of Chairman, which he has held since the formation of the Company, and desire to place on record their high appreciation of his services. Mr. Scott has consented to retain his seat on the Board. Mr. John Unwin has been elected Chairman.

British Insulated and Helsby Cables. The Directors of the British Insulated and Helsby Cables, Limited, have declared a dividend on the ordinary shares at the rate of 8% per annum, less tax, for the half-year to June 30th. The agents for this Company in Rio are Messrs. MacLachlan, Machado and Co., rua de São Pedro, No. 37.

MINING LEGISLATION IN BRAZIL.

An interesting report on this subject has just been presented to the Engineers' Club in Rio de Janeiro by Drs. Francisco de Paula Leite e Oticeira and Leandro Alfredo Ribeiro da Costa. The conclusions come to are summed up in a project which it is suggested should be presented to Congress more or less in the following terms:—

Art. I. Mines existing in the Republic shall be worked by means of concessions from the Federal Government, granted either at the request of private individuals, or of companies discovering or knowing of the position of the mine and anxious to work the same.

Art. II. Where the mines are on property belonging to the Union, concessions will be granted on presentation of samples at the official laboratory, and of proofs showing exact position of the mines, its probable extent and capacity, all of which declarations must be duly verified before the sectional judge of the State in which the mine is situated.

Par. 1. When the existence and characteristics of the mine have been duly proved (by the means stated above), the concession shall be granted by Presidential Decree, to which shall be annexed letters patent permitting the working of the mine and a title guaranteeing all rights to the person proposing to work the mine, for a period not exceeding 50 years, together with right to disappropriate neighbouring land in the event of the mine extending to subsoils belonging to the same.

Par. 2. The concession is absolutely indivisible, and in no case can it be disposed of by any persons other than those associated for its working, so that if the Association is dissolved, only the contract for working the mine can be the object of division and never the mine itself.

Art. III. For Mines on lands belonging to States or private individuals, and belonging to the same since discovery, concessions on the same lines as those mentioned in the preceding Art. may be granted and the property expropriated for the public good at the cost of the concessionaire, who will pay the indemnification.

Par. 1. The concession must be granted on the same lines and with identical formalities to those mentioned in the preceding Article.

Par. 2. The cost of disappropriation shall be that of the last valuation, judicially made for probate, mortgage or other legal procedure, together with a percentage to be decided upon by the sectional judge of the State in which the mine is situated.

Par. 3. If the mine is being worked by its owner, he should apply for the concession, which will be granted, together with a guaranteed title, to the soil and subsoil.

Par. 4. In the case of land "pro indiviso," the owner who is in actual possession, either directly or by leave from third parties, shall be consulted with regard to expropriation and the price discussed without prejudice to the actual title, which shall be the object of separate proceedings, which will treat of the division of the sum paid for expropriations, the mine passing without any encumbrances to the concessionaire by a judicial sentence whereby its value shall be determined.

1898 AND AFTER.

A friend writes as follows:—

"Dr. Campos Salles relates in the 5th chapter of his autobiography, which was reproduced in the 'Jornal do Commercio' of September 25th, how he met Lord Rothschild on May 28th, 1898, after the conclusion of the Funding Loan, quoting the great financier's sententious remarks as follows:—

"What is happening now, is most remarkable. Until quite recently nobody even wanted to hear of business with Brazil; for the last few days, however, one hears people speaking of Brazil as a very rich country and a splendid place for the investment of capital."

"What had happened to bring about such a momentous change in the public opinion of Lombard Street and its environs? Negotiations began on May 16th, drawing rate in Rio 5¹/₂%d., whilst on May 28th, the date of the memorable dinner, all Banks drew at 6¹/₂%d., after having drawn the day previous as high as 7¹/₂%, according to the 'Brazilian Review's' report of the same day—a difference of Rs. 7,000 to Rs. 8,000 in the pound. No wonder that London capitalists, who had all the innings, found out that Brazil was a 'very rich' country; they had taken good care to be heavily drawn

upon, not in order to invest capital in this country, which they only did years after, but to make a profit on exchange differences. Of course they were right in doing so; such a windfall does not happen often, but the shortsightedness of the negotiator, his 'insouciance' of the interest of the commercial body in Brazil and of the agriculturist; that is what is most surprising.

"The price of coffee went down in Santos from 10\$500 to 7\$500 within four weeks, from middle of May to middle of June, as an occasional correspondent writes to the 'Brazilian Review,' on June 14th."

"Nobody on this side of the herring pond, a few initiated friends of the Treasury perhaps excepted, knew anything of these negotiations. From Porto Alegre to Manaus, wherever any goods were waiting for exportation, enormous losses had to be faced, and that was the beginning of the squandering of the private fortune and of private economies, which culminated in the smash of the Banco dos Estados Unidos do Brazil in 1900. The "coup de grâce" was given by the intemperate and inconsiderate drawing of enormous new loans made in 1904 without previous provisions for the real importation of gold, and by the fixation of the standard at an adequate rate.

"Enormous emissions of inconvertible paper first, a reduction of its purchasing power in consequence, as well as a boundless extension of the cultivation of coffee, then on the verge of bankruptcy, an arrangement with the creditors just as hasty and regardless of the community's interest; an enhancement of the purchasing power of the circulating medium in consequence and a fall in the value of all agricultural produce, which ultimately led certain leaders of politics to adopt an elaborate scheme, the end and outcome of which is still on the knees of the Gods. Other nations spend months, or sometimes years, when financial reforms become necessary or are contemplated, weighing the interests of all classes, from the wage-earner to the capitalist, in order not to hurt the social and economical fabric of the community. Here, by a stroke of the pen, by a decree, the farthest reaching changes and incisions are made without any warning, without consulting those who are likely to be affected."

THE EXHIBITION.

The event of the week at the Exhibition was the inauguration of the São Paulo pavilion on the 23rd ult. As São Paulo is the richest State in the Union, its exhibit is naturally one of the most important, and to give emphasis to this, the opening ceremony was one attended with considerable pomp and circumstance. The President of the Republic was present, accompanied by the Ministers of Public Works, Marine, Finance and Justice, as well as many Senators and Deputies.

General Glycerio opened the proceedings with a speech, in which he called attention to the great material progress made by the country under the present Administration. He was followed by Dr. Candido Rodrigues, Secretary of Agriculture in the State of São Paulo, who rejoiced that that State should open its pavilion on the 37th anniversary of the passing of the law by which none could be born a slave in Brazilian territory.

He said that representations of all the States were gathered there at the Exhibition to show their unity and their mutual determination to advance along the road of progress hand in hand, and to show their absolute agreement with the policy of the Federal Government.

The São Paulo Pavilion is in the "art nouveau" style, and is one of the most imposing in the Exhibition.

We propose to discuss the exhibits displayed there shortly.

It is stated that, owing to the improvement in the health of the President of Minas Geraes, the pavilion of that State will, in all probability, be opened on Monday next.

NEW ISSUES.

Deutsch Sudamerikanische Telegraphen-Gesellschaft à Cologne. This Company has just been founded at Cologne with a capital of Marks 4,000,000. It takes over the concession granted to the firm of Felten und Guillaume-Lahmeyerwerke A.G., which had for its object the laying and working of a submarine cable linking up Germany, via Tenerife and Liberia, to Brazil and the German West and South West African Colonies. New shares and debentures will be issued as occasion requires, whilst the German Government is granting a subsidy which will guarantee the interest and amortisation of the debentures. The principal promoters of the scheme, in addition to the firm of Felten und Guillaume already mentioned, are the Schaaffhausen'scher Bankverein, the Bank fur Handel und Industrie, the Disconto Gesellschaft, the Dresdner Bank, the National Bank fur Deutschland, S. Bleichroder and others.

Apropos of this new Company, the President of the Republic signed decree No. 7,051, of July 30th, 1908, granting a concession to the Felten und Guillaume Lahmeyerwerke Actien Gesellschaft, of Mulheim on Rhine, to lay and work a submarine cable between a point on the Brazilian Coast and the Island of Tenerife, or, if an arrangement is made with the South-American Cable Company, from the said point to the West Coast of Africa.

One of the most important clauses in the concession is to the effect that telegrams from Brazil to Europe shall enjoy a minimum reduction of 60 centimes per word.

PRINCE LINE LIMITED.

Directors: John Unwin, Esq., Southport (Chairman); John Donald, Esq., South Shields (Vice-Chairman); C. H. Scott, Esq., Manchester; W. R. Kay, Esq., Bingley; Sir William H. Bailey, Manchester; James L. Knott, Esq., Newcastle; The Hon. Robert James, Richmond, Yorks; James Knott, Esq., Managing Director.

Report of the directors, presented to the shareholders at the fourteenth ordinary general meeting of the company, held at the Station Hotel, York, on Wednesday, the 16th day of September, 1908, at 12.30 o'clock in the afternoon.

The accounts for the year ended 30th June, 1908, are presented herewith to the shareholders.

The gross profit on the year's working amounts to £117,610 9s. 1d., from which is to be deducted for repairs and renewals £27,572 13s. 6d., leaving £90,037 15s. 7d. After paying interest and sundry charges, a balance of £77,009 19s. 4d. is shown, to which must be added the balance of £3,354 18s. 7d. brought forward from last year, making £80,364 17s. 11d. to the credit of profit and loss account, which the directors recommend to be dealt with as follows:—

Depreciation	£	s.	d.
47,500	0	0	
An interim dividend at the rate of 5 per cent. paid 5th March, 1908	15,037	7	6
The directors now propose to pay a further dividend at the rate of 5 per cent.	15,037	7	6
Carried forward	2,790	2	11
	£80,364	17	11

During the current year the two new steamers referred to in the previous report have been delivered—viz., the "Norse Prince" and "Royal Prince," and have proved capable of all that was expected of them. A modern second hand cargo vessel of about 5,000 tons d.w. has been purchased and named the "Corsican Prince." In continuation of the established policy of the company, the following smaller and older vessels have been disposed of—viz., the "Scottish," "Oranje," "Eastern," "Indian," and "Asiatic Princes." Since the close of the financial year under review we have to report the total loss of the "Cyprian Prince."

The directors announce with great regret that Mr. C. H. Scott has resigned the position of Chairman, which he has held since the formation of the company, and desire to place on record their high appreciation of his services. The directors are glad to say that Mr. Scott has consented to retain his seat on the board, so that the company will continue to receive the benefit of his valued advice.

Mr. John Unwin has been elected Chairman.

The directors retiring from office are Mr. J. Donald and Sir William H. Bailey, who, being eligible, offer themselves for re-election.

The auditors, Messrs. Broads, Paterson and Co., of London, retire, and are eligible for re-election.

By order of the Board:—John Unwin (Chairman), John Donald (Vice-Chairman), James Knott (Secretary). Newcastle-on-Tyne, September 1908.

LIST OF STEAMERS.

	Tons Burthen.		Tons Burthen.
Royal Prince	9,250	Spanish Prince	9,600
Norse Prince	9,250	Welsh Prince	8,400
Afghan Prince	8,400	Ocean Prince	8,200
African Prince	8,400	Tudor Prince	7,200
Black Prince	7,000	Swedish Prince	6,100
Norman Prince	6,000	Saxon Prince	6,000
Crown Prince	5,050	Italian Prince	4,950
Corsican Prince	5,000	Merchant Prince	4,950
Egyptian Prince	4,950	Sailor Prince	4,900
Soldier Prince	4,950	Trojan Prince	4,900
Georgian Prince	4,750	Spartan Prince	4,650
Mexican Prince	4,400	Russian Prince	4,400
Sicilian Prince	4,000	Neapolitan Prince	4,000
Imperial Prince	3,750	Highland Prince	3,900
British Prince	3,200	Moorish Prince	3,200
Grecian Prince	3,150	Castilian Prince	3,100
Persian Prince	3,100	Carib Prince	3,100
Creole Prince	3,100	Syrian Prince	3,000
Kaffir Prince	3,050	Roman Prince	2,600

Personal News**ARRIVALS AND DEPARTURES DURING THE WEEK.****Arrivals.**

By the s.s. "Clyde," from Southampton, on September 29th.—J. Wichello, A. H. A. Knox Little, S. C. Knox Little, J. F. Patterson, J. L. Parkes, A. S. Stephenson.

By the s.s. "Oronsa," from Valparaiso, on September 29th.—R. Ewell, A. R. Morris, Mr. and Mrs. Bellairs, A. Muller, R. Murray, G. Moore.

By the s.s. "Orissa," from Liverpool, on October 3rd.—C. Gray, E. Cockerill and family, G. Evans.

By the s.s. "Itaipava," from Porto Alegre, on October 1st.—W. Chapman.

By the s.s. "Magellan," from Buenos Aires, on October 3rd.—G. Winter, C. Newlands.

Departures.

By the s.s. "Sirio," for Porto Alegre, on September 28th.—Bishop Kinsolving and family, C. S. Stock, J. Davies.

By the s.s. "Oronsa," for Liverpool, on September 29th.—J. S. Murphy, C. Schurr, A. F. Wileman, R. E. Rapp, J. P. Wileman.

By the s.s. "Clyde," for Buenos Aires, on September 29th.—M. Appton, A. P. Campbell, A. D. Fassell, C. David, Dr. and Mrs. E. Pilgrim.

Ceylon Precious Stones

Rough or Polished,
supplied direct from
our Mines.

