

The Brazilian Review

VOL. XIV

RIO DE JANEIRO, TUESDAY, January 17th, 1911

N. 3

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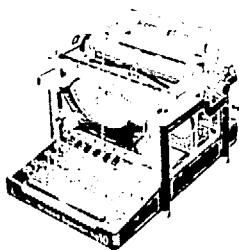
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The Brazilian Review

VOL. XIV

RIO DE JANEIRO, TUESDAY, JANUARY 17th, 1911

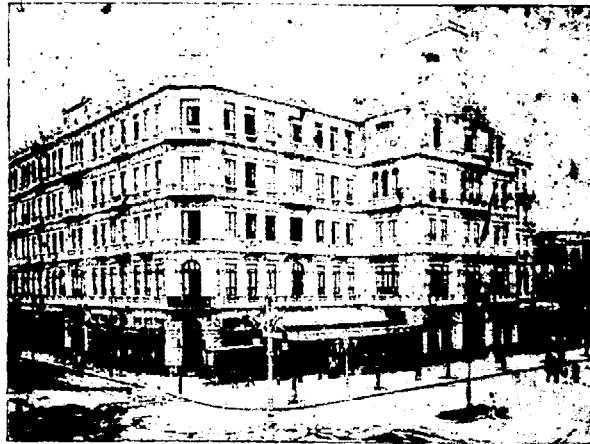
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» 15.—MAGELLAN, Mess Mar; for Bordeaux.
» 15.—ORITA, Pacific S. N. Co; for Liverpool.
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General News.

Quite a number of aviators are abandoning their profession, in which they have to trust themselves to that inconstant element, *varium et mutabile*, «more unstable than water», the air; which at one moment bears them up and wafts them onward, amid sunshine and softest caresses, and the next, with mocking laughter, hurls them to destruction and death.

By way of cheering them up—*pour encourager les autres*—a committee at Issy-les-Moulineaux has initiated a subscription for the erection of a monument in memory of the brave fellows who have literally «fallen» in the cause of science, as applied to the new means of locomotion.

For our part, until a really easy-going and thoroughly reliable aeroplane, warranted sound and free from vice, steady to ride or drive, accustomed to all «road nuisances», such as fogs, gales of wind, thunderstorms and such like, as been invented, you and I, reader, as responsible fathers of families, will do well to content ourselves with the moderate dangers afforded by a run in a motor car steered by an amateur; or, say, a trip on the Central Railway. At present, though, as the poet says:

Our hopes like towering falcons aim. At objects in an airy height,—
To stand aloof and view the flight is all the pleasure of the game.

— And, apropos of *varium et mutabile*, a telegram informs us that the five French Academics, in full session held on 4th instant, resolved by 88 votes against 52, to exclude women from the bosom (*scio*) of these distinguished corporations. What bosoms of stone those corporations must possess!

— It having been ascertained that the Power, Light, Heat and Ventilation Company of Buenos Aires sold 45 million kilowatts during the past year, in that city, the Government called upon it to lower its prices, which were reduced by 10% from 1st January.

— Carnival is once more at hand; and already we hear that the banks and the «alto commercio» are expected to subscribe liberally to the funds of the different clubs, in order that a «sumptuous» display may be given.

Instead of the usual smoking, smelly cartloads of shouting amateur clowns, tasteless, tawdry, tag-rag and bod-tail of «shivery-shakery» quasi hyperbolic groups, done in cardboard plastered with paint, and representing nothing in particular; surmounted by shivering women, high seated among the «live» overhead wires, dressed in nothing in particular, and also plastered with paint, it seems a pity that reformed Carnival clubs could not organise, each year, a historical or allegorical pageant, such as would bear the light of day, and in which decent boys and even girls, could take a part.

But that, to judge by appearances, is «past praying for».

The *maxime* represents the degree of refinement attained, so far, by the S. Paulo Carnival Clubs; and the greater part of the money collected from «the banks and the *alto commercio*» is destined to be otherwise employed.

—On 5th instant the funeral took place of Sr. José de Castro, late financial delegate of the Brazilian government in London.

Among those present were the Brazilian Minister and the staffs of the Brazilian Legation and Consulate, and many financial notabilities.

—To the plagues of earthquakes, seaquakes, cholera and rain, which of late have afflicted Italy, must be added a plague of snow, so heavy as to have blocked train service and broken telegraph posts and wires.

—During the week ending 1st January 136 persons died in S. Paulo. Of these, 83 were infants under 2 years of age.

—The «Garages Reunidas», an automobile Company of S. Paulo, is said to be about to establish a service of motor vehicles for goods and passengers, in Jundiahy.

—Sr. Castro Lopes of the Commission sent to represent Brazil at the Postal Congress in Montevideo, is reported to have made a brilliant speech at the inaugural session in which he informed his audience that the Monroe doctrine could only be acceptable if it meant «America for the Americans and South America for the South Americans!» The sentiment is said to have been enthusiastically received by those present, among whom was Sr. Heurique Lisboa, Minister of Brazil in above named city.

—All the army officers serving as musketry instructors in the rifle clubs of the various States of the Union are to be demised their posts, and ordered to rejoin their regiments.

—In Buenos Aires a decree has been issued, according to a telegram to the *Diario Popular*, by which the reduction of sugar duties is reestablished. Refined sugar will pay 7 centavos and unrefined 4 1/2 centavos per kilogramme.

—Sr. Antonio Moreira de Barros, of S. Carlos, has received advice from the Secretary of Agriculture to the effect that the documents sent in by him with respect to exemption from duties of agricultural implements must be accompanied by a declaration from the Camara Municipal of that City, certifying him to be an agriculturist; and another from the Santos Custom House declaring him not to have been favoured with such exemption during the past year.

—Counting from the 1st of the present month, telegrams between S. Paulo and Santos by the National Line pay 500 reis per 20 words. This enactment of the present Federal Budget applies also to messages wired to any station of the National Telegraph Department within the State, such as Campinas, Sorocaba, Piracicaba, Ribeirão Preto, etc.

—On 6th instant a storm of rain and hail accompanied by thunder and lightning broke over S. João da Boa Vista, chiefly in the districts known as Corrego Fundo and Fazendinha, much damage being done to the crops.

A thunderbolt fell in the house of a colonist, killing a negro, and stunning several other persons.

Damage to the crops is also reported from Mogy-Mirim, where, says a telegram to the *Estado de S. Paulo*, hailstones fell as «big as hen's eggs», injuring tiled roofs and breaking windows.

It rained hard eggs also in Mogy-Guassú. In neither locality, however, are any heads reported to have been broken, the rustic *crania* in those parts being very resistant.

—Ruggerone (Kros) the aviator has been making a number of successful flights in S. Paulo, in one of which he was accompanied by a lady passenger. Having won the Aero-club's Santos Dumont prize of 2 contos of réis, on 6th instant, Sr. Ruggerone is said to have handed over half the amount to the fund subscribed for the benefit of the family of the aviator Piccolo, who was killed about a week ago by a fall from his aeroplane in the Velodrome, S. Paulo. The fund referred to now amounts, we believe, to about 15 contos of réis.

—A telegram to the *Estado de S. Paulo* states that a North American Company has obtained from the Brazilian government a concession to establish cattle breeding farms on a large scale in this country with a view to the exportation of frozen meat to New York.

—Queen Helena of Italy's birthday was celebrated with great enthusiasm throughout the kingdom. There were illuminations music and great animation in all the towns and cities in spite of the bitter weather, and H. M. received innumerable telegrams from all parts of Italy, as well as from abroad.

—A man has been arrested in a Jewish restaurant in Whitechapel, who is supposed to have been concerned in the murder of the individual whose body was found in Chatham, with the letter «S» marked on the face.

—The French ironclad «Danton» which grounded on a sandbank during the manoeuvres, floated off with the tide, having suffered but trifling damage.

—A telegram from Madrid states that Deputy Alexandre Lerroux, on his return to Bilbao from Santander, whither he had been to address a republican meeting, was the object of a hostile popular demonstration, being hooted, amid cheers for the monarchy.