Samples and Price List on demand to:

J. WICKRA ANAYAKA & Co.,

SIDDELEY AUTOCARS

Hotel dos

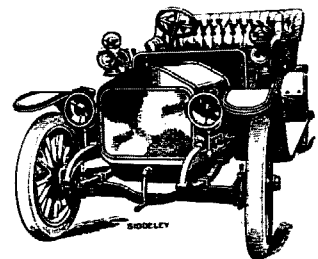
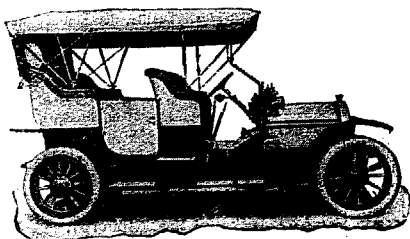
Estrangeiros

Um grande sortimento destes Automoveis e
"Motor Boats"

estão em exposição no Rio de Janeiro Praça José d'Alencar

PARA CATALOGOS
Dirigir-se a I. M. BELLAIRS

CAPITAL FEDERAL



LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

Passenger service for New York

Average passage Rio to New York 17 days

VELASQUEZ.....	18th Oct.
TENNYSON.....	3rd Nov.
VOLTAIRE.....	18th "
BYRON.....	3rd Dec.
VERDI.....	18th "

Velasquez

sails on 18th October for

Bahia, Barbados and New York

Taking 1st and class passengers for above ports

All these steamers have also superior 1st class accommodation

For freight apply to the Broker

Wm. R. McNiven,

18, RUA DE S. PEDRO

For passages and further information apply to the

Agents: NORTON, MEGAW & Co., Ltd.

58, RUA PRIMEIRO DE MARÇO

no-14-es

xx

WILSON SONS & CO. (LIMITED)

Steamship Agents and Proprietors of

COAL DEPOTS AT

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

Also Branch Establishments at CARDIFF and BARRY

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

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

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

Tug boats always ready for service.

Cargo Lighters.—ditto.

Stevedoring undertaken.

Ballast supplied to ships

Repairs to Ships and Machinery

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

AGENTS OF THE

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

Inquire as regards prices etc., should be addressed to

WILSON, SONS & CO. LTD.

2, Rua de S. Pedro

RIO DE JANEIRO

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

BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation Company and

The Royal Hungarian Sea Navigation Company "Adria" Limited

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

DEPARTURES FOR TRIESTE

BUDA.....	12th Oct.
MELPOMENE.....	23rd "

For freight apply to the Broker.

Wm. R. Mc Niven,

18, RUA DE S. PEDRO.

For passages and further information to the

AGENTS

Rombauer & Co.

RUA VISCONDE DE INHAUMA, 44

Rio de Janeiro.

RUA 11 DE JUNHO, 1 A.

Santos.

ab-bb-es

xx

TO LET

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de
Marseille

DEPARTURES OF STRAMERS

FOR EUROPE

FORMOZA.....	13th Oct.
ITALIE.....	30th "

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class.....	f. gold 72
do do 2nd.....	f. 650
do do 3rd.....	f. 199
Through fares to Paris return 1st class f.	1145
do do 2nd.....	f. 882
do do 3rd.....	f. 364
Marseilles Genoa, Naples, 3rd class...	114000
Barcelona 3rd class.....	1234500

Agents—Antunes dos Santos & C.

Rio de Janeiro—Avenida Central, 14.

S. Paulo.—29 Rua S. Bento

Santos.—1 Praça da Republica

c-bb-es

x

NORDEDUTSCHER LLOYD, BREMEN.

Capital.. 125,000,000 Marks

NEXT DEPARTURES

Date	Steamer	Destination
1908 Oct. 16	Bonn.....	Bahia, Pernambuco, Madeira, Lisboa, Leixões, Antwerp & Bremen.
30	Erlangen.....	Bahia, Madeira, Leixões, Rotterdam, Antwerp and Bremen.

Passengers & Cargo accepted

Passenger routes	Cabin	Storage
Rio — Rotterdam, Antwerp, Bremen.....	Marks 500	£. 10/-
— Lisbon & Leixões.....	£ 17/-	634000

For further information apply to

HELM. STOLTZ & Co. Agents

Avenida Central, 66-74 Rio de Janeiro
lu-bb-es

PRINCE LINE

Regular sailings to the United States

DEPARTURES

FOR NEW YORK

CORSICAN PRINCE..... 15th Oct.

FOR NEW ORLEANS

OCEAN PRINCE..... 10th Oct.

ROYAL PRINCE..... 20th "

Navigazione Generale Italiana

Società Riunite Florio & Rubattino

**LA VELOCE**

Navigazione Italiana a Vapore

**ITALIA**

Società di Navigazione a Vapore

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

SAILINGS FOR EUROPE					SAILINGS FOR RIVER PLATE				
MONTHS	DATE	STEAMERS	COMPANY	ROUTE	MONTHS	DATE	STEAMERS	COMPANY	ROUTE
Oct.	11	Regina Elena.	La Veloce	St. Vinet., Barcelona & Genoa	Oct.	8	Umbria	N. G. I.	Santos, Montevideo and Buenos Aires.
"	20	Umbria	N. G. I.	Las Palmas, " "	"	24	Argentina	La Veloce	Santos and Buenos Aires.
"	31	Europa	La Veloce	" " " "					
Nov.	8	Re Victorio.	N. G. I.	St. Vicente, " "					
"	21	Brasile	La Veloce	Las Palmas, " "					
"	29	Italia	"	Tenerife, " "					

NEXT SAILINGS**For Barcelona, Genoa and Naples**

Oct. 18th — REGINA ELENA

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

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

IMPORTANT NOTICE. When paying for passages, passengers can provide themselves with cash in gold or paper also with cheques, drafts and postal orders on any town in Europe and on New York, Montevideo, Buenos Aires, etc.

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

BRAZILIAN EXCHANGE**THE STUDY OF AN INCONVERTIBLE CURRENCY**

By J. P. WILEMAN C. E.

(Editor of the "BRAZILIAN REVIEW")

PRICE 10/000

Sold at Laemmert, & Co. RIO DE JANEIRO.

Effingham Wilson, Royal Exchange, LONDON.

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

**E. JOHNSTON & Co. Limited
SANTOS**

Coffee Exporters.

Steamship Agents.

General Commission Agents.

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

Amparo.

Espírito Santo do Pinhal.

Ribeirão Preto.

S. Carlos do Pinhal.

S. Manoel.

Taubaté.

Open to accept sole representation of manufacturers

General Agents in Brazil for the Hamburg-Südamerikanische Dampschiffahrts-Gesellschaft
REPRESENTATIVES OF
Guardian Assurance Company, Ltd., London.
The Sack-Filling & Sowing Machine Syndicate,
Ltd., London.

HEAD OFFICE:

6, GREAT St. HELEN'S

LONDON, E. C.

LLOYD BRAZILEIRO

OWNERS

M. BUARQUE & Co.

2, 4, 6, AVENIDA CENTRAL, 2, 4, 6

RIO DE JANEIRO

NAVIGATION SERVICE OVER ALL THE BRAZILIAN COAST

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

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

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

FLEET

Alagoas
Brazil.
Munãos.
Maranhão.
Olinda.
São Salvador.
Pernambuco.
Espírito Santo.
Bragança.
Matto Grosso.
Marajó.
Cozipé.

Goyaz.
Sergipe.
Mayrink.
Victoria.
Aymoré.
Estrella.
Fagundes Varella.
Grão Pará.
Diamantino.
Mercedes.
Rápido.
Rio Verde.

Florianopolis.
Santos.
Planeta.
Satellite.
Prudente de Moraes.
Iris.
Amazonas.
Guarajá.
Ludario.
Nioca.
Itapenirim.
Cahy.

26 BUILDING

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

**A FEW CASES OF EXTRA FINE OLD WHISKY
V. O. B.—MACKINLAY—LEITH**

FOR SALE

MONTEIRO JUNIOR - 42, Rua Visconde de Inhauma

GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 - SANTA THEREZA

RIO DE JANEIRO - Telephone No. 134

1,000 FEET ABOVE THE SEA

Telegraphic Address: MENTRES RIO



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

BICYCLETTAS

Royal Enfield Cycles

Agentes no Brazil

Borlido Maia & Co.

CAIXA DO CORREIO 131

Rua do Recario n. 17 - Rio de Janeiro

"MADE LIKE A GUN"

BOUND VOLUMES OF THE

Brazilian Review

FOR 1900/1906

Can be obtained at the Office

42 Rua Visconde de Inhauma 42

Price 80\$000



HOTEL AVENIDA—RIO DE JANEIRO

Souza Cabral & C.

Avenida Central 152-162

*** RIO DE JANEIRO

Telegrams:—AVENIDA Telephone 2873

ELECTRIC LIFTS

220 ROOMS

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 :

X X X X X

RUA DA ALFANDEGA, 10

Draws on Head Office and the following Branches and Agencies :

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

Also on :

Messrs. Glyn, Mills, Currie & Co. — London.
Messrs. Mallet Frères & Co. — Paris.
Messrs. Joh. 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, Barriacas, Montevideo,
Paysandú, Salto and Valparaíso.

AGENCIES IN BRAZIL

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

BILLS OF EXCHANGE issued and purchased on
the following places:—

LONDON and all the principal towns of the
UNITED KINGDOM.

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

CURRENT ACCOUNTS opened with commercial
firms and private individuals.

DEPOSITS received for fixed periods or at 30 days
notice of withdrawal.

LETTERS OF CREDIT issued.
STOCK and SHARE ORDERS executed and every
description of banking business conducted.

TERMS ascertainable on application to the Bank.

BRASILIANISCHE BANK FÜR DEUTSCHLAND

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

CAPITAL REALIZED 10,000,000 MARKS

Branch Office in Rio de Janeiro:

RUA DA QUITANDA No. 109 (Caixa 103)

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

Cable Address: ALLEMABANK.

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

Draws on:—

Germany — Direction der Disconto Gesellschaft F&M and correspondents.
Frankfurt a M. Bremen
Norddeutsche Bank in
Hamburg. HAMBURG

England — N. M. Rothschild & Sons LONDON
Direction der Disconto Gesellschaft LONDON
Manchester and Liverpool District LONDON
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
Lazard Frères & Co.
De Neufville & Co. PARIS
PARIS
PARIS
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,
HUENOS AIRES, MONTEVIDEO and
ROSARIO.**

Santos Agents:

F. S. Hampshire & Co., Limited.

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

Draws on its Head Office in London:

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

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.

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

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

BORLIDO MONIZ & Co.

No. 65 and 67, AVENIDA CENTRAL
RIO DE JANEIRO

Telegraphic Address— Cable Codes—Lieber's Standard
"MONIZ" A. B. C., 5th Edition. A. I. 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 Greases,
Burning Oils, Railway Apparatus, Industrial, Agricultural and Mining
Machinery, Implements, Tools and Supplies; Packing, Pumps, Sea es,
Safes, Printing Presses, Artisans' Tools; Rubber, Leather and Canvas
Hose; Galvanized Iron, Portable Buildings, Wire Fencing, Babbitt
Metal; Paints, Colors, Glass, Inks; Coachbuilders' Supplies; Electrical
Machinery and Supplies; Clocks, Watches; Structural Iron, Builders'
and Plumbers' Supplies; Sanitary Ware; Wool, Canvas and Duck.

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.

C. J. LEECH AND CO'S. — Coffee Sta-
tistics 1908-1909. On Sale at "The
Brazilian Review", offices rua Visconde de
Inhauma No. 42. — Price: 10\$000.

Money Market

QUOTATIONS DURING WEEK CLOSING OCTOBER 2nd 1908
WERE AS FOLLOWS:—
(COMPILED, BY PERMISSION, FROM THE FIGURES GIVEN DAILY IN THE
Journal do Commercio)

OFFICIAL RATES		SIGHT	90 d/s	30 d/s	Maximum and Minimum Bank Counter Drawing Rates	Sept. and Oct.
	New York	réis 3,202	réis 3,205	réis 3,201	réis 3,201	
	Italy	réis 637	réis 638	réis 638	réis 638	
	Hamburg	réis 784	réis 784	réis 784	réis 784	
	Paris	réis 636	réis 637	réis 637	réis 637	
	London	d. 15 1/64	d. 15 1/64	d. 15 1/64	d. 15 1/64	
	Hamburg	réis 777	réis 777	réis 777	réis 777	
	Paris	réis 630	réis 630	réis 630	réis 630	
	London	d. 15 5/32	d. 15 5/32	d. 15 5/32	d. 15 5/32	
	New York	réis 3,205	réis 3,205	réis 3,205	réis 3,205	
	Portugal	réis 638	réis 638	réis 638	réis 638	
	Italy	réis 638	réis 638	réis 638	réis 638	
	Hamburg	réis 779	réis 779	réis 779	réis 779	
	Paris	réis 631	réis 631	réis 631	réis 631	
	London	d. 15 1/8	d. 15 1/8	d. 15 1/8	d. 15 1/8	
	New York	réis 3,205	réis 3,205	réis 3,205	réis 3,205	
	Portugal	réis 638	réis 638	réis 638	réis 638	
	Italy	réis 638	réis 638	réis 638	réis 638	
	Hamburg	réis 779	réis 779	réis 779	réis 779	
	Paris	réis 631	réis 631	réis 631	réis 631	
	London	d. 15 1/8	d. 15 1/8	d. 15 1/8	d. 15 1/8	
	New York	réis 3,205	réis 3,205	réis 3,205	réis 3,205	
	Portugal	réis 638	réis 638	réis 638	réis 638	
	Italy	réis 638	réis 638	réis 638	réis 638	
	Hamburg	réis 779	réis 779	réis 779	réis 779	
	Paris	réis 631	réis 631	réis 631	réis 631	
	London	d. 15 1/8	d. 15 1/8	d. 15 1/8	d. 15 1/8	

Extremes at which business was done during the week ended Oct. 2nd were
15 1/8d.—15 3/16d. for 90 d/s Bank paper and 15 11/16d.—15 13/16d. 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 1/64d.; the
aver. 90 sight rate of the *Camara Syndical*.

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

	was worth	158901	ag- inst	158901	the week before
1 £	•	•	•	•	•
1 shilling	•	•	•	•	•
1 penny	•	•	•	•	•
1 Franc	•	•	•	•	•
1 Mark	•	•	•	•	•
1 U. S. Dollar	•	•	•	•	•
1 20000 coin	•	•	•	•	•

Saturday, October 3rd, 1908.

Monday, September 28th.—The Bank of Brazil continued to draw at 15 $\frac{1}{2}$ d. for the first two mails. Other banks drew at 15 $\frac{1}{2}$ d. and 15 $\frac{1}{4}$ d., and private paper was quoted at 1 $\frac{1}{2}$ d. and 15 $\frac{1}{4}$ d.

Tuesday, September 29th.—All rates were unaltered, and at 11 o'clock the Bank of Brazil stopped drawing for to-day's mail.

Wednesday, September 30th.—The Bank of Brazil drew for the mails on 7th and 14th October. There was no alteration in rates, and but little business done.

Thursday, October 1st.—The market remained unchanged.

Friday, October 2nd.—There was no change to report in the condition of the market.

Saturday, October 3rd.—With rates unaltered the market closed at the usual hour, movement having been regular.

There is no alteration to record in rates. The Bank of Brazil continued to buy at 15 $\frac{1}{2}$ d. and sell at 15 $\frac{1}{4}$ d. and the other banks at 15 $\frac{1}{2}$ d. to 15 $\frac{1}{4}$ d.

News about the £15,000,000 loan is somewhat conflicting, as after the breaking off of the negotiations with Messrs. Schroeder, as stated in our last number, a telegram announced the fact that they had been resumed owing to the good offices of "an eminent personage."

If the negotiations really are proceeding, it would seem that the Federal guarantee will not be required, though the "friendly intervention" of the Union Government would be acceptable. Under these conditions Messrs. Schroeder will doubtless exact a cut and dried agreement for the automatic liquidation of the coffee held by the São Paulo Government, since there is no sign that the Bank of France will weaken as regards its present policy. The type of 90 mentioned in a recent telegram seems, all things considered, rather optimistic.

A rumour was circulating to-day to the effect that a syndicate on the other side was prepared to purchase the Government holdings "en bloc" and put the coffee on the market as they might deem fit. In this case the coffee would pass into the hands of the trade, who would then be in a position to regulate the market.

The São Paulo Council would, at the same time, it is stated, float a loan for £5,000,000, and with this and the product of the sale of the coffee, redeem its outstanding "Valorisation" liabilities. As at present this rumour has not been confirmed, nor the price offered for the coffee been stated, it is impossible to say how far the move would affect exchange.

Coffee shipments at Rio and Santos during the week were larger, and yielded £609,000, as against £285,000 for the previous week and £867,000 for the week before the strike in Santos began.

Quotations of Brazilian Bonds in London were generally lower than last week, mainly owing to payment of dividends. 1889 4 per cents closed at 79 $\frac{1}{2}$ ex-div. as against 82 $\frac{1}{2}$ the previous Saturday. 1895, 1903 and Western Minas fives each dropped 1 point to 92, 97 and 92 respectively, whilst 1907 fives closed at 89 $\frac{1}{2}$, against 91 last week. Fundings closed at 102 $\frac{1}{2}$ ex-div. against 104 last Saturday. Rio de Janeiro Municipality closed at 88 $\frac{1}{2}$ and 92 $\frac{1}{2}$ ex-div., against 91 and 96 $\frac{1}{2}$ the previous Saturday. Leopoldina lost $\frac{1}{2}$ point and closed at 71, whilst Dumont ordinary rose $\frac{1}{2}$ to 1 $\frac{1}{2}$.

Rio de Janeiro Tramway, Light and Power Co., Ltd. rose 2 points to 66 $\frac{1}{2}$ and S. Paulo Tramway, Light and Power Co., Ltd. $\frac{1}{2}$ to 152 $\frac{1}{2}$, whilst S. Paulo Railway shares were unaltered at 205 $\frac{1}{2}$.

S. Paulo 1888 5 per cents closed at 89 ex-div., against 93 last week and the 1899 and 1904 fives lost 1 point and 2 $\frac{1}{2}$ points respectively, closing at 96 and 83 $\frac{1}{2}$.

British Consols dropped $\frac{1}{2}$ and closed at 85 $\frac{1}{2}$. The Bank rates of England, France and Germany were unaltered at 2 $\frac{1}{2}$, 3 and 4 respectively. The London market rate closed at 1 $\frac{1}{16}$ to 1 $\frac{1}{8}$, against 1 $\frac{1}{16}$ last week. Paris market rate dropped $\frac{1}{8}$ to 1 $\frac{1}{8}$ and that of Berlin $\frac{1}{8}$ to 2 $\frac{1}{8}$.

BALANCE OF THE CAIXA DE CONVERSAO.

Saturday, October 3rd.

Note Account (Total ready for emission)	83,340:760\$000
Subsidiary Coins, Balance in Hand	13:502\$096
Cash, Gold in Deposit	£5,301,163 0 0—84,818:608\$000
Fcs. 10,361,010	411,813 1 5—6,589:009\$184
Dollars 128,830	26,537 4 10—424:598\$307
Rs. 150:870\$	16,972 17 6—271:566\$000
Pesos 2,470	490 17 4—7:853\$882
Liras 360	14 6 1—228\$937
Pesetas 100	3 19 6—63\$594

£5,756,995 6 8 92,111:927\$904

175,466:190\$000

Credit Balances.

Emission. Notes issued	118,184:900\$
Less retired paid and replaced	26,077:470\$
	92,107:430\$000
Notes emittable (recd.)	83,340:760\$
Federal Treasury (recd. in subsidiary coin)	18:000\$
	83,358:760\$000

175,466:190\$000

The balance sheet of the "Caixa de Conversão" shows fresh issues during the week ended October 3rd to have been 114,360, and withdrawals 245,090\$, leaving a net loss to the "Caixa" of 130,730\$, or £8,170. The value of the gold in deposit on October 3rd was 92,111:927\$, or £5,756,995, as against £5,765,141 the week before, against which convertible notes are in circulation to the value of 92,107:430\$, and 4:497\$904 in subsidiary coinage.

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

DESCRIPTION	Sept. 3th, 1908	Sept. 11th 1908
Government Securities		
Gold Loan 1879 4 $\frac{1}{2}$ %	85	87
1883 4 $\frac{1}{2}$ %	86	88
1888 4 $\frac{1}{2}$ %	87	89
1889 4 %	82	82 1/2
1895 5 %	92	93
1903 5 %	96	97
1907 5 %	90 1/2	91 1/2
West of Minas Railway 5 %	92 1/2	93 1/2
New Funding Bonds 1898 5 %	103 1/2	103 1/2
Rio de Janeiro Bonds 1901-2-3 4 %	81 1/2	81 1/2
State of S. Paulo 5 % 1889	92	94
5 % Bonds 5 %	96	96
5 % Bonds 5 %	95 1/2	95 1/2
5 % Bonds 5 %	95	95
State of Pará 5 %	86	88
do 1907 all paid	83	85
Bahia 5 % Gold Loan, 1904	92	94
Comp. Lloyd Bras., 5 % St. bds.	98 1/2	99 1/2
Corporation Bonds		
City of Rio de Janeiro 4 %	91	93
ditto 5 % gold bonds	90	92
City of Santos 6 %	99	101
Belo Horizonte 6 % Ed. Guar.	95	96
Manoas (C. of) 5 1/2 % St. bds.	86	88
City of Belém (Pará) 5 % Gd. Bs. of 1905	72	74
S. Paulo Gld. Ln. 6 % 1908 iss 97 1/2 Sep. all paid	97 1/2	98 1/2
Railways		
Gr. Southern 7 % Cum. Pref.	4 1/2	5 1/2
Gr. Western of Brazil, Limited	10 1/4	10 3/4
5 % Pref. Shares 50,000	11 1/2	12
07,50,000-75,000	—	—
Leopoldina Limited	72 1/2	74 1/2
5 1/2 % Pref.	11 3/8	11 5/8
Porto Alegre a Novo Hamburgo 7 % Pref.	—	—
Shares	1 1/2	1 1/2
Rio Claro, S. Paulo, Limited, Shares	25 1/2	26 1/2
S. Paulo, Limited	202	204
5 % Non-Cum. Pref.	114	116
Railway Obligations		
Brazil Gt. Southern, 5 % St. Mt. Debs. 1883	87	89
5 % St. Mt. Debs. Red.	97	99
5 % Perm. Deb. Stock	87	89
Gt. Western of Brazil Stock 6 %	127	129
ditto 5 % Rd.	101	103
Leopoldina 4 % do Stock, red.	97	99
Mogiana, 5 % Deb. Bonds	100	102
Porto Alegre a Novo Hamburgo 5 % Mort.	—	—
Deb. Red. 1907	89	91
S. Paulo, Ltd. 5 1/2 % Debentures Stock	124	126
5 % do	113	115
4 % do	105	107
Rio Claro, S. Paulo 5 % Deb. stock	117	119
Banks		
British Bank of South America, Limited	17	18
London & Brazilian Bank, Limited	24 1/2	25
London & River Plate Bank, Limited	55	56
Shipping		
Amazon Steam Navigation Co., Limited	8 1/2	9 1/2
Royal Mail Steam Packet Co. ord.	59	61
ditto Pref.	92	94
ditto 4 1/2 % 1. Db. Rd.	100	102
do (Issue on exchange for Deb.)	—	—
Pacific Steam Navigation Co.	19 1/2	20 1/2
Prinze Line Ltd.	5/8	3/4
Mining		
Ouro Preto, ord.	1/8	1/4
St. John del Rey	7/16	15/32
do Prefe. 10 %	15/16	1
Telegraphs		
Amazon Tel. Shares	2	3
ditto 5 % Deb. Red.	90	93
Western Tel. Co. shares	13 1/2	14
do do 4 % deb.	101 1/2	102 1/2
Miscellaneous		
Cantareira Waterworks 5 % deb. 2nd issue	100	102
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 deb.	99	101
do 5 % (Trams) Debs. Red. Iss at 95	71	73
Sep. 70 % pd.	4	4 1/4
Rio de Janeiro City Imp. Limited	101	103
do 5 % Deb. 1878-80	100	102
do do 1882-93 & 1901	57	59
do in or before 1901 Iss. at 96 % Sep. £ 35pd.	1 7/8	2 1/8
Rio de Janeiro Flour Mills Limited	107	109
do Mort. deb.	13 1/2	14
S. Paulo Gas Co. Limited	49	51
5 % Deb. (Reg.)	9/4	1 1/4
Dumont Coffee, ord.	6 3/4	7 1/4
do 7 1/2 % Cum. pref.	97	99
do 5 1/2 % 1st. Mort. deb.	86	88
S. Paulo Coffee Est. 5 1/2 % 1st. Mort. deb.	2 1/2	3 1/2
ditto 7 % Cum. Pref.	68 1/2	69 1/2
Rio de Janeiro Tram. Light & Power	89 1/2	90 1/2
5 % Gld Bd'ys	155	157
São Paulo Tram. Lgt & Pwr. (\$100)	99	100
do 5 % Mt. Debt Red. (\$500)	75	80
S. Paulo Match 6 % 1st. Mt. Db.	1/4	3/8
N. Brazilian Sugar Factories	97	99
Manoas 5 % Db. (Bg.) R.	—	—
Central Bahia Railway Trust	79	80
Reg. Trust "A" Certs Rd.	21	23
ditto "B" Certs	7	8
Manoas Imp. 7 % cum. Pref.	—	—

Paper Money in Circulation, exclusive of the convertible notes issued by the Caixa de Conversão amounted on September 30th to 635,568,633\$, as against 635,828,169\$ on August 31st, a decrease of 259,536\$. On August 31st, 1909, the total amount in circulation was 783,361,614\$500, so that the total amount withdrawn from that date to September 30th, 1908, is 152,792,941\$500.

Gold Cheques in September for the payment of import duties amounted to 2,528,352\$696, all issued by the Bank of Brazil.

BUSINESS DONE ON THE RIO STOCK EXCHANGE

During the week ending October 2nd, 1908.