—The *Journal* publishes the following somewhat singular telegram from Natal, Rio Grande do Norte:

«The traditional festivities of the Dia de Reis (Twelfth Day) were celebrated in quite a lively manner in Praia Limpá. At night when returning thither, the launch *Porto Alegre* capsized, all its passengers and crew being thrown into the water. Up to the present, three corpses have been found. A few passengers succeeding in saving themselves.»

These seem rather doleful festivities even for the «Dead Sea States»!

—The following is a translation of the telegram addressed to the *Journal do Commercio* by the «Caisse Commerciale et Industrielle de Paris», re the alleged refusal to honour a cheque for one million francs:

«We protest with the most vivid indignation against the statement brought to our notice concerning concession railways Bahia, which we should not have even taken the trouble to deny in view of its absurdity if it had not appeared in a journal of the importance and honourable repute of the *Journal do Commercio*; we hope you will be good enough to indicate to us the origin of the telegram which you say came from Paris, and to make enquiries as to its source. Although surprised at finding ourselves called upon to make such a declaration, we declare to you formally that neither we nor our representatives, in the course of the important affairs we have dealt with during some years in Brazil, have ever had to deliver any cheque or give any material advantage to any Brazilian minister, and that no Brazilian minister has ever allowed us to suspect that could be an argument in discussion. It therefore appears to us superfluous to add that we have never, since our existence, refused or adjourned the payment of any instrument whatsoever, bearing our signature. We rely on your loyalty for insertion.—*Caisse Commerciale et Industrielle de Paris.*»

—The *Diario Popular* of S. Paulo publishes a statement purporting to be extracted from the «Seculo» of Lisbon, that the *Chargé d'affaires* of Portugal in Rio, has been instructed to prosecute «anti-patriotic Portuguese who publicly insult Portugal and its navy».

—At a recent general meeting of the *Companhia dos Fazendeiros de S. Paulo* (S. Paulo Planters Company) a proposal was approved authorising Dr. J. B. de Oliveira Penteadó to issue a loan of two million francs in Europe, to enable that association to develop its transactions and extend its warehouses.

—A telegram from Curitiba states that at Palmas the drought has been so severe as to have caused immense losses to farmers; very few of the plantations having water supplies.

—Under the heading, «Cattle Decimated», a paragraph is going the round of the papers to the effect that, according to advices from Palmas, in the State of

Paraná, the epidemic of apthose fever («foot and mouth disease») which has now abated a little, has destroyed about a fourth part of the calves of the past year, and a fifth of the grown cattle.

The breeders complain bitterly of the carelessness of the authorities, who were advised of the danger in time to have averted it.

—To judge by late advices from Lisbon, the new governors of the country would appear to be persons of a high degree of nervous irritability, and to be quite as much occupied in considering what people are saying about them in lands outside their jurisdiction, as in making «the crooked straight, and the rough places plain», at home.

The priests and the monarchists have been pretty roughly handled by the new comers to power. Surely they may be allowed the right to grumble!

«Because you are virtuous», says Falstaff, «shall there be no more cakes and ale?»

Because you are republicans, are none of those who happen to prefer a monarchy to be allowed to speak above their breath, even 4,000 miles away from the blessings of your rule? If so, what becomes of freedom of thought and speech, in politics and religion?

Three monarchist journals in Lisbon have been assaulted, and their property destroyed.

The *empastellamento* of the *Diario Illustrado*, alone, is said to have cost the proprietors of that paper 30 contos fortes, or at present exchange, 90 contos of our money.

The partisans of the republic say this is due to the attitude of the journals attacked, towards the new regime, adding that it is of no use to open an enquiry, because the damage was done by the «people.» In that case, what about protection of life and property? Has the Republic expelled the priests, only the revert to the methods of the Holy Inquisition?

—The Port of Pará Co. Ltd. has been authorised by the Minister of Viação, to charge 3 reis per kilo, on all merchandise shipped or unloaded at Belem (Pará).

—The strike of the Manaos Harbour stevedores and cartmen has ended in a provisional arrangement with the strikers, under which the company agrees to pay 10\$5000 *per diem*.

—Messrs. Norton & Megaw, the agents of the Baldwin Locomotive works of Philadelphia, have been authorised to furnish two locomotives for shunting work at the docks for \$6,700 (dollars).

—The Banco Español del Rio de la Plata, has obtained authorisation to open branches at the cities of S. Paulo, Santos and in different parts of that State.

—The *Journal do Recife* commemorated its 52 anniversary on 1st January, having made its first appearance in 1859.

It was then a weekly semi-scientific sheet sold at 500 reis.

—The number of the Naval Battalion have one way or another been very much reduced, and, says the *Journal*, probably do not exceed 40. There are a large number of prisoners on the island for whose «safe guardance» a battalion of the land forces have been told off.

—At last! An elevator is to be erected at the Ministry of *Viação*!

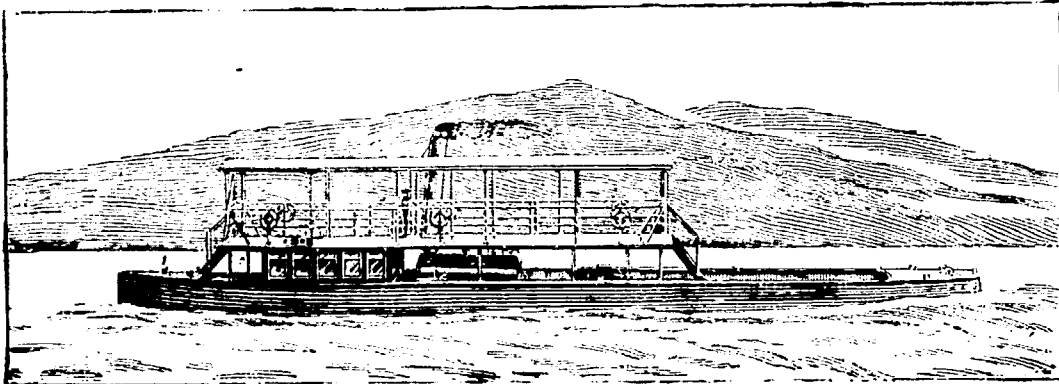
—£200,000 were remitted to London by the S. S. «Araguaya».

Railway News

The *Comarca*, of Mogy-Mirim, states that the work of constructing the line from Mogy-Mirim to Santos will be commenced this month by the Mogyana Railway Company.

The same Company has constructed another locomotive in its own shops; this being the fourth, whose manufacture will entitle the company to the subsidy

YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL, or by SCREWS WORKING IN TUNNELS, fitted with **YARROW'S PATENT HINGED FLAP**, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—

YARROW & Co., Ltd., Shipbuilders, GLASGOW. (Formerly of POPLAR, LONDON.)

of 7 contos of réis offered by the Federal Government for the encouragement of home grown engines.

—The station of Toryba, on the Araraquara line, situated at kilometre n. 6 of the Santa Josepha branch, was opened to traffic on 8th instant.

—From Capetown comes the news of a terrible railway accident to a train filled with passengers, mostly children returning home from school for the holidays. In descending a steep gradient in a curve of an embankment in Garkasloop, six carriages left the rails and roiled down the slope to the level ground.

Many people were killed, some being broken up in a terrible manner, and heartrending scenes took place. One man held down by the debris of a carriage saw his wife die near him, while he was unable to extricate himself, and go to her assistance. No help arrived till 3 hours after the disaster.

—A party of excursionists numbering amongst their members Dr. Orville Derby, Affonso Arinos and Antonio Prado, have just returned from a trip along 400 kilometres of the N. E. Railway from Baurú, at the junction of the Sorocabana to Corumbá. The line is in good working order and can run at 55 kilometres per hour. Four hundred kilometres are now ready for traffic and in a short time the line will reach the terminus at Corumbá. The country visited by the excursionists evoked the greatest enthusiasm. For 400 kilometres it ran through virgin forests. Besides this line has great strategic value, putting Rio into direct communication with Corumbá in three days.