DESCRIPTION.	Sales	Highest	Lowest	This week	Previous	
Government Securities.						
Apollonia Geras...	48	1,025	1,014	1,016	1,020	Sept. 25
do fractions...	2	1,025	1,008	1,008	1,020	" 25
Loan 1897...	270	1,013	1,013	1,013	1,014	" 25
Muni. Loan...	24	284	272	284	285	" 17
do £20 order...	100	285	282	282	285	" 24
do 1906...	163	187	181	185	185	" 21
do 1903...	46	1,018	1,018	1,018	1,020	" 23
State of Minas...	111	805	805	805	805	" 25
do fractions...	1	770	770	770	770	" 25
State of Rio 4 p.c.	438	68	67	68	67	" 25
do 6 p.c.	45	435	435	435	435	" 24
Munic. Petropolis...	8	200	200	200	200	"
Bank Shares.						
Brazil...	191	200	187	187	210	Sept. 25
Lavoura e Comercio...	50	15	115	115	115	" 25
Commercio...	120	150	145	150	145	" 24
Commercial...	335	107	105	107	105	" 24
Railways & Tramways.						
Jardim Botânico...	150	208	207	207	207	" 24
do 50 per cent.	335	103	102	102	104	" 21
Viação de Sapucaia...	63	25	25	25	25	" 19
Cotton Mills.						
Confiança Industrial...	148	200	197	200	200	Sept. 22
Brazil Industrial...	55	214	210	210	215	" 25
Corevado...	50	105	105	105	105	" 28
Progresso Industrial...	20	270	270	270	300	Aug. 17
Miscellaneous.						
Loterias Nacionais...	1,700	12	12	12	1175	Sept. 25
Docas de Santos...	19	315	315	315	315	" 15
Construções Civis...	60	60	60	60	60	Aug. 19
Brazil Lacteos 80%...	35	160	160	160	160	"
Debentures.						
Carre Urbanas (200\$)...	220	109	107	107	109	Sept. 25
do 100\$...	30	100	100	100	100	" 21
Mercado Municipal...	351	180	180	180	182	" 21
Jardim Botânico...	10	210	210	210	208	" 24
do order...	32	208	208	208	208	" 25
do 2nds...	50	208	208	208	188	" 22
Manuf. Fluminense...	50	190	190	190	195	" 25
do order...	10	215	215	215	215	" 28
S. Bento...	25	208	208	208	210	Sept. 18
Confiança Industrial...	52	217	217	217	210	"
Santa Rosalia...	100	200	200	200	200	"
Jornal do Brasil 8%...	15	155	155	155	155	"
Ordem Carmelita...	50	210	210	210	210	"
Docas de Santos...	100	197	197	197	200	Sept. 25
America Fabril...	46	205	205	205	205	"
Corevado...	100	200	200	200	200	"

The total business done on the Rio de Janeiro Stock Exchange amounted to 977,466\$, distributed as follows:—

Government securities	443,283\$000
Bank shares	111,223\$000
Railway and Tramway shares	67,143\$000
Cotton	56,310\$000
Insurance	—
Miscellaneous	35,585\$000
Debentures	263,922\$000

Total, week ended Oct. 2nd, 1908	977,466\$000
" " " Sept. 25th, 1908	1,369,897\$000
" " " Oct. 4th, 1907	2,455,574\$000

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

During the week ending October 1st, 1908.

DESCRIPTION	Sales	Highest	Lowest	This week	Previous	
Government Securities.						
Apollonia 3rd 500\$...	10	422	422	422	—	Sept. 24
Santos Muni. 3rd...	125	86	86	86	85	Aug. 28
Espirito Santo 2nd...	100	85	85	85	85	"
Railway Shares.						
Moziana...	160	290	285	290	285	Sept. 23
Araraquara (debs.)...	40	88	88	88	88	" 10
Bank Shares.						
Commercio e Industria...	10	349	349	349	349	" 12
De S. Paulo...	355	138	138	138	140	" 24
Miscellaneous.						
Melhoramentos (debs.)...	50	85	85	85	84	" 11
Paulista de Electricidade...	100	200	200	200	200	"

The business done on the São Paulo Stock Exchange during the week ended Oct. 1st, 1908, amounted to Rs. 110,515\$, distributed as follows:—

Government securities	23,537\$000
Railway shares	46,160\$000
Banks	16,568\$000
Miscellaneous	24,250\$000

Total, week ended Oct. 1st, 1908	110,515\$000
" " " Sept. 24th, 1908	330,072\$000
" " " Oct. 3rd, 1907	450,018\$000

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

DESCRIPTION	Sept. 2nd 1908	Sept. 9th 1908
State of Minas Geraes 5 % 1897...	493	491.50
do do 1907...	496	494
do Bahia...	499.50	499.50
do Espirito Santo...	425	427
do Pernambuco 5 % 1905...	407.50	409.50
do Alagoas 5 % 1905 ex-c...	—	419
do Pará 5 %...	383	375
do Amazonas 5 % 1905...	437	438
do Paraná...	456	458
do São Paulo 5 % 1905 ex-c...	—	478
City of Bahia...	487	483.75
São Paulo Rio Grande do Sul ex-c 1st series...	456	455
do do ex-c 2nd series...	456	454
do do Itararé Section 3rd series...	456	454
do do S. Francisco 4th...	450	445
Victoria and Minas 1st series...	442	437.50
do do 2nd series...	385	385
North of Brazil Railway...	422	—
Goyaz Railway 5 %...	437.50	435.50
Bahia Docks and Port Company 5 %...	440	440
Do Mello Brazilian Rubber Pref-shares...	—	458
North West of Brazil Railway...	412	414
Rio de Janeiro Light & Power 5 % Deb's...	427.50	425

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE

Montreal Prices

	Sept. 11	Sept. 10
Mexican Light and Power Co.	75	75
Do 5 %...	89 3/4	89 1/2
São Paulo Tramway Light and Power Co. Limited...	154	154 1/2
Do 5 %...	97	97
Rio de Janeiro Tramway Light and Power Co. Ltd.	64	65 1/2
Do 5 %...	87	87

Balance Sheets

RIO DE JANEIRO.

LONDON & BRAZILIAN BANK, LIMITED.

Capital	£2,000,000
Capital paid-up	1,000,000
Reserve fund	1,000,000
BALANCE SHEET, SEPTEMBER 30th, 1908.	
Assets.	
Capital uncalled	8,888,888\$000
Bills discounted	3,324,142\$000
Bills receivable	7,597,567\$000
Accounts with Head Office and Branches	11,595,215\$000
Loans, accounts current, etc.	3,418,690\$000
Accounts current guaranteed and sundry securities	6,477,725\$000
Sundry accounts	629,217\$000
Cash: In current money	6,526,527\$440
	48,457,964\$400
Liabilities.	
Capital	17,777,777\$770
Deposits:—	
Accounts current without interest	8,061,968\$170
Accounts current at short notice	825,431\$550
Fixed maturity	4,197,531\$990
	13,084,931\$710
Accounts with Head Office and Branches	2,606,208\$910
Accounts current guaranteed and sundry securities	6,477,725\$330
Sundry accounts	8,069,250\$450
Bills payable	420,000\$000
	48,457,964\$400

E. & O.E.—Rio de Janeiro, October 2nd, 1908.—For the London and Brazilian Bank, Limited.—(Signed) F. Broad, Manager; A. G. C. Blake, Accountant.

LONDON & RIVER PLATE BANK, LIMITED.

ESTABLISHED IN 1862.

Capital	£2,000,000
Capital paid-up	1,200,000
Reserve Fund	1,200,000

BALANCE SHEET OF THIS BRANCH.

SEPTEMBER 30th, 1908.

Assets.	
Bills discounted	1,361,686\$710
Bills receivable	8,525,161\$250
Loans, accounts pledged, etc.	3,408,350\$490
Accounts with Head Office, branches and Agencies	3,606,130\$510
Sundry accounts	579,062\$240
Collaterals and sundry securities	4,017,061\$910
Securities in deposit	52,663,238\$320
Cash: In current money in the safe of the bank...	6,484,295\$610
	80,794,967\$340
Liabilities.	
Declared capital of this branch	1,500,000\$000
Deposits fixed	1,790,560\$250
Accounts current with and without interest	7,449,350\$170
Sundry accounts	8,867,068\$000
Securities pledged and in deposit	56,680,304\$230
Bills payable	114,333\$460
Accounts with Head Office, branches and agencies	4,272,307\$360
	80,794,967\$340

E. & O. E.—Rio de Janeiro, October 3rd, 1908.—For the London & River Plate Bank, Limited. (Signed) C. D. Simmons, Manager, E. A. Toofal, Accountant.

BRASILIANISCHE BANK FÜR DEUTSCHLAND.

BALANCE SHEET, SEPTEMBER 30th, 1908.

Assets.	
Accounts current guaranteed	7,130,135,884
Accounts with Head Office, branches and agencies	11,586,408,896
Bills discounted	7,638,569,391
Bills receivable	10,810,534,887
Bills pledged	687,395,440
Securities pledged	5,578,360,600
Securities in deposit	18,684,471,850
Cash: In current money	3,919,569,670
	66,035,315,887

Liabilities.	
Capital: 1 Mark equal 18000	10,000,000,000
Accounts current, with and without interest	7,703,033,671
Accounts with Head Office, branches and agencies	5,388,189,807
Deposits fixed	4,709,717,215
Securities pledged in deposit and receivable on account of customers	35,730,602,876
Sundry accounts	2,474,642,828
	66,035,315,887

E. & O. E.—Rio de Janeiro.—Gutschow, John, Directors.

SAO PAULO.

LONDON & RIVER PLATE BANK, LIMITED.

ESTABLISHED 1862.

Capital	£2,000,000
Capital paid-up	1,200,000
Reserve Fund	1,200,000

BALANCE SHEET OF THIS BRANCH.

SEPTEMBER 30th, 1908.

Assets.	
Bills discounted	1,603,201,800
Bills receivable	2,609,130,830
Loans, accounts pledged, etc.	1,427,288,140
Accounts with Head Office, Branches and Agencies	257,221,483
Sundry accounts	116,507,890
Collaterals and sundry securities	11,541,987,870
Cash: In current money in the safe of the bank	1,095,642,610
	18,626,968,630

Liabilities.	
Declared capital of the branch	500,000,000
Deposits at fixed dates	390,873,890
Accounts current with and without interest	1,213,904,850
Sundry accounts	2,749,663,420
Deposits of securities, etc.	11,541,987,870
Bills payable	5,648,840
Accounts with Head Office, Branches and Agencies	2,475,915,860
	18,626,968,630

E. & O. E.—São Paulo, October 2d, 1908.—For the London and River Plate Bank, Limited.—(Signed) A. H. Butler, Manager; F. O. Quennell, Acting Accountant.

Coffee Market

COFFEE ENTRIES
In bags of 60 kilos.

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 2 1908	Sept. 25 1908	Oct. 4 1907	Oct. 2 1908	Oct. 4 1907
By Centra' R'y.....	39,921	32,094	23,169	339,675	342,734
• Leopoldina R'y:					
Inland	57,042	42,751	79,548	499,541	551,374
Coastwise, discharged.	4,813	992	9,394	39,852	59,305
Total	101,776	75,837	112,111	879,068	956,476
Transferred from Rio to Niteroy	4,829	4,206	3,696	35,342	28,407
Not Entries at Rio	96,947	71,632	113,435	834,726	928,069
Coastwise, in transit..	—	—	—	—	—
Niteroy from Rio & Leopoldina R'y.....	16,981	16,160	22,734	155,470	119,490
Total Rio including Niteroy & transit	113,928	87,792	136,165	990,196	1,047,559
Santos	129,750	53,175	293,682	3,470,503	2,348,785
Total Rio & Santos	242,678	120,967	429,851	4,460,699	3,395,645

The coast arrivals for the week ended October 2nd were from:—

Itapemirim.....	2,100 bags
Macabé.....	1,279
Santos.....	619
Victoria.....	500
S. João da Barra.....	324
Total.....	4,813

The total entries by the different S. Paulo Railways for the Crop to Oct. 2nd 1908 were as follows:—

	Per Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1908/1909:	3,230,119	241,921	3,472,040	3,470,503	1,537
1907/1908:	2,626,216	328,615	2,954,831	2,948,186	6,745

COFFEE LOADED (EMBARQUES)

In bags of 60 kilos.

Rio	DURING WEEK ENDED			FOR THE CROP TO	
	1908 Oct. 2	1908 Sept. 25	1907 Oct. 2	1908 Oct. 2	1907 Oct. 4
Rio.....	107,444	70,384	106,717	726,508	1,341,505
Niteroy.....	25,177	18,654	17,211	182,248	99,191
In transit.....	—	—	—	—	—
Total Rio including Niteroy & transit.....	132,621	89,038	123,928	888,846	1,440,696
Santos.....	219,544	72,118	219,713	2,498,981	3,097,593
Total Rio & Santos.....	352,165	161,156	343,641	3,387,827	4,538,289

Rio de Janeiro, October 3rd, 1908.

Entries at Rio and Santos for the week ending October 2nd were 121,711 bags more than for the previous week, and 187,173 bags less than for the corresponding week last year.

For the crop, entries reached 4,460,699 bags, as against 3,995,645 bags last year, and 6,067,454 bags in 1906-07.

Shipments (embarques) were 191,009 bags more than for the previous week, and 8,524 bags more than for the corresponding week last year.

The average for Rio No. 7 was 3\$646 against 3\$642 in the previous week; and at New York it was 6.14 cents against 6.12 cents in the previous week, and 6.41 cents last year.

Stocks decreased 96,116 bags, and are 207,587 bags less than last year.

Santos entries were 95,575 bags more than for the previous week, and were smaller than shipments by 90,794 bags. The daily average for the week (six days) was 21,458 bags, as against 5,529 bags for the previous week, and 48,947 bags last year.

We have received a letter from a correspondent calling our attention to the fact that the statement made by "O Jornal do Commercio," of Rio, that the strike in Santos was promoted by some cart owners and some coffee exporters in that market, has caused general indignation.

In view of this, the coffee exporters of Santos held a meeting and a protest was signed by representatives of all the exporting firms and forwarded to the Associação Commercial of that City. The Associação was at the same time requested to send a telegram to the "Jornal do Commercio," Rio:—"The exporters of this place, through us, strongly protest against the statements published in your paper to the effect that they were directly connected with the strike in this City. They request that the 'Jornal' will send a representative personally to study the situation of the market and the causes which lead to the strike. Exporters are the parties most interested in the termination of the strike, as it is essential that they should ship their coffee without delay."—Associação Commercial.

This telegram was duly forwarded, but it has apparently been ignored by our contemporary, and we have therefore been requested to publish it in these columns. In the interests of fair play, we are very glad to do so.

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\$

THE GRAND CHRISTMAS LOTTERY

WILL BE DRAWN ON DECEMBER 19th

500:000\$ (£31,250)

Tickets on Sale at all Lottery Agencies

For further information apply:

Nazareth & Co.

Rua Nova do Ouvidor 14—formerly 10
RIO DE JANEIRO

Up to the 2nd October, entries for last nine years were as follows:—

1908-09	4,460,699
1907-08	3,851,560
1906-07	5,757,100
1905-06	4,204,052
1904-05	4,613,632
1903-04	4,947,300
1902-03	4,694,528
1901-02	5,822,657
1900-01	3,771,610

Commissarios Prices		Market Prices.
Sept. 28	5\$100—5\$400	5\$100—5\$400
" 29	5\$100—5\$400	5\$100—5\$400
" 30	5\$100—5\$400	5\$100—5\$400
Oct. 1	5\$000—5\$300	5\$000—5\$300
" 2	5\$100—5\$400	5\$100—5\$300
" 3	5\$100—5\$300	5\$100—5\$300

For the coffee crop, clearances up to October 2nd show 1,652,243 bags less than last year, and sterling value £2,706,985 less.

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 October 3rd..	12,000 bags
Closing quotations for October	3\$800
" " " November	3\$800
" " " December	3\$800
" " " January	3\$800

São Paulo, October 3rd, 1908.

The abnormal conditions created by the strike of the dock labourers in the Santos market have lasted now for another week, although the tension is no longer quite so great, owing to the resumption of work by the cart-men, who were induced to put the working capacity of the Dock Company to the test.

We do not wish to dwell here on the abortive attempts of the President of the Associação Commercial to bring about an understanding between the Company and its former labourers, but have to state that at last the Governments, both State and Federal, awoke to the seriousness of the position, and both tried to intervene with the Company to bring about a solution of this dispute, but even these attempts were frustrated by the refusal of the latter to accede to higher wages, always alleging that there were sufficient men to carry on the work as if conditions were quite normal. To put this to the test, the cart-men were asked to resume work on Thursday, and 76,000 bags were put on board the different steamers, whilst yesterday's work amounted to 82,000 bags.

It must be admitted that, in face of such a result, the working capacity of the Dock Company was under-rated, but at the same time we have to state that the discharge had to be sadly neglected and several steamers left the port under protest with the Santos cargo on board, which will now be discharged in Rio, besides quite a number of steamers lying in mid-stream waiting for a berth on the quays. The personnel now employed consists, moreover, of men whom the Company have withdrawn from other works they have in hand for the completion of the port and the transfer of electric power to Santos. It would therefore be a rather bold statement to call the situation normal. These men work under special conditions of payment, much superior to those offered and given to the former hands, as we had occasion to point out before. It is said that the Dock Company aspires to the warehouse and shipping monopoly for coffee in this port. If that is so, the management has certainly a good deal to learn from similar concerns in the older countries and their way of treating clients has to undergo a very thorough change. That a good many of the now prevailing expenses could be greatly reduced to the benefit of our competitive power in the World's market, there is no doubt, but the spirit of the enterprise must then become very much less bureaucratic and narrow-minded than it is now.

If the managers of the Dock Company find it "infra dig" to make a contract with their men, why not treat the old hands in the same way as the outsiders are now evidently treated, giving them tacitly the same advantages and finish with an entirely intolerable situation; the concern is in a corner and no mistake, and that has happened to just as good men before, who had, however, the good sense to admit it, especially when their interests were at stake. That such interests are badly hurt is plainly shown by the turn the coffee market has taken ever since the strike started. Instead of heavy transactions at rising prices, notwithstanding enormous receipts, which seem to rouse the trade in the importing centres, we have now a dragging market, drooping prices and apathetic feeling all round, which has gone so far that in spite of receipts, which amounted during September in Santos to only half the probable quantity, the visible supply increased by almost 50,000 bags during the same month, which indicates very small deliveries.

The monthly stocktaking at Hamburg shows, besides, a heavy reduction of the supply of mild coffee, which distinctly shows that requirements have in preference been filled by those

goods to the detriment of ours. These are irretrievable losses and ought to be avoided in face of the delicate position the exporting markets are in, and it is very well worth noticing that the consuming markets could go down in price although arrivals there were only normal and the possibilities of new purchases cut off, or at least rendered difficult by the strike.

Here we have to state, however, that the report that the negotiations about the £15,000,000 loan had been broken off had something to do with the decline. Latest advices say they have been resumed again. It remains to be seen now how the markets will fare during this month. Just now the tendency is decidedly downwards, but we should not trust too much to this, as supplies will be short and dealers must be able to watch their opportunity, notwithstanding heaviest arrivals, as there is no accumulation of former compromises owing to the traffic interruption and before the new ones mature, four weeks at least have to pass.

The news of an abundant flowering, accompanied by favourable weather has fallen flat and caused no decline as might have been expected in absence of speculation. This favourable weather still continues.

There was somewhat more demand from the States, but not much business has resulted therefrom so far as limits are low, in face of the increase of the surtax. We heard of 7½ cents for fours, desirable medium grades Types 5, 6 and 7, but there are hardly any to be got.

European orders have been scarce, as nearly 1,000,000 bags are waiting for shipment. Importers therefore wait until they are advised and well on the way. We quote superiors from 34s. to 35s. 9d., according to quality and description.

Receipts are likely to be very heavy this month, probably 2,000,000 bags, unless another strike breaks out.

About shipments we reported before, and hope that no new interruption will take place as is rumoured to-day, but that the men and the Dock Company will come, if not otherwise, to a tacit agreement of fair dealing on both sides.

The heavy despatches of a week ago give an idea of what will happen when the new law regarding the restriction of exports is near being applied. Say 8,000,000 bags are shipped there from one day to another, export duty and surtax amounting to 6,000,000\$ might be paid for the remaining million, and purchasing in the Santos market be stopped until dealers acquiesce to sell at lower prices, as all those who have not despatched will have to take into their calculations about 900 reis, equal to the additional export duty of 20%.

With cheap money in Europe, one might go in for the same deal for 2,000,000 bags or more. Did our legislators consider this possibility when the law was made?

COFFEE PRICE CURRENT

FOR THE WEEK ENDED OCTOBER 2ND, 1908

DESCRIPTION	September 26	Sep. 23	Sep. 20	Sep. 17	Oct. 1	Oct. 2	Average
RIO—							
Market N.6. 10 kilos	3.881	3.881	3.881	3.881	3.881	3.881	3.915
" N.7. " "	3.949	3.949	3.949	3.949	3.949	3.949	3.949
" N.8. " "	3.608	3.608	3.608	3.608	3.608	3.608	3.642
" N.9. " "	3.676	3.676	3.676	3.676	3.676	3.676	3.676
" N.10. " "	3.404	3.404	3.404	3.404	3.404	3.404	3.438
" N.11. " "	3.472	3.472	3.472	3.472	3.472	3.472	3.472
" N.12. " "	3.200	3.200	3.200	3.200	3.200	3.200	3.234
" N.13. " "	3.268	3.268	3.268	3.268	3.268	3.268	3.268
SANTOS—							
Superior per 10 kilos.	3.900	3.900	3.900	3.900	3.900	3.900	3.900
Good Average.....	3.600	3.600	3.600	3.600	3.600	3.600	3.600
N. YORK per lb							
Spot N. 7..... cent.	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6 1/4	6.12
" 8..... cent.	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5.75
Options.....							
" Dec.....	5.50	5.50	5.50	5.50	5.50	5.50	5.55
" March.....	5.35	5.35	5.40	5.40	5.40	5.40	5.40
" May.....	5.35	5.35	5.40	5.40	5.40	5.40	5.40
HAVRE, per 50 kilos							
Options..... francs.							
" Dec.....	39.75	39.00	39.50	40.00	39.50	39.50	39.37
" March.....	38.25	38.75	38.75	38.75	38.75	38.75	38.63
" May.....	37.75	38.00	38.50	38.75	38.25	37.75	38.17
HAMBURG per 50 k.							
Options..... pfennigs.							
" Dec.....	28.75	28.50	28.75	29.00	28.50	28.50	28.67
" March.....	29.50	28.50	28.75	29.00	28.75	28.50	28.75
" May.....	28.75	28.75	28.75	29.25	28.75	28.50	28.79
LONDON per wt.							
Options..... shillings							
" Dec.....	26/-	26/-	26/8	26/6	26/8	26/8	26.2
" March.....	26/6	26/6	26/9	27/-	27/-	26/6	26.8
" May.....	27/-	26/9	27/-	27/6	27/8	26/9	27.-

SALES OF COFFEE for the week ending

October 2nd, 1908.

In Bags of 60 kilos.

	Oct. 2/1908	Sept. 25/1908	Oct. 2/1907
Rio.....	51,000	48,000	75,000
Santos.....	63,248	73,114	176,285
Total.....	117,348	121,114	250,285

October 6th, 1908.]

THE BRAZILIAN REVIEW

1065

OUR OWN STOCK

In Bags of 60 kilos.

RIO: Stock on Sept. 25.....	389,419
Entries during week ended Oct. 2.....	96,947
	486,366
Loaded (Embarques) for the week and consumption for the month.....	112,444
	373,922
Stock in Rio on Oct. 2.....	
Stock at Niteroy and Porto da Madama on Sept. 25.....	17,302
Stock in Ilha de Vianna on Sept. 25.....	8,336
Afloat on Sept. 25.....	109,282
Entries at Niteroy plus total embarques including transit.....	149,602
	284,522
Deduct: embarques at Niteroy, Porto da Madama and Vianna and sailings during the week.....	139,427
	145,095
Stock at Niteroy and afloat on Oct. 2.....	
Stock in Ist and 2nd hands and those at Niteroy and afloat on Oct. 2.....	519,017
MANTOY: Stock on Sept. 25.....	1,764,730
Entries for week ended Oct. 25.....	128,750
	1,893,480
Loaded during same week.....	219,544
	1,673,936
Stocks in Manton on Oct. 2.....	
Stocks in Rio and Santos on Oct. 2nd, 1908.....	2,192,953
do do on Sept. 25th, 1908.....	2,289,089
do do on Oct. 4th, 1907.....	2,400,540

FOREIGN STOCKS

In Bags of 60 kilos.

	Sept. 26/1908	Sept. 19/1908	Sept. 27/1907
United States Ports.....	3,011,000	3,059,000	3,609,000
Havre.....	2,843,000	3,214,000	3,375,000
Both.....	5,854,000	6,273,000	6,984,000
Deliveries United States	117,000	123,000	107,000
Visible Supply at United States ports.....	3,206,000	3,289,000	3,982,000

Companhia Paulista de Armazens Geraes
SANTOS

WEEKLY COFFEE MOVEMENT

	W'house No. 1	W'house No. 2
	BAGS	BAGS
Stock on Sept. 25th.....	38,697	77,654
Entries during the week.....	1,119	5,488
	39,816	83,142
Withdrawals during the week.....	1,676	11,297
	37,940	71,905
Stock on October 2nd 1908.....		
Warrants to the number of 25, representing 30,686 bags of coffee were in circulation on October 2nd 1908.		
Santos, October 2nd 1908.—Harry G. Estill, Manager.		

State of São Paulo

PLANTING CONDITIONS IN AUGUST

DISTRICT	RAINFALL		TEMPERATURE	
	Normal	Total month	Normal	Average for month
Taubaté.....	26.4	10.6	18.3	17.4
Campinas.....	35.2	7.0	17.6	17.0
Ribeirão Preto.....	33.6	14.5	19.0	17.9
S. Carlos do Pinhal.....	64.6	37.0	17.3	16.6
Potucatu.....	44.6	3.0	17.1	15.8
Santos.....	110.1	41.3	19.0	17.9

The Coffee sailed during the week ended October 2nd, was consigned to the following destinations:—
In Bags of 60 kilos.

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	MEXICAN PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio Santos.....	88,398	10,683	7,407	4,587	—	3,223	114,291	783,096
	—	64,316	—	4,874	—	—	69,226	2,138,577
Total 1908 1909.....	88,398	74,998	7,407	9,411	—	3,225	183,479	2,921,673
1907-1908.....	121,269	210,504	5,099	4,730	—	1,600	343,192	4,620,597

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS
Week ended

	Oct. 2	Sept. 25	Oct. 2	Sept. 25	Crop to Oct. 2
	Bags	Bags	£	£	Bags
Rio.....	106,843	49,541	172,796	80,135	699,356
Santos.....	69,229	59,467	131,265	112,755	2,127,546
Total 1908 1909.....	176,072	109,008	304,061	192,890	2,826,902
do 1907 1908.....	366,429	230,312	674,574	399,725	4,479,145

There was some rain on the Leopoldina system on the 26th ult., but otherwise the weather has been dry.

MONTHLY ENTRIES.

Including Niteroy, Porto de Madama and Ilha de Vianna.
In Bags of 60 kilos.