New Issues

—Seven hundred and five 4 per cent. obligations of 500 fcs. of the *Compagnie Auxiliaire de Chemins de Fer au Bresil* of the total value of 352,500 fcs. were drawn for payment on last December last.

—On the 5th instant the papers were signed for the issue by the Municipality of Jundiaby of a loan of 1,100 contos of réis, for the period of 30 years, 87 per cent. interest 6 per cent.

Dividends

Seguros Previdente is paying a dividend of 10\$000 per share.
Banco Mercantil do Rio de Janeiro—dividend of 10 per cent.

Seguros Argos Fluminense—of 25\$000 per share.
Banco do Commercio is paying a dividend of 8\$000 reis per share.

Banco da Lavoura & do Commercio, dividend of 6\$000 reis per share.

Seguros União dos Proprietarios dividend of 3\$000 reis per share.

Banco Commercial do Rio de Janeiro of 5\$000 per share.

Rubber

Telegram from London.—Spot quotation on 13th, January for fine hard Pará 5s. 3d. as against 5s. on the previous Friday.

—The following is given as an estimate of rubber plantation acreages at the end of 1910:—

Malaya	295,000 acres.
Ceylon	203,000 "
Dutch East Indies, Borneo, Samoa and Pacific Islands.....	105,000 "
S. India and Burmah.....	23, "
German Colonies.....	45,000 "
Mexico, Brazil, Africa and West Indies, etc.	100,000 "
	776,000 acres.

THE LEOPOLDINA RAILWAY TRAFFIC RECEIPTS.

Year	Week Ended	Receipts For Week			Total from 1st January
		Currency	Exch.	Sterling	
1910	31st Dec.	360:000\$	16 9/16	£ 24,281	£ 1,315,004
1910	1st Jan.	317:000\$	15 3/16	£ 20,060	£ 1,213,990
Increase....	—	43:000\$	1	£ 4,221	£ 101,014
Decrease....	—	—	—	—	—
1911	7th Jan.	314:000\$	16 9/16	£ 21,179	£ 21,179
1910	8th "	327:000\$	15 1/8	£ 20,608	£ 20,608
Increase....	—	13:000\$	1 1/16	£ 571	£ 571
Decrease....	—	—	—	—	—

THE BRAZILIAN COAL COMPANY, LTD.

REPRESENTATIVES OF

CORY BROTHERS and C. LTD of Cardiff and London.

Colliery Proprietors.

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

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Tugboats always ready for service.

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Repairs to Ships, Launches, Machinery, Lighters, etc.,

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Entrance: Rua Gen. Canara.

Depot: ILHA DOS FERREIROS.

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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.

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Office Rua Visconde de Itaboraay

(CAES DOS MINEIROS).

Commercial and Passengers' Guide

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

Dr. Albert Friedmann, Physician & accoucheur, graduated
at the University of Vienna (Austria). Residence:
Rua Honorio de Barros, 18 (Senador Vergueiro). Tele-
phone, 353 Sul.—Office: Rua da Alfandega, 55, from 1
to 3.—English spoken.

HAMPSHIRE & CO. P.O. Box 265.

Having re-opened their business and arranged amicably
with all interested, will be glad to enter into correspondence
with any good firms requiring agents. Their prior
manager has had 41 years' of experience in Brazil and can
undertake any suitable business.

COFFEE MERCHANTS.

Ornstein & Co.—Rua 1.ª de Março, 56. Cable address:
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Doctors

Haul Leitão da Cunha.—Prof. of the Faculty of Medicine. Con-
sulting hours 2.30 p. m., "Jornal do Commercio", 2nd floor rooms
7 & 9.

Hotels

Avenida.—The largest and most important hotel in Brazil, Avenida
Central.

Ceylon Tea Planter's Association**"CASTLE BRAND"**

4\$500 — in 1/2 kilo canisters — 4\$500

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IN RIO DE JANEIRO

N. B. — If your grocer does not stock it drop a postcard to the
agent, Caixa 1077, Rio de Janeiro.

TO ENGLISHMEN

and others who do not speak Portuguese

Portuguese is rapidly taught by efficient and practised pro-
fessors at the

BERLITZ SCHOOL OF LANGUAGES**Avenida Central, 129**

To those who have friends to form a class the lessons are
very interesting.

Class of 4 pupils 100\$000 per month, 3 lessons a week.

Don't mistake number -- 129 **TEMPLE N. KNIGHT.** Director.

An elderly man with best references, wishes an employment as porter, watchman or anything similar. Speaks English and German and understands Portuguese. Please reply to rua do Acre 19, Mission.

Notes

Martial Law came to a close on 13th instant. Now that it is over and Government shows no disposition to prorogue it, the absolute necessity of such a measure, if order was ever to be reestablished, is apparent. Without it, the indiscipline rife in every class commencing with the Legislature—the heart and fount of this offending—and thence spreading to the Navy and threatening the Police and even the Army, could never have been checked or order restored.

That the use of extraordinary powers would be abused was inevitable, and under the circumstances, it is scarcely to be wondered—at that frightful stories of cruelty, torture and even deliberate starvation are current. It would be well not to give too much credence to the latter until they are proved, though it must be admitted that the evidence is pretty circumstantial.

The Commandant of the Ilha das Cobras, supposed to be responsible for these outrages, has been dismissed and it is to be hoped will be brought to trial and, if guilty, be punished with the utmost rigour of the law.

Besides reestablishing order, martial law had the advantage of allowing Government to liquidate the endless case of the duality of the Fluminense (State of Rio) governments, and dump half the murderers, thieves, and loafers that infested the city on the Acre.

— The only administrations in which martial law was not declared since the advent of the Republic were those of Dr. Campos Salles and Affonso Penna, the latter only escaping from a «coup d'état» by conveniently dying.

The Caixa de Conversão

Decreto 23rd January, 1911.

The President of the Republic of Brazil hereby resolves that, from the 23rd of January, 1911, law 2357 of 31st December 1910 shall be put into execution fixing the rate of exchange for deposits and emission of notes at the rate of 16 d. per milreis. Likewise that, provisionally, the notes actually in deposit that served for previous issues of the said Caixa, shall be utilised and legal tender be fully guaranteed by said law to the value inscribed on same calculated at the said exchange of 16 d. per milreis, both for issue and repayment, in accordance with the following table adopted from art. 5 of law 1,575 of 6th December 1906:

- 1 sovereign 15\$000;
- mil reis gold 1\$687.
- 1 franc, lira or peseta 0\$594 7592.
- 1 Mark 0\$734, 1472; 1 Dollar 3\$082, 2381.
- 1 Peso Argentine 2\$973, 6463.
- 1 mil reis Portugal 3\$330, 2868.
- 1 Crown Amsterdam 0\$624, 5975.

In explanation of the above table, the minister of finance has determined that the exchange value of the foreign coins enumerated shall be appraised in future in accordance with their intrinsic «value», i.e. the quantity of fine gold contained in each compared with the £ sterling, in place of the exchange value as has hitherto been the case.

The R. M.S. S. Araguaya.—Nothing could be more unfair or unjust than the manner in which the commander of the «Araguaya» has been treated by the Brazilian authorities. Without any previous enquiry he has been virtually deprived of his command and obliged to accept a subaltern position without any proof whatsoever that the accusations formulated against him had any foundation whatsoever, further than the statements of semi-hysterical passengers driven half crazy by the outbreak of cholera aboard.

Preferring to live at peace with the Government rather than insist on justice being done, the directors of the Company acquiesced in the *ukase* of the Brazi-

lian Government prohibiting the «Araguaya» from entering Brazilian ports whilst captain Pope was in command, and so refrained from carrying the matter to the courts, as they should.

From the unofficial enquiry undertaken by the Company, it would appear that neither the captain nor the doctor were in the slightest degree to blame, there never having been any intention or attempt to conceal the outbreak of cholera, unless, indeed, it was by Brazilians themselves.