MONTHS	RIO		SANTOS		BOTH	
	1906-1907	1907-1908	1906-1907	1907-1908	1906-1907	1907-1908
July.....	226,794	151,663	899,476	706,792	1,087,260	858,455
August.....	315,026	329,045	1,499,159	856,545	1,843,185	1,225,603
September.....	411,260	473,227	1,917,559	1,165,508	1,329,119	1,638,745
October.....		544,070		1,226,287		1,840,357
November.....		359,983		870,346		1,230,399
December.....		256,323		520,620		647,714
January.....		266,443		251,371		648,599
February.....		312,190		356,407		636,101
March.....		206,023		330,078		403,319
April.....		161,675		241,644		392,162
May.....		168,429		203,753		415,505
June.....		161,152		254,453		
Total for the crop.....	953,080	3,409,203	3,376,434	7,203,593	4,329,514	10,613,012

MANIFESTS OF COFFEE
DURING THE WEEK ENDING OCTOBER 2nd, 1908.
RIO DE JANEIRO.

Date	Name of Vessel	Destination	Shippers	Bags	Total
Sept. 26	Brasil	Natal	Sequeira & Co.	100	
do	do	Tutoya	Pinto & Co.	60	
do	do	Maranhão	Eugen Urban	50	
do	do	Pará	Eugen Urban	250	
do	do	Santarém	Zenha, Ramos & Co.	70	
do	do	Manós	Sequeira & Co.	50	
do	do	do	Eugen Urban	385	965
					2
	Sergipe	New York	Sundry	525	
do	op	Pernambuco	Ornstein & Co.	120	
do	do	do	Pinto & Co.	200	
do	do	do	Sequeira & Co.	31	
do	do	Ceará	Sequeira & Co.	140	
do	do	Maranhão	Pinto & Co.	330	
do	do	do	Pinto & Co.	460	1,746
			Ornstein & Co.		
27	Norman	Pac New York	Hard, Rand & Co.	17,849	
do	do	do	Carlo Pareto & Co.	9,350	
do	do	do	Ornstein & Co.	6,500	
do	do	do	Gustav Trinks & Co.	4,055	
do	do	do	Pinto & Co.	2,500	
do	do	do	Clarkson & Cross	2,000	
do	do	do	McLaughlin & Co.	1,117	43,371
			Eugen Urban	165	
Itapacy	Pelotas	do	Castro Silva & Co.	185	
do	do	do	Sequeira & Co.	179	
do	Rio Grande	do	Lage & Irmão	150	
do	do	do	Castro Silva & Co.	300	
do	do	do	Castro Silva & Co.	165	1,144
					1,000
28	Chili	Buenos Aires	Eugen Urban	—	100
Bragança	Pernambuco	Pinto & Co.	—	500	
Clyde	Buenos Aires	Ornstein & Co.	14,500		
Totwood	New Orleans	Pinheiro, Ladeira & Co.	7,750	20,250	
do	do	do	John Moore & Co.	300	
Yang Tsé	Montevideo	do	Sequeira & Co.	67	
do	do	do	Angelino Simões & Co.	145	
do	do	do	Castro, Silva & Co.	265	
do	do	do	Ornstein & Co.	475	
do	Buenos Aires	Ornstein & Co.	1,355		
do	do	Sequeira & Co.	100		
do	do	Castro Silva & Co.	300	2,987	
			Zenha, Ramos & Co.	100	
29	Tijuca	Maceió	C. Fernandes & Co.	905	
do	Pernambuco	C. Fernandes & Co.	50		
do	Ceará	Sequeira & Co.	30		
do	do	Zenha, Ramos & Co.	10		
do	Tutoya	Pinto & Co.	295		
do	Maranhão	C. Fernandes & Co.	150		
do	Pará	Zenha, Ramos & Co.	215		
do	do	Pinto & Co.	240	1,985	
			Eugen Urban	250	
Orissa	Cape Town	Eugen Urban	250		
do	Algoa Bay	Pinto & Co.	50		
do	do	Norton, Megaw & Co.	100		
do	do	Eugen Urban	100		
do	East London	Clarkson & Cross	400		
do	do	Eugen Urban	100		
do	Mossel Bay	Norton, Megaw & Co.	100		
do	do	Pinto & Co.	100		
do	Delagoa Bay	P. S. Nicolson & Co.	800	2,250	
do	Port Natal	do			
30	Orissa	Talcahuano	Gustav Trinks & Co.	50	
do	do	Ornstein & Co.	50		
do	Coquimbó	Gustav Trinks & Co.	200		
do	Valparaíso	Ornstein & Co.	400		
do	do	Eugen Urban	50		
do	Corral	Ornstein & Co.	75		
do	Punta Arenas	Norton, Megaw & Co.			875
		Pinto & Co.	120		
Ceará	Pernambuco	Sequeira & Co.	50		
do	Ceará	Pinto & Co.	1,020		
do	Pará	Zenha, Ramos & Co.	267	1,457	
do	Manós	do			
Magellan	Arzen	Carlo Pareto & Co.	125		
do	Philippineville	Ornstein & Co.	250		
do	Bordeaux	Ornstein & Co.	100		
do	Montaganem	Pinto & Co.	125		
do	Oran	Ornstein & Co.	100		
do	do	C. Dablow & Co.	375		
do	do	Pinto & Co.	1,000		
do	Algers	Ornstein & Co.	250		
do	do	Pinto & Co.	250	2,575	
Oct. 1	Castilian P.	New Orleans	Carlo Pareto & Co.	10,150	
do	do	do	Theodor Wille & Co.	9,000	
do	do	do	Pinto & Co.	1,750	
do	do	do	Hard, Rand & Co.	2,875	
do	do	do	Gustav Trinks & Co.	1,000	24,775

1	Barcelona	Seville	Adriano Telles	250	
	do	Barcelona	John Moore & Co.	375	
2	Schlesien	Durban	Castro, Silva & Co.	125	625
	do	Leixões	Sundry	82	
	do	Antwerp opt	Carlo Pareto & Co.	1,000	
	do	do	Eugen Urban	3,002	
	do	do	Pinheiro & Ladeira	750	
	do	do	Pinto & Co.	74	
	do	do	Orinstein & Co.	2,500	
					7,483
			Total....	114,250	

CORRECTION IN RIO MANIFESTS, WEEK ENDED SEPTEMBER 25th.

Pinto & Co., per s.s. "Araguaya," for Montevideo + 50
 Wiolet Kremer, per s.s. "Araguaya," for Buenos Aires + 1
 Pinto & Co., per s.s. "Amazon," for East London - 100

SANTOS.

Date	Name of Vessel	Destination	Shippers	Bags	Total
Sept.					
26	Alacritá	Buenos Aires	R. Alves, Toledo & Co.	1,000	
	do	do	A. V. Cerquinho	638	
	do	do	Sundry	3	1,641
	Ré Vittorio	Genoa	Sundry	747	7
25	Barcelona	Huelva	T. Hermanos	647	
	do	Seville	T. Hermanos	100	
	do	Barcelona	Sundry	50	1,544
	do	Vigo	R. Alves, Toledo & Co.	50	
	Baró Fejer-		Theodor Wille & Co.	16,715	
	vary	Trieste	Nauman Gepp & Co. Ltd	10,698	
	do	do	Bard, Rand & Co.	6,689	
	do	do	Prado, Chaves & Co.	6,652	
	do	do	Levy Alvaro & Co.	3,500	
	do	do	Mich. Wright & Co. Ltd.	3,300	
	do	do	Barbosa & Co.	3,250	
	do	do	Roxo & Co.	2,904	
	do	do	E. Johnston & Co. Ltd.	2,000	
	do	do	S.F.C. Branco-Brésilienne	1,910	
	do	do	Zerrenner, Bulow & Co.	1,250	
	do	do	Nossack & Co.	500	
	do	do	Krische & Co.	500	
	do	do	Schmidt & Trost	250	
	do	do	Baldwin & Co.	140	
	do	Venice	Nauman, Gepp & Co. Ltd.	1,044	
	do	do	Hard, Rand & Co.	311	
	do	Peyrouth	Nauman, Gepp & Co. Ltd.	250	61,163
	do	Buenos Aires	Krische & Co.	—	1,047
	Chili	Rosario de Santa Fé	Mattarazzo & Co.	1,118	2,877
	Lewisham	Buenos Aires	Krische & Co.	—	—
30	Clyde	do	Alves, Lima & Co.	157	—
	do	Montevideo	Krische & Co.	200	1,450
	do				60,220

Sugar Market

The following are the closing quotations at Rio on Oct. 3rd for Campos, Sergipe, Pernambuco and Bahia.

	Campos	Sergipe	Pernambuco	Bahia
White Crystal	520-540	—	—	—
Yellow crystal	440-450	—	—	—
Mascavinhos	400-440	—	—	—
Mascavo good	361	—	—	—
" regular	—	—	—	—
" medium	—	—	—	—
Segundo facto	—	—	—	—
White union	—	—	—	—
White 3 ^a sorte	—	—	—	—
Somenos	—	—	—	—
Entries at Rio from 1st inst to date	—	—	—	—
Clearances ditto	—	—	—	—
Stock	—	—	—	—

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

	North	South	Total	Other Countries	Grand Total
1907/08					
September....	1,468	2,077	3,545	—	3,545
October.....	926	1,934	2,860	3,537	6,397
November....	1,679	7,955	9,634	1,013	10,647
December....	812	792	1,604	184	1,788
January.....	1,515	7,827	9,342	154	9,496
February....	2,596	13,608	16,204	84	16,288
March.....	1,458	7,775	9,233	30	9,263
April.....	1,168	4,395	5,563	307	5,870
May.....	1,407	3,678	5,085	14	5,099
June.....	1,542	2,747	4,289	1	4,290
July.....	1,318	819	2,137	402	2,539
August.....	1,021	1,568	2,589	—	2,589
Total twelve months					
1907/08 crop...	16,910	55,165	72,075	5,726	77,811

Pernambuco, 24th September, 1908.

Since commencement of present week the entry has been about 2,000 bags daily, chiefly composed of yellow crystals. Brutos are beginning to come in, and some 2,000 bags have been received so far, for which 1,500 bagged has been paid, and this price is offered for Goyannas. The destination of these purchases is New York, and will be shipped by the s.s. "St. Jerome," due here 10th prox. For other qualities the demand is most limited, the Santos sales having now been all shipped off, whilst no fresh orders have so far come to hand. The s.s. "Author" is now loading 4,000 bags yellow crystals for Liverpool.

THE PERNAMBUCO CROP, 1907-08.

The crop in Pernambuco which ended on August 31st last yielded 1,170,869 bags, as against 1,478,462 bags for the previous campaign a falling off of 307,593 bags. The following was the movement of exports of sugar during the year:—

	Bags.	Barrel.
Rio de Janeiro	315,767	—
Santos	402,148	—
Rio Grande	50,535	—
Pelotas	48,868	50
Porto Alegre	160,087	—
Antonina	21,100	—
Paranaguá	59,797	—
Rasario	58,897	—
Paysandú	4,450	—
Liverpool	2,975	—
New York	6,100	—
Florianopolis	250	—
Sant'Anna	2,030	—
Corumbá	220	760
Montevideo	1,105	1,020
B. Aires	1,900	—
S. Francisco	350	—
Uruguayana	2,895	670
Itajahy	190	—
P. Murinho	50	65
Lisbon	5	7
Leixões	30	27
Itaqui	300	—
Sundry	33,188	—
Total	1,173,137	2,599

Cotton

Imports of Cotton Textiles and Jute from Great Britain.
FOR AUGUST

DESCRIPTION	1906	1907	1908
Cotton Piece goods grey or unbleached..... yds	191,600	417,100	351,800
do. bleached..... yds	4,008,700	3,087,400	1,652,500
do. printed..... yds	5,361,200	6,635,200	1,693,100
do. dyed..... yds	4,142,400	6,262,800	3,062,200
do. mixed..... yds	13,708,300	14,402,500	6,759,600
Value..... £	185,905	202,134	92,116
Jute Yarn..... lbs	2,480,100	1,980,700	2,339,900
Jute manufactures: Piece goods of all kinds..... yds	39,100	10,000	55,500

Pernambuco, 24th September, 1908.

After my last an exporter paid 11\$000 for ready Serião cottons, but price then dropped once more to 10\$500, at which yesterday a large Rio shipper was offering to re-sell, but only succeeded in placing 100 bags, and to-day market is decidedly weaker with buyers only at 10\$200 for prompt delivery. The lock-out in Manchester still continues, and so long as does the market there will sag away, and if it lasts very long there won't be much recovery owing to large stocks of cotton that must be accumulating whilst mills are all idle.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO

	DURING THE WEEK ENDING OCTOBER 2nd, 1908.
Sept. 26.	Bonn, German, s.s., 2,568 tons, from Bremen.
26.	Cameron, British, s.s., 1,929 tons, from Cardiff.
26.	Caterina, Italian, barque, 908 tons, from Marseilles.
26.	Orion, Brazilian, s.s., 967 tons, from Manaus.
26.	Cubataó, Brazilian, s.s., 1,080 tons, from Parahyba.
26.	Murupy, Brazilian, s.s., 304 tons, from Victoria.
26.	Cunhyba, Brazilian, s.s., 1,119 tons, from Porto Alegre.
26.	Fidelense, Brazilian, s.s., 259 tons, from S. João da Barra.
27.	Vijuca, German, s.s., 3,066 tons, from Hamburg.
27.	Fozcoza, French, s.s., 2,812 tons, from Genoa.
27.	Yang Tze, French, s.s., 2,262 tons, from Bordeaux.
27.	Lottwood, British, s.s., 1,961 tons, from Santos.
27.	Carthage, German, s.s., 1,950 tons, from Rio Grande.
27.	Mareu, Norwegian, barque, 1,392 tons, from Pensacola.
27.	Itauna, Brazilian, s.s., 401 tons, from Pernambuco.
27.	D. Guilhermo, Brazilian, schooner, 178 tons, from Itajahy.
27.	Almirante, Brazilian, schooner, 195 tons, from Paranaguá.
28.	Chili, French, s.s., 2,771 tons, from Bordeaux.
28.	Malthy, British, s.s., 2,540 tons, from Cardiff.
28.	Sale of Ireland, British, s.s., 2,772 tons, from Cardiff.
28.	Itahira, Brazilian, s.s., 467 tons, from Porto Alegre.
29.	Barkston, British, s.s., 2,744 tons, from Cardiff.
29.	Clyde, British, s.s., 3,051 tons, from Southampton.
29.	Castilian Prince, British, s.s., 1,497 tons, from Rio Grande.
29.	Canova, Belgian, s.s., 3,009 tons, from Buenos Aires.
29.	Carangó, Brazilian, s.s., 258 tons, from S. João da Barra.
29.	Groves, British, s.s., 4,516 tons, from Valparaíso.
30.	Barcelona, Spanish, s.s., 3,614 tons, from Buenos Aires.
30.	Baró Fejervary, Hungarian, s.s., 2,431 tons, from Santos.
30.	Orina, British, s.s., 3,313 tons, from Liverpool.
30.	Schlesien, German, s.s., 3,528 tons, from Buenos Aires.
30.	Magellan, French, s.s., 2,862 tons, from Buenos Aires.
30.	Metall, Brazilian, s.s., 218 tons, from Cosmocea.
Oct. 1.	Gas Blasse, German, s.s., 4,533 tons, from Hamburg.
1.	Amstelland, Dutch, s.s., 3,818 tons, from Amsterdam.
1.	Francesca, Hungarian, s.s., 3,194 tons, from Buenos Aires.
1.	Saturno, Brazilian, s.s., 933 tons, from Buenos Aires.
1.	Guarany, Brazilian, s.s., 643 tons, from Pernambuco.

- 1.—Itaipava, Brazilian, s.s., 707 tons, from Porto Alegre.
- 1.—Guanabara, Brazilian, s.s., 329 tons, from Itajaí.
- 1.—Paraná, Brazilian, s.s., 383 tons, from Paranaguá.
- 1.—Garcia, Brazilian, s.s., 141 tons, from Iguape.
- 2.—Paratyba, s.s., 1,395 tons, from Buenos Aires.
- 2.—Amelia Clara, Brazilian, schooner, 20 tons, from Cabo Frio.
- 2.—Santa Barbara, German, s.s., 2,347 tons, from Rio Grande.
- 2.—Ré Umberto, Italian, s.s., 1,811 tons, from Buenos Aires.

SAILINGS FROM THE PORT OF RIO DE JANEIRO. DURING THE WEEK ENDING OCTOBER 2nd, 1908.

Sept. 26.—Sergipe, Brazilian, s.s., 990 tons, for New York.	26.—Glenarm Head, British, s.s., 2,527 tons, for New Orleans.
26.—Brasil, Brazilian, s.s., 1,999 tons, for Manaus.	26.—Byron, British, s.s., 2,555 tons, for Santos.
26.—Sirio, Brazilian, s.s., 930 tons, for Porto Alegre.	26.—Oceano, Brazilian, s.s., 650 tons, for Porto Alegre.
26.—Esperança, Brazilian, s.s., 469 tons, for Aracaju.	26.—Telcelinha, Brazilian, s.s., 257 tons, for S. João da Barra.
26.—Livingstonia, British, s.s., 2,799 tons, for Norfolk.	27.—Norman Prince, British, s.s., 2,235 tons, for New York.
27.—Antonietta, Italian, barque, 647 tons, for Genoa.	27.—Calderon, Belgian, s.s., 2,650 tons, for Santos.
27.—Itapacy, Brazilian, s.s., 717 tons, for Porto Alegre.	27.—Formosa, French, s.s., 2,812 tons, for Buenos Aires.
27.—Chili, French, s.s., 2,771 tons, for Buenos Aires.	27.—Yang Tsé, French, s.s., 2,262 tons, for Buenos Aires.
28.—Regaleira, Brazilian, schooner, 155 tons, for Itabapora.	28.—Estrella do Norte, Brazilian, schooner, 40 tons, for Cabo Frio.
28.—Clotilde, Brazilian, schooner, 30 tons, for Cabo Frio.	29.—Loftwood, British, s.s., 1,901 tons, for New Orleans.
29.—Bragança, Brazilian, s.s., 751 tons, for Cabedello.	29.—Polarstjernen, Danish, s.s., 1,199 tons, for Santos.
29.—Buda II, Hungarian, s.s., 1,516 tons, for Santos.	29.—Tijuca, Brazilian, s.s., 1,108 tons, for Pará.
29.—Aurora, Brazilian, schooner, 33 tons, for Cabo Frio.	29.—Nadia, British, s.s., 1,552 tons, for Rosario.
29.—Itatiba, Brazilian, s.s., 493 tons, for Pernambuco.	29.—Sieglinde, German, s.s., 1,913 tons, for Rio Grande.
29.—Clyde, British, s.s., 3,051 tons, for Buenos Aires.	29.—Orons, British, s.s., 4,516 tons, for Liverpool.
30.—Barcelona, Spanish, s.s., 3,614 tons, for Genoa.	30.—Muquy, Brazilian, s.s., 359 tons, for Caravellas.
30.—Bratsberg, British, s.s., 2,418 tons, for Santos.	30.—Virginia, Brazilian, schooner, 49 tons, for Cabo Frio.
30.—Cama, Brazilian, schooner, 50 tons, for Cabo Frio.	30.—Fidelense, Brazilian, s.s., 559 tons, for S. João da Barra.
30.—Kirkby, British, s.s., 1,976 tons, for S. João da Barra.	30.—Orissa, British, s.s., 3,313 tons, for Valparaíso.
30.—Castilian Prince, British, s.s., 1,497 tons, for New Orleans.	30.—Ethelstan, British, s.s., 2,518 tons, for Savannah.
Oct. 1.—Magellan, French, s.s., 2,962 tons, for Bordeaux.	1.—Francesca, Hungarian, s.s., 3,194 tons, for Trieste.
1.—Celtic King, British, s.s., 2,589 tons, for Santa Lucia.	1.—Cap Bianco, German, s.s., 4,533 tons, for Buenos Aires.
1.—Ceará, Brazilian, s.s., 2,078 tons, for Manaus.	1.—Victoria, Brazilian, s.s., 431 tons, for Villa Nova.
1.—Santa Cruz, Brazilian, s.s., 511 tons, for Pernambuco.	1.—Orion, British, s.s., 957 tons, for Porto Alegre.
1.—Gushyba, Brazilian, s.s., 1,119 tons, for Porto Alegre.	1.—Fangüero, Brazilian, schooner, 193 tons, for Prado.
1.—Murupy, Brazilian, s.s., 304 tons, for Cabo Frio.	1.—Planeta, Brazilian, schooner, 37 tons, for Cabo Frio.
2.—Gordoba, German, s.s., 3,173 tons, for Santos.	2.—Garcia, Brazilian, s.s., 141 tons, for Iguape.
2.—Venecador, Brazilian, schooner, 27 tons, for Macaé.	2.—Esperança, Brazilian, schooner, 33 tons, for Cabo Frio.
2.—Schelesien, German, s.s., 3,528 tons, for Bremen.	2.—Amstelland, Dutch, s.s., 3,818 tons, for Buenos Aires.
2.—Bonn, German, s.s., 2,568 tons, for Santos.	

ARRIVALS AT THE PORT OF SANTOS DURING THE WEEK ENDING OCTOBER 2nd, 1908.

Sept. 25.—Itabira, Brazilian, s.s., 563 tons, from Porto Alegre.	27.—Garcia, Brazilian, s.s., 192 tons, from Iguape.
27.—Sirio, Brazilian, s.s., 554 tons, from Rio de Janeiro.	27.—Samara, British, s.s., 2,030 tons, from Cardiff.
27.—Byron, British, s.s., 2,555 tons, from New York.	27.—Calderon, Belgian, s.s., 2,649 tons, from Manchester.
27.—Formosa, French, s.s., 2,812 tons, from Marseilles.	28.—Orons, British, s.s., 4,516 tons, from Valparaíso.
28.—Barcelona, Spanish, s.s., 3,663 tons, from Buenos Aires.	28.—Guanabara, Brazilian, s.s., 329 tons, from Itajaí.
28.—Yang Tsé, French, s.s., 2,262 tons, from Bordeaux.	28.—Chili, French, s.s., 3,335 tons, from Buenos Aires.
28.—Rijnland, Dutch, s.s., 3,528 tons, from Buenos Aires.	28.—Magellan, French, s.s., 2,962 tons, from Southampton.
30.—Clyde, British, s.s., 3,051 tons, from Southampton.	30.—Ravenna, Italian, s.s., 2,548 tons, from Buenos Aires.
30.—Sienna, Italian, s.s., 2,820 tons, from Genoa.	30.—Sieglinde, German, s.s., 1,913 tons, from New York.
30.—Francesca, Hungarian, s.s., 3,195 tons, from Buenos Aires.	30.—Saturno, Brazilian, s.s., 515 tons, from Buenos Aires.
30.—Euphrates, Norwegian, schooner, 1,549 tons, from Hull.	30.—Buda II, Hungarian, s.s., 1,516 tons, from Fiume.
30.—Ré Umberto, Italian, s.s., 1,811 tons, from Buenos Aires.	30.—Polarstjernen, Danish, s.s., 2,199 tons, from New York.
Oct. 1.—Gram Pará, Brazilian, s.s., 1,003 tons, from Antonina.	1.—Orissa, British, s.s., 3,312 tons, from Liverpool.
1.—Bratsberg, Norwegian, s.s., 2,418 tons, from Antwerp.	1.—Alexandria, Brazilian, s.s., 300 tons, from Laguna.
2.—Florianopolis, Brazilian, s.s., 576 tons, from Rio Grande.	2.—Orion, Brazilian, s.s., 540 tons, from Rio de Janeiro.
2.—Cordoba, German, s.s., 3,173 tons, from Hamburg.	

SAILINGS FROM THE PORT OF SANTOS DURING THE WEEK ENDING OCTOBER 2nd, 1908.

Sept. 25.—José Gallert, Spanish, s.s., 2,344 tons, for Buenos Aires.	25.—Itabira, Brazilian, s.s., 554 tons, for Porto Alegre.
25.—Itanema, Brazilian, s.s., 407 tons, for Rio de Janeiro.	25.—Alavrita, Italian, s.s., 1,650 tons, for Buenos Aires.
25.—Loftwood, British, s.s., 1,901 tons, for Rio de Janeiro.	26.—Rio Formoso, Brazilian, s.s., 415 tons, for Artonina.
26.—Paulista, Brazilian, s.s., 608 tons, for Paranaguá.	27.—Itabira, Brazilian, s.s., 563 tons, for Pernambuco.
27.—Sirio, Brazilian, s.s., 554 tons, for Rio de Janeiro.	27.—Orons, British, s.s., 4,516 tons, for Liverpool.
28.—Baré Fejervary, Hungarian, s.s., 2,451 tons, for Trieste.	28.—Formosa, French, s.s., 2,812 tons, for Buenos Aires.
28.—Barcelona, Spanish, s.s., 3,663 tons, for Genoa.	28.—Paraná, Brazilian, s.s., 383 tons, for Rio de Janeiro.
29.—Garcia, Brazilian, s.s., 192 tons, for Rio de Janeiro.	29.—Yang Tsé, French, s.s., 2,262 tons, for Buenos Aires.
29.—Chili, French, s.s., 3,335 tons, for Buenos Aires.	29.—Magellan, French, s.s., 2,962 tons, for Bordeaux.
29.—Lewisham, British, s.s., 1,784 tons, for Rosario.	

- 29.—Guanabara, Brazilian, s.s., 329 tons, for Rio de Janeiro.
- 30.—Espadarte, Brazilian, schooner, 27 tons, for Tijucas.
- 30.—Sienna, Italian, s.s., 2,820 tons, for Buenos Aires.
- 30.—Clyde, British, s.s., 3,051 tons, for Buenos Aires.
- 30.—Saturno, Brazilian, s.s., 515 tons, for Rio de Janeiro.
- 30.—Francesca, Hungarian, s.s., 3,195 tons, for Trieste.
- Oct. 1.—Ré Umberto, Italian, s.s., 1,811 tons, for Naples.
- 1.—Orissa, British, s.s., 3,312 tons, for Valparaíso.
- 2.—Alexandria, Brazilian, s.s., 300 tons, for Rio de Janeiro.
- 2.—Florianopolis, Brazilian, s.s., 576 tons, for Rio de Janeiro.
- 2.—Ravenna, Italian, s.s., 2,548 tons, for Genoa.
- 2.—Foreby, British, s.s., 2,772 tons, for Hamburg.

FOREIGN VESSELS AFLOAT IN RIO DE JANEIRO HARBOUR On October 2nd, 1908.