All this makes it the more necessary that a thorough enquiry should be undertaken, not only for the sake of Capt. Pope but for the credit of the *Royal Mail* and the good name of British Shipping all the world over.

If the representatives of Great Britain in this country were worth their salt they would by this time have seen to it that treatment so prejudicial to British trade were not passed over in silence, and have induced the Board of Trade to take action. As it is, all they seem to care about is «popularity»; though, what British interests can gain by it is hard to comprehend when important shipping interests are treated in this manner and every other country excepting Great Britain fails to obtain concessions like the Parcel Post.

The Children's Hospital founded by Dr. J. C. Rodrigues, the proprietor of the *Jornal do Commercio*, continues its work of charity. In no country are the children worse looked after than in this, where commencing with the diet everything seems calculated to let the fittest only survive.

During the past year 91,223 gratuitous consultations were given at the hospital, there were 1,562 operations, 929 teeth were drawn and 3,897 hydropathic applications, 56,255 litres of sterilized milk were distributed and 63,972 prescriptions prepared.

Excepting the donation of the late Sr. Barth of of 14:000\$ the expenses of the hospital are borne by the Santa Casa.

Could not some of our millionaires imitate the example of Dr. Rodrigues and help, and not leave everything to Government, even the care of the children?

The Health of Rio.—The statistics of mortality would be more useful were they more reliable, the number of inhabitants, even, not being accurately known.

One thing, however, is certain, the health of the city has improved immensely of late years, and yellow fever has disappeared.

From 54.80 per 0/00 in 1860-64 the death rate fell steadily to 23.87 in 1905-07 and Rio now ranks just below Madrid (24, 0/00) and above Venice with 23.10/00. London counts 14 0/00.

Infantile mortality is formidable probably because of the defective alimentation.

The most healthy district is the Gavea with only 16.33 0/00 and Candelaria, Gloria and Engenho Velho. The most deadly months are January, June and November.

The deaths from contagious diseases in 1909 were as follows:—Smallpox 355, Measles 57, Scarlet fever 2, diphtheria 34, Hooping cough 78, grippe 699, typhoid 54, dysentery 60, beriberi 32, Marsh fever, 525, tuberculosis 3.396!

The North Eastern Railways.—There seems to be a hitch with regard to the construction of the railways in the States of Ceará and Piauí (Rede Viação Cearense), the contract for which has been refused registration by the Tribunal de Contas. In view of the fact that construction work has been in progress since February last this action seems extraordinary and if supported by the Government by withholding payments may raise serious questions as to the value of Government decrees and contracts. The 4% loan for £10,000,000 issued last February by Messrs: N. M. Rothschild & Son was, according to the prospectus, partly in execution of the decree authorising the construction of these railways. As any question as to the sufficiency of the authority for the railways must also throw doubt on the authority for the loan, the matter

as serious and one that does not affect the contractors alone.

There have been a number of charges in the local press directed against several of the contracts entered into by the late Government. Those which, so far as we know, have been closely investigated, have mostly proved mares' nests.

Washing dirty linen in public is, no doubt, very imusing, but when it is official linen that is being washed, the operation, however hygienic morally, is apt to be financially disastrous.

The Credit Mobilier Français has asked for quotation to be granted on the Rio Stock Exchange of 98,000 obligation of 500 frs. of the Bahia State loan authorised in May and October last year.

Wise After the Event.—The value of the paper milrejs has, as I expected, been officially fixed at 16d, the assent of the Senate and of the President being a foregone conclusion, and, the "unseemly" attempts to bolster up the exchange having failed, business in and with Brazil will proceed on normal lines. It is to be hoped that the market rig in coffee will meet with the same fate, as, however favourable famine prices may be for the producers and manipulators, consumption is receiving a severe check through the hoarding of stocks, and the industry is bound to suffer in the long run. Germany, for instance, estimates her loss through the curtailment of supplies at no less than 100 million marks, and, the valorisation having effected its purpose, it is high time for the gradual withdrawal of restrictions. Advice are fairly favourable regarding the next crop, but while the stocks at Santos are 2,600,000 bags, compared with 941,000 bags a year ago, only some 750,000 bags, are said to remain in the interior. Meantime the port receipts have shown some increase and this is reflected in those of the San Paulo Railway, the week ending December 11th being £2,219 up. — "The Financier".

Heroes.—The House turned out, almost to a man, to witness, close by its own doors, the funeral procession of the three heroes who fell in a squalid City lane to the weapons of alien assassins no less nobly than soldiers on a battlefield. I have seen the obsequies of a great Queen, a great King and a great statesman, but no cortège was more impressive than that of those humble but brave fellows who laid down their lives in defence of the property and persons of the people of the Great City. Many of their gallant comrades in the procession, as well as those whose duty it was to look after the quiet crowd, were moved to tears, and a giant City constable near me, weeping like a child, drove many of the spectators to a like condition. The most remarkable and impressive feature of the scene was the utter stillness which held the huge concourse, and after the bands had passed, as the dark procession moved slowly on with many a stop, only the faint rattle and clatter of wheels and hoofs broke the wonderful silence of the mournful street.

The military element was rightly almost eliminated, only a few of the 1st. Scots Guards lending a touch of colour to the ranks of the mourners; police from several divisions, firemen, postmen, members of the City Corporation and representatives of public bodies making up the rest of the solemn pageant. Two police bands played alternately the deeply impressive melody of the march from "Saul" and the poignant, yet not hopeless, music of Chopin's wonderful funeral dirge. And then we had those dreadful throbbing drums, which boomed and rolled over and anon with that shuddering hopelessness which seems to strike terror into the heart. But, as the great hearses passed, there was scarce a sound, while every hat in the still, black crowd was reverently raised. The hearses were smothered, and indeed stacked high, with exquisite wreaths and crosses, affectionate and respectful tributes sent by the police and populace. Last came those respected men of the City Corporation and public bodies who are ever the first soldiers or civilians. And to-day their tribute was but that of very man and woman of our London "which has her soldier heroes, though never a gun they wield." And three of her worthiest have gone to rest.—"The Financier".

United States Census. Commenting on the result of the United States, the "Boston News Bureau" says, in its latest issue to hand:—"For some time it has been evident from the partial count that census would show within the continental boundaries of the United States close to 92,000,000 people. The figure now to be 91,972,266. With Alaska, Hawaii and Porto Rico we have 92,402,161; an estimate for the Philippines brings the grand total to 101,100,000. The colonial wards of the country thus number now slightly over 9,100,000 of whom 7,700,000 are in the Philippines—many of them beyond the capacity of any census-taker—and 1,118,000 are in Porto Rico.

In the past thirty years the gross volume of immigration has slightly exceeded 17,500,000, while aggregate population increased 40,000,000. The United States now bulks large in the

family of nations, in mere count of number. Our relative standing, as shown in the appended figures, is slightly in our favour, because of later date of count or estimate by two or three years in most cases, but the proportions are roughly correct:

	Population	Per square mile
China	330,130,000	76
Russia	294,361,000	166
India	149,034,000	17
United States	91,972,266	30
Germany	62,982,000	301
Austria	50,499,000	193
United Kingdom	41,547,000	367
France	39,300,000	189
Italy	34,270,000	309
Japan	49,233,000	33

"With but 30 persons to the square mile, our relative opportunity for further growth is obvious. Under the given national conditions of resources, wealth and character, the certainty is almost as nearly assured as is the opportunity. If we could maintain a 20 per cent. rate of growth, the country proper would attain 190,000,000 people by the middle of this century. At the more conservative figure of 15 per cent., the expansion by 1950 would reach 175,000,000."

Issues in 1910. The total for the twelve months is expected to reach the record figure of £275,000,000, as compared with £182,000,000 last year and £192,000,000 in 1908.

Investments of British Capital in India, the Colonies and Foreign Countries.

According to Mr. Paish the total amount of British Capital outside these islands up to the end of 1907 was £2,693,738,000 of which £1,312,000,000 in India and the Colonies and £1,381,000,000 in foreign countries, this capital bringing in a revenue of £139,791,000 per annum, equal to a return of 5.2%.

Since 1907 the above amount has been greatly added to, so after making due allowance for the shares taken by the continent in the new issues of foreign Government loans and U. S. securities amount invested in India the colonies, and foreign countries up to close of 1910 was as follows:—

The Colonies and India		
North America—		Br't Frw'd..... £1,498,856,000
Canada and Newfoundland	£372,541,000	Asia—
Australasia—		Straits Settlements.. 22,637,000
Australian		Hong Kong..... 3,104,000
Canadian Northwest..... 301,521,000		British North Borneo..... 5,131,000
New Zealand..... 78,520,000		Other British Possessions..... 25,024,010
Africa—		Total British Colonies & India..... £1,554,152,000
South Africa..... 351,863,000		
West Africa..... 29,498,000		
Asia—		
India and Ceylon..... 365,399,000		
Carried for'd..... £1,498,856,000		
Foreign Countries		
United States..... £688,078,000		Br't Frw'd..... £1,437,477,000
Cuba..... 22,700,000		Portugal..... 8,134,000
Philippines..... 8,202,000		France..... 7,071,000
Argentina..... 269,808,000		Germany..... 6,061,010
Mexico..... 87,334,000		Miscellaneous European countries..... 36,310,000
Brazil..... 94,440,000		Japan..... 53,705,000
Chile..... 46,375,000		China..... 26,809,000
Uruguay..... 35,255,000		Miscellaneous foreign countries..... 61,007,000
Peru..... 31,986,000		
Miscellaneous American countries..... 22,517,000		
Russia..... 38,388,000		Total foreign countries..... £1,637,684,000
Turkey..... 18,520,000		
Egypt..... 43,753,000		Grand total, all countries..... £3,191,836,000
Spain..... 18,809,000		
Italy..... 11,513,000		
Carried for'd..... £437,477,000		

Of our Colonial and foreign investments 53% was in America, North and South, 14% in Asia, 14% in Africa, 12% in Australia and 5% in Europe.

The great income which British investors were drawing from their investments in other lands is, says Mr. Paish, small in comparison with the total income they will ultimately derive from investments as soon as all the capital invested in America Railways, Rubber and other industries.

Health of the city during the week ended Jan. 7th, 1911

Deaths from different causes were as follows:—

	Since 1st January
Yellow Fever.....	4
Bubonic Pest.....	3
Small Pox.....	6
Measles.....	—
Serifet Fever.....	—
Diphtheria.....	—
Beriberi.....	3
Dysentery.....	13
Grippe.....	2
Whooping Cough.....	—
Typhoid.....	1
Leprosy.....	60
Tuberculosis.....	—
Erisipela.....	4
Blackfever (People coming from the north).....	291
Other sicknesses and accidents.....	291

LONDON AND BRAZILIAN BANK LIMITED

ESTABLISHED 1862

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

Head Office..... 7, Tokenhouse yard, London, E. C.
 Branch Office in Rio de Janeiro..... 19, Rua da Alfandega.
 Paris Branch..... 5, Rue Scribe, Paris.

Draws on Head Office and the following Branches:—
 LISBON, OPORTO, MANAOS PARA, CEARA, PERNAMBUCO, BAHIA, SANTOS, S. PAULO, CURITYBA, RIO GRANDE SUL, PORTO ALEGRE, MONTEVIDEO, BUENOS AIRES, ROSARIO DE SANTA FE
 PARIS and NEW YORK (Agency).

Also on the following Bankers:—

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 Société Générale—Paris and Branches.
 Messrs. Joh. Berenberg, Gossler & Co.—Hamburg.
 Credito Italiano—Italy.

Crédit Lyonnais—Spain.
 Anglo-Oesterreichische Bank—Austria-Hungary.
 (Anglo-Austrian Bank).
 Banco de Portugal—Portugal.
 Imperial Ottoman Bank—Turkey, &c.

CORRESPONDENTS.

The Bank has Agents or Correspondents in all the principal Ports and Cities of Brazil, Uruguay, Argentina, the United States, and Europe.

THE LONDON & RIVER PLATE BANK LIMITED

ESTABLISHED 1862

Subscribed Capital	£2,000,000
Realised do	1,200,000
Reserve Fund	1,300,000

29 RUA DA ALFANDEGA and 112 RUA DA QUITANDA

And at London, Paris, New York, Santos, S. Paulo, Pernambuco, Para, Bahia, Curityba, Victoria, Buenos Aires, Rosario, Mendoza, Concordia, Bahia Blanca, Barracas, Cordoba, Paraná, Tucuman, Once, Boca, Montevideo, Paysandu, Salto and Valparaiso.

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

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 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.

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

Capital Realised 10,000,000 Marks.

Branch Office in Rio de Janeiro:

RUA DA QUITANDA No. 131 (Caixa 108)

Branch Offices: — São Paulo, Caixa 520—Santos, Caixa 185—Porto Alegre, Caixa 27—Bahia Caixa 152
 Cable Address: "ALLENBANK"

CORRESPONDENTS IN: Para, Manaos, Maranhão, Ceará, Pernambuco, Maceió, Parahyba do Norte, Victoria, Rio Grande do Sul, Pelotas, Curityba, Paranaqua, Santa Catharina etc.

Draws on:—

Germany } Direction der Disconto Gesellschaft, Berlin
 Frankfurt a. M. Bremen
 Norddeutsche Bank in Hamburg, Hamburg

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

France } Crédit Lyonnais, Paris and branches
 Comptoir National d'Escompte de Paris
 Société Générale (pour favoriser etc.)
 Lazard Frères & Co.
 De Neuville & Co.
 Heine & Co.

Italy } Credito Italiano
 Banca Commerciale Italiana
 Portugal—Banco Lisboa & Açores and correspondents
 Spain—Banco Aleman Transatlantico, etc.
 United States, Argentina, Uruguay, Chile, Mexico and any other countries

Paris
 Paris
 Paris
 Paris
 Paris

Opens accounts current. Pays interest on deposits for fixed periods. Executes orders for purchase and sale of stock 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
 Reserve Fund 650,000
 Idem paid up 650,000

Office in Rio de Janeiro: **31-A Rua Primeiro de Março, 31-A**

and 1, Rua do Hospício, 1

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

SANTOS AGENTS: — F. S. Hampshire & Co., Limited

Correspondents in:—Pernambuco, Pará, Manaus, Ceará, Victoria, Macelló, 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. Reasi & Co. Milan.
 Banca Commerciale Italiana Genoa.

Società Bancaria Italiana Genoa
 and Correspondents in Italy.
 Messrs E. Sainz & Hijos Madrid
 " Garcia Calamarta & 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
 E. Raoul, Duval & Co. Havre

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 LETTRES OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD.

Banque Française et Italienne pour l' Amerique du Sud.

SOCIÉTÉ ANONYME

HEAD OFFICE: PARIS

Capital subscribed..... Fos. 25,000,000
 Reserve fund..... " 6,250,000

BRANCHES: S. PAULO, RIO DE JANEIRO AND SANTOS

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

Address: CAIXA DO CORREIO 4.214 RIO DE JANEIRO

504—SÃO PAULO

Telegraphic Address: — "SUDAMERIS"

Correspondents in all the most important towns of the country and exterior.

GENERAL AGENTS OF THE

Navigazione Generale Italiana— "La Veloce" — "Italia" — "Lloyd Italiano."

Brazilian Warrant Co, Ltd.

S. Paulo Santos

Public Warehousemen

Custom House and General Forwarding Agents.

All classes of goods received for sale on Commission, or for Storage only, at moderate rates.

Tariffs and all other information to be obtained at the above addresses or at the Head Office of the Company.

88, Great St. Helen's
 LONDON, E. C.