On October 2nd, 1903.					
Date of entry.	Steamers.	Tons.	Date of entry.	Sailing Vessels.	Tons.
Sept. 5.—Milton	2,249		July 14.—Albania	1,438	
9.—Woodford	1,560		15.—Guernica	1,175	
10.—Canterbury	2,734		17.—Vandura	1,281	
13.—Boyle Bank	2,150		26.—Anna M.	858	
18.—Mercedal	1,970		Aug. 12.—Queen of Scots	1,296	
20.—Heimdal	1,856		24.—Magdalena	1,031	
21.—Corsica	1,767		26.—Maria	492	
22.—Zanzibar	1,919		30.—Canada	2,187	
23.—Snowdonian	2,402		31.—Soares da Costa	569	
24.—Ripley	2,308		Sept. 9.—Pommern	2,264	
24.—Brookwood	1,987		9.—Raden	1,035	
26.—Cameron	1,929		12.—Duc Sarelle B.	1,378	
27.—Tijuca	3,066		14.—Arachan Woods	654	
27.—Karlhaga	1,570		16.—County of Anglesea	1,000	
28.—Maltby	2,540		22.—Adriana	1,740	
28.—Belle of Ireland	2,772		24.—Sofie	1,587	
29.—Barkston	2,744		26.—Caterina	903	
29.—Canova	3,009		27.—Maren	1,392	
30.—Baré Fejervary	2,460				
Oct. 2.—Santa Barbara	2,547				
2.—Ré Umberto	1,811				
2.—Paratyba	1,940				
Total—Tons		50,210	Total—Tons		22,947

IN SANTOS HARBOUR. On October 2nd, 1908.

Date of entry.	Steamers.	Tons.	Date of entry.	Sailing Vessels.	Tons.
Aug. 30.—Metis		2,167	April 14.—Ministro Bruno		59
30.—Canning		3,450	Sept. 4.—Fanny Breslau		2,066
Sept. 2.—Cavour		3,153	21.—Kilmallie		2,518
2.—Italian Prince		1,928	30.—Euphrates		1,549
4.—Ocean Prince		3,288			
5.—S. Paulo		3,065			
6.—Anchen		3,833			
13.—Titian		2,037			
14.—Hillbrook		2,535			
15.—Tugela		2,147			
16.—Cap Verde		3,749			
18.—Crefeld		2,424			
18.—Moravia		2,288			
19.—Sallamanca		3,842			
19.—Thamar		2,665			
20.—Gunther		1,913			
20.—Etruria		1,903			
21.—Moorgate		2,471			
21.—Cynthia		1,908			
23.—Kelvingrove		1,038			
27.—Samara		2,630			
27.—Byron		2,526			
27.—Calderon		2,643			
27.—Formosa		2,812			
29.—Rijnland		3,528			
30.—Sieglinde		1,913			
30.—Buda II.		1,516			
30.—Polarstjernen		2,199			
Oct. 1.—Bratsberg		2,418			
	Total—Tons	74,278		Total—Tons	6,212

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

Kleemann's

Shipping, Re-Exporting, "Excelsior"

for steam engines, turbines, motors, etc., of all kinds.

Packing, Stacking,

"Ideal" for steam up to 1000 horse power.

"Kleemannit" for high pressure and

"Gnom" Cylinder & Machine Oil

Calculated only by independent commission houses.

Gustav Kleemann, Hamburg & Co.



CURRENT COFFEE FREIGHT RATES FOR THE WEEK ENDING OCTOBER 2ND, 1908

	Rio	Santos
Amsterdam.....	40/- in full	35/- & 5 %
Alex via Trieste.....	50/- & 5 %	—
Antwerp 1,000 kilos.....	40/- & 5 %	35/- & 5 %
Alexandria.....	64 fcs. in full.	64 fcs. in full.
Alicante.....	50 fcs. in full.	50 fcs. in full.
Algiers via Marseilles.....	63 fcs. in full.	63 fcs. in full.
Algerie.....	50 fcs. in full.	56 fcs. in full.
Aguiles.....	73.50 fcs. in full.	76 1/2 fcs. in full.
Bassorah.....	108 fcs. in full.	84 fcs. & 10 %
Batavia.....	35 fcs. in full.	38 fcs. in full.
Batavia.....	56.50 fcs. in full.	58 fcs. in full.
Bremen.....	40 fcs. & 5 %	35 & 5 %
Bordeaux, 900 kilos.....	40 fcs. & 10 %	35 fcs. & 10 %
Bombay via Trieste.....	50/- & 5 %	50/- & 5 %
Braila.....	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	14500
Beyrouth.....	69 fcs. in full.	69 fcs. in full.
Cadix (Spanish line).....	35 fcs. & 10 %	38 fcs. in full.
Calcutta via Trieste.....	35/- & 5 %	35/- & 5 %
Carthage.....	50 fcs. in full.	50 fcs. in full.
Colonbo.....	30/- & 5 %	30/- & 5 %
Corfu.....	65.50 fcs. in full.	60 fcs. & 10 %
Currachee.....	50/- & 5 %	50/- & 5 %
Coruna.....	53.50 fcs. in full.	53 fcs. in full.
Cavalla.....	66.50 fcs. in full.	66.50 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.
Edinb.....	40/- & 5 %	35/- & 5 %
Genoa.....	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 %	35/- & 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.....	56 fcs. in full.	56 fcs. in full.
Metelin.....	71.50 fcs. in full.	71.50 fcs. in full.
Montevideo per bag. 60 kilos.....	14200	—
Montevideo-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.	56 fcs. in full.
Patras.....	65.50 fcs. in full.	61.50 fcs. in full.
Pireus.....	61.50 fcs. in full.	61.50 fcs. in full.
Port Said.....	64 fcs. in full.	64.00 fcs. in full.
Rotterdam.....	40/- & 5 %	35/- & 5 %
Rangoon via Trieste.....	55/- & 5 %	35/- & 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 %
Smyna.....	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.	—
Sonoma.....	61.50 fcs. in full.	61.50 fcs. in full.
Sulina.....	69 fcs. in full.	69 fcs. in full.
Singapore via Trieste.....	60/- & 5 %	60/- & 5 %
Taragone.....	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.....	65.50 fcs. in full.	66.50 fcs. in full.
Venice via Trieste.....	52 fcs. in full.	40/- & 5 %
Vigo.....	56.50 fcs. in full.	38 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
and	Southampton.....	—	
Cape Town	Hamburg.....	42/6 & 2 1/2 %	
	Antwerp.....	—	
	Bremen.....	—	
	Liverpool.....	37/6 in full.	
Beira	via Hamburg.....	58/6 in full.	
	Southampton.....	—	
	Antwerp or Bremen.....	78/6 & 2 1/2 %	
	Liverpool.....	73/6 in full.	
	via New York.....	70/- & 5 %	
Mossel Bay	Southampton.....	50/- & 2 1/2 %	
	Hamburg.....	—	
	Antwerp.....	—	
	Bremen.....	—	
	Liverpool.....	45/- in full.	
	via New York.....	50/- & 5 %	
East	Southampton.....	—	
London	Hamburg.....	50/- & 2 1/2 %	
	Antwerp.....	—	
	Bremen.....	—	
	Liverpool.....	45/- in full.	

via New York.....	50/- & 5 %
Southampton.....	—
Hamburg.....	42/6 & 2 1/2 %
Antwerp.....	—
Bremen.....	—
Liverpool.....	40/- in full.
via New York.....	70/- & 5 %
Southampton.....	—
Hamburg.....	70/- & 2 1/2 %
Antwerp.....	—
Bremen.....	—
Liverpool.....	65/- in full.
via Buenos Aires.....	—
Algoa Bay.....	42/6 in full.
Cape Town.....	42/6 in full.
Durban.....	42/6 in full.
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.....	50/-	60/- & 5 %
Caldera.....	52/6	50/- & 5 %
Taltal.....	52/6	50/- & 5 %
Antofagasta.....	52/6	50/- & 5 %
Liquine.....	52/6	50/- & 5 %
Conquimbo.....	52/6	—
Talcahuano.....	45/-	—
Callao.....	52/6	—
Valparaiso.....	45/-	—
do (option).....	47/6	—
Puerto Montt.....	50/-	—
Concepcion.....	45/-	—
Tocopilla.....	52/6	—

THE FREIGHT MARKET

British.—“Fairplay,” of September 10th, says:—“There is very little change to report in the condition of the freight market, and in fact, if anything, the over-supply of tonnage everywhere is even more pronounced. Notwithstanding this owners continue, as it were, merrily fixing their boats outwards as if there was no doubt whatever of securing profitable homeward employment. It would be highly interesting if the owners of the various boats fixed outwards during the last week or two would give their views in justification of sending these boats to sea upon such homeward prospects as have existed for weeks past, and are no better to-day—in fact worse.”

Coal rates from Wales to Rio were 11s. 6d.

Argentine.—The Brazilian market is quiet, although a slightly improved tendency prevails, it being easier to obtain cargo, owing to the better condition of the berth market, which has absorbed much of the regular liner space that would otherwise have competed with the coasters, at least for the more important ports. We still maintain, however, the following current quotations:—To Bahia and Pernambuco, 20s.; to Pelotas, 20s.; to Porto Alegre, 26s.; 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,” September 21st.

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

the week:—		Bags of Coffee.
Per s.s.		
	"Byron," for New York	43,000
" "	"Kaethago," for Hamburg	14,000
" "	"Santa Barbara," for Hamburg	5,000
" "	"Baró Fejervary," for Trieste	32,000
" "	"Re Umberto," for Genoa	3,000
" "	"Rijland," for Amsterdam	750
" "	"Italia," for Genoa opt.	3,900
" "	"Regina Elena," for Genoa opt ..	1,250
" "	"Bonn," for Antwerp	1,250
" "	"Schlesien," for Antwerp	2,324
" "	"Gunther," for New York	2,000

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. Gt. South ..	110	110	Nov..... Dec.....	28:7500 43:6668	31:9336 35:4538	354:1236 397:7940	346:3218 382:2796
Leopoldina	1,478	1,460	Sep. 19th	1908 32,383	1907 39,785	1908 854,300	1907 860,600

a Earnings reported in pounds. b in mil reis

Leopoldina Railway.—Coffee carried for the season up to October 2nd amounted to 1,005,739 bags, of which the Leopoldina carried 626,032 bags, the Central 339,818, whilst 39,889 came coastwise.

At the time of going to press, we have not received the Leopoldina returns for the week ending September 25th.

THE SÃO PAULO TRAMWAY, LIGHT AND POWER COMPANY, LIMITED

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

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

THE SÃO PAULO TRAMWAY, LIGHT & POWER CO. LTD

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

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

(Established 1881)

CRASHLEY & CO.

(Established 27 years)

THE ONLY ENGLISH STORE IN RIO.

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

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

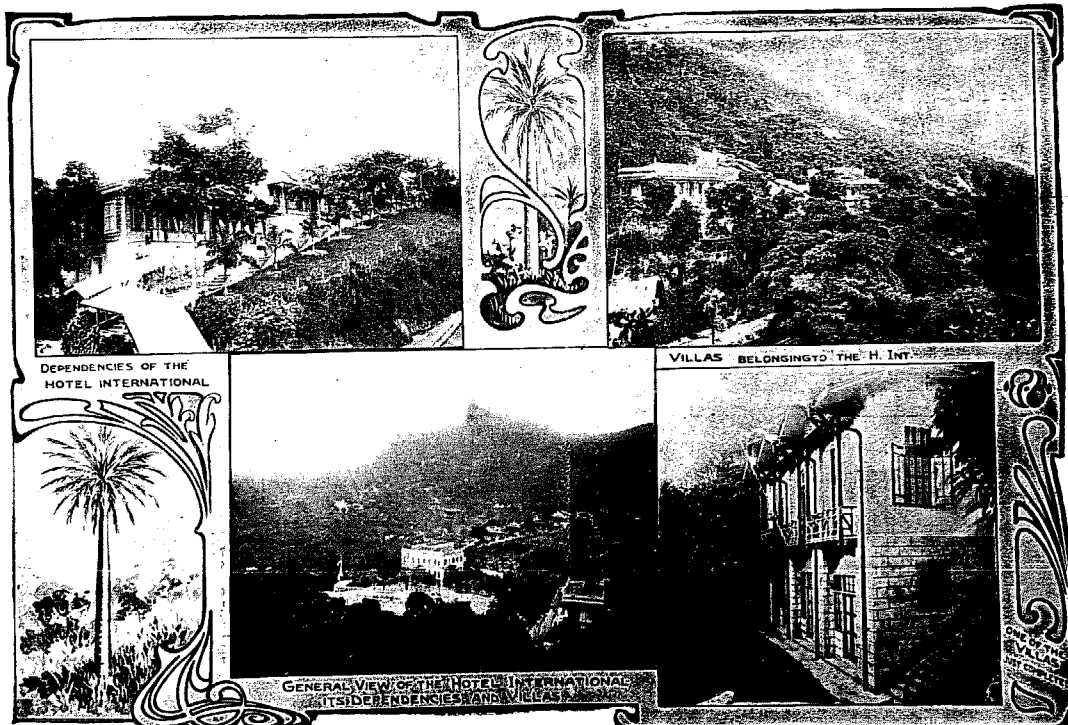
GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO — Telephone No. 134

1,000 FEET ABOVE THE SEA

Telegraphic Address — NINTHES — RIO



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

CAXAMBU

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

LAMBARY

SOCIÉTÉ FINANCIÈRE ET COMMERCIALE FRANCO BRÉSILIENNE

Succs: of NATHAN & CO.

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

Telegraphic Address: "LUPTON"

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

Telegraphic Address: "WYNARD"

IMPORTERS, EXPORTERS AND GENERAL MERCHANTS

SPECIALITIES:

Railway Material,
Agricultural and
Industrial Machinery.

General Hardware,
Gas and Water
Pipes and Fittings

Iron, Steel, Copper, Brass
and other Metals



Cement, Belting, Paints,
Calcium Carbide.

Sole representative in the
State of São Paulo

— OF —

THE STANDARD OIL Co.,
OF NEW YORK

(Thompson & Bedford
Department.)

CATALOGUES REQUESTED

HEAD OFFICE IN PARIS: RUE CHAUCHAT No. 5

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