Banco Mercantil do Rio de Janeiro

67, PRIMEIRO DE MARÇO, 67

President—João Ribeiro de Oliveira e Souza.
 Director—Agenor Barboza.

Business

To discount Bills, Promissory Notes, Warrants, etc.; and to lend money on Bonds, Debentures, Bank and Company Shares, etc. held in security. Deposits in account current and at fixed dates. Collections in Brazil and abroad.

RATES OF INTEREST,

Accounts current.....	3 per cent
3 months.....	5 " "
6 "	6 " "
9 "	7 " "
12 "	7 " "
24 "	7 1/2 "

Table listing various Brazilian states and their bond issues, including Alagoas, Amazonas, Bahia, Espirito Santo, Minas Gerais, Para, Parana, Pernambuco, and S. Paulo.

RAILWAY PORTS, etc.

Table listing railway and port companies such as Brazil Railway, Cia. General de Pernambuco, Goyaz Railway, and various municipal bonds.

BUSINESS DONE ON THE RIO STOCK EXCHANGE

Table showing business done on the Rio Stock Exchange during the week ended January 13th, 1911. It includes sections for Government Securities, Banks, Railways and Tramways, Cotton Mills, Insurance, Miscellaneous, and Debentures.

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

Table showing business done on the S. Paulo Stock Exchange during the week ended January 12th, 1911. It includes sections for Government Securities, Municipal Loans, Banks, Railways, Miscellaneous, and Debentures.

Glosing quotations of Brazilian Stocks and shares on the London Stock Exchange

Table listing closing quotations of Brazilian stocks and shares on the London Stock Exchange as of Dec. 22nd, 1910. It includes sections for Government Securities, Municipal Bonds, Railways, Railway Obligations, Banks, Shipping, Mining, Telegraphs, and Miscellaneous.

Closing quotations of Brazilian Stocks and shares on the London Stock Exchange

(Cont.)

DESCRIPTION	Dec. 22nd 1910		
Municipality of Para improvements 6%	90	—	92
N. Brazilian Sugar Factories.....	1/4	—	3 1/8
Mãnos Har. 5 1/2 % Db. (Rg.) Rd.....	97	—	99
do Imp: 7 % cum. Prof.....	6 1/4	—	6 3/4
do Trans & Light Co.....	9 1/2	—	92
Pernambuco Water. 6 % 1 Db.....	100	—	102
do 6 % 2nd D-b. Stg. Bds.....	99	—	101
Cent. Bahia Ry. Rog. Trust "A", Certs			
Red.....	85	—	87
ditto "B" Certs.....	28	—	28
S. Paulo Coffee 7% Cum. Prof.....	6 3/4	—	6 1/4
ditto 5 1/2 % 1st Mt. Deb. Red.....	104	—	106
Mineral Asphalt Ord.....	7 1/4	—	7 3/4
do 6 % cum Prof.....	9	—	9 1/2

Bank Balances

LONDON AND BRAZILIAN BANK, LIMITED

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

BALANCE SHEET OF THE S. PAULO BRANCH.
December 31st 1910.

Assets.	
Bills discounted.....	6,179,137,870
Bills receivable.....	10,809,428,370
Loans, Accounts current, etc.....	11,078,986,330
Accounts with Head Office and Branches.....	2,624,316,470
Securities in deposit.....	54,234,701,850
Sundry Accounts.....	1,282,466,810
Cash: In Currency.....	8,619,623,810
Liabilities.	
Deposits: Accounts current with and without interest.....	16,168,517,820
Deposits fixed paid with advice.....	5,849,857,550
Securities pledged and in deposit.....	54,234,701,850
Accounts with Head Office and Branches.....	2,405,203,810
Sundry Accounts.....	13,595,695,840
Bills payable.....	392,738,570
Total	95,636,830,370

S. Paulo, January 10th, 1911. For the London and Brazilian Bank Ltd. Signed: F. Frank, Manager; E. Hayes, Accountant.

THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

Capital, 65,000 shares, £20 each.....	£1,300,000
Capital paid up.....	650,000
Reserve Fund.....	650,000

BALANCE SHEET OF THE S. PAULO BRANCH.
December 31st 1910.

Assets.	
Bills discounted.....	3,811,477,070
Bills receivable.....	4,266,809,000
Loans, Accounts pledged, etc.....	5,948,015,200
Accounts with Head Office and Branches.....	1,727,234,200
Collaterals, etc.....	30,554,954,830
Sundry Accounts.....	158,602,920
Cash in hand.....	3,376,940,980
Liabilities.	
General Account.....	5,559,767,840
Deposits fixed.....	2,884,254,350
Accounts with Head Office and Branches.....	7,473,342,780
Bills payable.....	3,167,320
Securities pledged.....	11,016,414,950
Bills and Securities in deposit.....	12,097,241,830
Sundry Accounts.....	205,296,810
Total	39,840,038,310

S. Paulo, January 10th, 1911.—For the British Bank of South America.—(Signed) Frank Dodd, Manager; A. K. Speers, Accountant.

BANCA FRANCOSE E ITALIANA PER L' AMERICA DEL SUD.

Capital.....	Frs. 25,000,000.00
Reserve Fund.....	Frs. 1,250,000.00

BALANCE SHEET OF THE S. PAULO BRANCH, December 31st 1910

including the Rio de Janeiro, Santos, Ribeirão Preto, Botucatu, S. Carlos and Espírito Santo do Pinhal Branches.

Assets.	
Cash.....	13,765,765,800
Bills discounted.....	18,168,123,660
Bills receivable.....	10,840,142,370
Bills pledged.....	5,974,168,630
Guaranteed Accounts.....	15,876,564,920
Agents in Brazil.....	9,482,604,840
Agents abroad.....	1,603,113,200
Securities in deposit.....	58,031,381,500
Sundry Accounts.....	3,907,178,850
Total	136,710,011,970
Liabilities.	
Capital (Frs. 12,500,000.00) of Brazil Branches.....	7,500,000,000
Special Reserve Fund (London).....	65,406,909
Bills on premium.....	4,760,825,060
Deposits and current accounts with and without interest.....	20,996,478,210
Agents abroad.....	12,941,851,870
Head Office and Branches.....	3,870,692,780

Bills for collection.....	17,122,187,820	29.
Deposits.....	58,031,381,500	29.
Sundry Accounts.....	5,663,243,140	
Total	186,710,011,970	

S. Paulo, 11th January, 1911.—For the Banca Francese e Italiana per la America del Sud.—(Signed) L. Dapples, Ch. Schnyder Directors; S. Sampaó Accountant.

LONDON AND RIVER PLATE BANK, LIMITED.

Capital.....	22,000,000
Capital paid-up.....	1,200,000
Reserve Fund.....	1,800,000

BALANCE SHEET OF THE PERNAMBUCO BRANCH.

December 31st, 1910.	
Assets.	
Bills discounted.....	3,099,857,620
Bills receivable.....	6,126,441,070
Loans, Accounts guaranteed, etc.....	1,236,903,370
Head Office, Branches and Agencies.....	438,633,400
Sundry Accounts.....	4,463,195,130
Sundry securities, Accounts current guaranteed, etc.....	6,869,040,870
Cash: In current money.....	2,772,762,540
Total	23,808,169,400
Liabilities.	
Capital of this branch.....	500,000,000
Deposits at fixed dates.....	2,361,607,850
Accounts current with and without interest.....	3,643,970,000
Sundry Accounts.....	10,364,366,840
Securities pledged and in deposit.....	5,368,040,270
Head Office, Branches and Agencies.....	990,173,490
Total	23,808,169,400

E. & O. E. Pernambuco, January 5th, 1911. For the London and River Plate Bank, Limited.—(Signed) Henry R. Shortis Manager; H. C. Smallpiece

Coffee Market

February 1910

28. Nortz & Co.—The effects of the drought are increasing. The crop will not be big.

March

7. Nortz & Co.—unfavourable weather, the crop to judge by the foliage will not be as big as expected (another letter) weather favourable, trees well developed, no frost, the crop might be big if the plantations were better cared for.

11. Brazilian Review. Heavy rains, trees in splendid condition.

April

9. Courier de l'Etat de S. Paulo. Crop will be below average.

May

7. Brazilian Review. Trees generally in good condition and promising a good flowering in September.

23. Nortz & Co.—Trees in good condition and promising a good flowering owing to rain.

June

6. Nortz & Co. Appearance good in State of Minas.

6. Brazilian Review. Trees splendid condition excellent prospects.

July

2. During a Soon -Prospects good, worth all that can be desired.

12. Courier de l'Etat de S. Paulo. Aspect of trees good enough, but in consequence of drought crop will be inferior to 1906-07.

13. Silva Gonsalves & Co. Weather continues favourable.

18. Nortz & Co. Trees in good condition generally.

19. Prado Chavez. Frost caused some damage.

19. Rosenheim. Weather cold.

20. Michaelson Wright & Co. Frost caused some damage.

20. Bulow & Co. Unable to appreciate damage "of frost"

20. Nauman Gepp. Damage from frost demed.

21. Diogenes Ferreira & Co. Damage from frost estimated 10 to 15%.

August

8. Brazilian Review of 19th July. Unlikely crop to be enormous. Trees not strong enough. Crop will be bigger than current one but not very big.

9. Gustav Trinks -First flowering bad.

9. Bulow & Co. In consequence of frost crop will not be good.

13. Brazilian Review. Contradictory advices regarding frost. Santos correspondent says, very serious and lasted three days. No further hopes of big crop.

13. N. Alves Toledo & Co. (25 July) Crop be bigger than last in spite of frost.

13. G. Trinks & Co. Fair flowering.

18. G. Trinks & C. second flowering will if drought continues.

24. Schmidt Frost & Co. Dought continues, prospect flowering doubtful.

26. Diogenes Ferreira & Co. Government agents estimate Santos crop at 15,000,000.

26. Barbosa & Co. Fair prospects.

27. Diogenes Ferreira & Co. Next flowering will be good.

27. Roxo & Co. Rain necessary to same crop.

27. Barbosa & Co. We estimate next crop same as 1909-10, 11,495,000.

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126:1418070
256:5034370
129:8534000
163:1851130
385:040270
772:702540
008:158400
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- 09-10,
- Nartz & Co. No flowering yet. We wait September.
 - Lemo Ferreira & Co. a crop of 12,000,000 is expected.
- September**
- Bulow & Co. No rain up to present.
 - Brazilian Review of 16 August. O flowering in August can have no importance. Damage from frost insignificant except in some parts of Minas. Prospects good except in some parts of Minas where the drought was worst.
 - Bulow & Co. No more rain expected.
 - Roxo & Co. Situation critical, rain very necessary.
 - Herklotz Corn & Co. Advices from Brazil that flowering poor in consequence of drought.
 - Brazilian Review. Weather dry, but if rain supervenes will favour flowering of which prospects are good at Santos, but not so favourable for Rio and Minas.
 - Schmidt & Frost. Rain general doing much good.
 - Gustav Trinks If rains fall towards end of September crop of 12,000,000 may be expected.
 - Barbosa & Co. Prospects less favourable.
 - G. Trinks. Rain causing flowers to fall.
 - Diogenes Ferreira & Co. rain falling, but insufficient.
 - Gustav Trinks & Co. Weather favourable.
 - Barbosa & Co. Weather too cold to develop flower.
 - Bulow & Co. Prospects poor.
 - Prado Chavez & Co. First flowering partial and irregular. Weather unfavourable.
 - Barbosa & Co. Next crop expected to be medium and late.
 - Hertschiff & Gaffrée. Rio good flowering.
 - R. Alves Toledo. Santos crop disappointing
 - Roxo & Co. Flowering very irregular and in certain districts bad.

October

- Brazilian Review of 13th Sept. Prospects for Victoria better, no rains but flowering promising well. The drought has not affected crop in Rio, Minas and S. Paulo.
- R. Alves Toledo & Co. Crop damaged by cold weather.
- Gustav Trinks & Co. Flowering poor in hot zone of Rio
- Pierre Pradez Weather favourable: advices good
- Barbosa & Co. Prospects improved: no October flowering yet.
- Brazilian Review of 20th Sept. Heavy rains in interior S. Paulo flowering promises good crop, as also in South Minas.
- Brazilian Review of 27th Sept. Advices S. Paulo contradictory but flowering good at Rio and Minas
- Baldwin & Co. Crop promises well estimated at 12½ to 14 million.
- Roxo & Co. No estimate possible before December
- Diogenes Ferreira & Co. Damage from hail in 11 municipalities.
- Nartz & Co. estimate 12,000,000 for Santos
- Brazilian Review of 11 October flowering in Rio and most of Minas good and promising big crops as also at Santos. From Santos advices contradictory. Evident crop suffered from frost and droughts S. Paulo and Santos speak of 10 to 15 million but impossible to forecast before December or January. What is certain is that the Santos crop will be over 10 million bags

November

- Duuring & Zoon. Advices from Santos contradictory, some speaking of 10 other 12 millions.
- Gustav Trinks. We expect heavy crop at Rio and Santos
- Financial News, Santos 11, Rio and Minas 3, other states 500,000 total 14,500,000.
- Barbosa & Co. Flowering poor, crop will be late
- Nossack & Co. Partial damage we believe crop will be below average.
- Lemo Ferreira Santos 12,000,000.
- Herklotz Corn & Co. Advices very unfavourable. Sollen same opinion.
- Diogenes Ferreira & Co. Unfavourable prospects. Estimates reduced to 8 or 9 millions
- Wille and Co. estimate Santos 11½ millions
- Nartz & Co. prospects not so favourable
- An exporter of Rio. Santos 10½ to 11, Minas and Espírito Santo, 3,200,000 to 3,800,000 or 14,000,000 in all. Recent rains doing damage may reduce to 13 or 12,000,000
- Lemo Ferreira & Co Santos 10½
- Brazilian Review of 1st November. Frost cause more damage than expected. Santos will not give more than 8 to 10,000,000
- Nort & Co., 10½ for Santos.
- Planter of Tabú. Santos 9 millions

December

- Duuring & Zoon, Rio 3, Santos 11, together 14
- Economist, 9 to 10 millions Santos, other estimates 12 to

14 million. If all goes well crop promises to be a monster.
5. Prado & Chaves. Drought continues.

**COFFEE ENTRIES
In bags of 60 kilos.**

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	Jan. 12 1911	Jan. 5 1911	Jan. 14 1911	Jan. 12 1911	Jan. 14 1910
By Central R'y.....	30,692	35,591	23,135	1,803,259	1,661,176
Leopoldina R'y....					
Inland.....	2,569	1,570	15,916	184,705	1,211,874
Coastwise, discharged.....	1,223	11,394	5,604	105,943	131,754
Total.....	35,115	48,553	43,655	1,994,907	2,894,831
Transferred from Rio to Nietheroy.....	216	563	350	31,872	51,110
Net Entries at Rio.....	31,869	48,000	43,305	1,963,035	2,843,721
Coastwise, in transit.....					
Nietheroy from Rio & Leopoldina R'y.....	3,815	5,427	5,324	282,799	263,703
Total Rio including Ni- etheroy & transit.....	38,682	53,427	48,629	1,945,834	2,807,424
Total SANTOS.....	39,133	77,423	52,941	7,308,253	10,503,837
Total Rio & Santos.....	78,305	130,850	101,570	9,155,084	18,111,261

The coast arrivals for the week ended January 12th, 1910, were from:

Puma.....	1,054
V. toria.....	627
Am. delat.....	39
Santos.....	2
Guara.....	1
Total.....	1,923

The total entries by the different S. Paulo Railways for the Crop to Jan. 12th, were as follows:—

	Past Jundiaby	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1910-1911	6,358,225	931,277	7,289,502	7,308,253	—
1909-1910	9,079,177	1,503,195	10,582,372	10,505,337	77,035

**COFFEE LOADED (EMBARQUES).
In bags of 60 kilos.**

DURING THE WEEK ENDING January 12th, 1911.

	DURING WEEK ENDED			FOR THE CROP TO	
	1911 Jan. 12	1911 Jan. 5	1910 Jan. 14	1911 Jan. 12	1910 Jan. 14
Rio.....	34,726	47,927	48,096	1,431,836	2,012,800
Nietheroy.....	3,075		1,508	180,172	221,534
Transit.....					
Total Rio including Nietheroy & transit.....	37,801	47,927	49,604	1,612,008	2,234,334
Santos.....	133,532	154,934	1,579	7,071,050	10,247,526
Total Rio & Santos.....	171,333	202,861	50,683	8,683,058	12,501,860

Up to January 12th, entries for the past ten years were as follows:

1901-02.....	11,000,240
1902-03.....	8,612,316
1903-04.....	8,400,120
1904-05.....	8,102,641
1905-06.....	8,143,395
1906-07.....	13,585,419
1907-08.....	7,956,312
1908-09.....	10,014,938
1909-10.....	13,107,784
1910-11.....	9,155,084

OUR OWN STOCK.

In Bags of 60 kilos.

Stock on January 5th.....	28,746
Entries during week ended January 12th.....	34,869
Loaded (Embarques) for the week.....	293,615
Stock in Rio on January 12th.....	34,726
Stock at Nietheroy and Porto da Madama on January 5th.....	37,902
Stock in Ilha do Vianna on January 5th.....	2,373
Adoat on January 5th.....	76,107
Entries at Nietheroy plus total embarques including transit.....	41,614
Total.....	157,996
Debit: embarques at Nietheroy, Porto da Madama and Vianna and sailings during the week.....	46,685
STOCK IN NICHEROY AND AFLOAT ON January 12th.....	111,338
STOCK IN 1st and 2nd HANDS and THOSE AT NICHEROY and AFLOAT ON January 12th.....	370,227
SANTOS. Stock on January 5th.....	2,361,498
Entries for week ended January 12th.....	39,713
Total.....	2,401,211
Loaded (embarques) during same week.....	133,532
STOCK IN SANTOS ON January 12th.....	2,267,679
Stock in Rio and Santos on January 12th 1911.....	2,637,905
do do on January 5th 1911.....	2,750,626
do do on January 14th 1910.....	1,611,588

FOREIGN STOCKS

Table showing foreign stocks in bags of 60 kilos for Jan. 9/1911, Jan. 5/1911, and Jan. 8/1911. Includes United States Ports, Havre, and Deliveries United States.

SALES OF COFFEE.

Table showing sales of coffee during the week ending January 12th, 1911, for Rio and Santos.

COFFEE PRICE CURRENT.

Table showing coffee price current during the week ending January 12th, 1911, for Rio, Santos, Havre, and London.

COFFEE SAILED

DURING THE WEEK ENDING January 12th, WERE CONSIGNED TO THE

FOLLOWING DESTINATIONS: In Bags of 60 kilos.

Table showing coffee sailed destinations including Rio, Santos, and various ports, with columns for United States, Europe & Mediterranean, and others.

Value of Coffee cleared for Foreign Ports.

DURING THE WEEK ENDING January 12th, 1911

Table showing value of coffee cleared for foreign ports during the week ending January 12th, 1911, for Rio and Santos.

Entries at Rio and Santos for the week ended 12th January were 78,395 bags, as against 130,850 for the previous week and 101,570 last year.

For the crop up to 12th January entries were 9,155,044 as against 13,109,714 last year.

Shipments (embarkings) at Rio and Santos for the week ended 12 January were 170,333 bags as against 102,858 for the previous week and 50,683 last year, when Santos shipped only 1,579 bags as against 133,532 year.

For the crop shipments to 12th January amounted to 8,683,098 bags as against 12,510,914 last year.

F. O. B. Value. Rio and Santos for the week ended 12th January amounted to £604,011 against £702,384 for the previous week and £108,877 last year.

For the crop the f.o.b. value to 12th January amounted to £24,614,087 as against £25,006,156 last year.

Sales to the amount of 107,677 bags were delivered at Rio and Santos as against 128,780 for the previous week and 104,575 last year.

Average prices for the week ended 12th January were as follows: Rio N. 7 per 10 kilos \$8.039 as against 78759 the week before and 58068 last year.

Santos Superior 78360 as against 78243 the week before and 48150 last year.

New York per lb. 13.65 cents as against 13.43 cents the week before and 8.68 cents last year.

Stocks. Rio and Santos on 12th January 2,637,906 as against 2,736,626 for the week before and 1,611,588 last year.

AVERAGE QUOTATIONS FOR CALENDAR YEARS 1909-1910

Table showing average quotations for calendar years 1909-1910 for Rio No. 7, Santos Superior, and New York No. 7 per lb.

Shipments of Coffee from Victoria, 1910

Table showing shipments of coffee from Victoria in 1910, listing shippers, destinations, and export up to November.

COMPANHIA REGISTRADORA DE SANTOS.

Table showing company statistics for Santos, including buyers and sellers for various months.

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

Table showing world's visible supply of coffee on the 1st of each month from 1510-1911 to 1906-1907.

Deliveries in Europe

Deliveries in the United States

Table showing deliveries in Europe and the United States from 1910-1911 to 1906-1907.

RAINFALL ON THE LEOPOLDINA RAILWAY

DURING THE WEEK ENDING JANUARY 14th 1911.

(In hundredths of an inch)

Table with 7 columns: Stations, 7, 8, 9, 10, 11, 12. Rows include Cachoeiras, Friburgo, Cordelro, Laranjeiras, Sumidouro, Triunpho, Porto Novo, Volta Grande, Reorelo, Cartaguzazes, Mirahy, Santa Luzia, Soeogo, Ricas, P. de Campos, L'Agagio, Teixirras, Areal, Itaperuna.

MANIFESTS OF COFFEE

RIO DE JANEIRO.

DURING THE WEEK ENDING 12th JANUARY 1911

Table with 4 columns: Date, Vessel and Destination, Shippers, Bags, Total. Rows include 7.-VILLE DE PARIS, 8.-TRIPOLI, 9.-AMAZON, 10.-TUDOR PRINCE, AMIRAL PONTY, 11.-ARAGUAYA, STEFANIA, HEIDELBERG, 10.-PALLANZA, 9.-PROVENCE, 11.-P. MAFALDA, 12.-FORMOSA, 8.-GOYAZ, 10.-GUARYBA, 11.-ITAUBA.

12.-JUPITER-Paranaqua

Table with 2 columns: Destination, Amount. Rows include Harboza Albuquerque (30), Ditto-Corumbá (8), Total Coastwise (4.777).

SANTOS

DURING THE WEEK ENDING JANUARY 12th, 1911

Table with 2 columns: Ship/Vessel, Amount. Rows include 5.-EUGENIA, 7.-HEIDELBERG, 7.-AMIRAL PONTY, 7.-CAMOENS, 7.-CANOVA, 7.-PROVENCE, 9.-STEFANIA, 7.-TUDOR PRINCE, 7.-BRASILE, 7.-WOLFINDE, 7.-PALLANZA, 6.-P. DE UDINE, 10.-TOSCANA, 10.-TERENCE, 10.-GIACOMO, 11.-OSCAR FREDRICK, 11.-FORMOSA.

Total 213.201

COFFEE SAILED DURING THE MONTH OF

DECEMBER 1910

Per Destinations.

Table with columns: NAMES, Rio. bags, Santos. bags, Total bags. Lists destinations like New Orleans, New York, Hamburg opt, Trieste, B. Aires, Algora Bay, Cape Town, Genoa opt, East London, Antwerp opt, Christiania opt, Port Natal, Bordeaux, Mossel Bay, Rotterdam Opt, Gotterdam, Funchal, Piraeus, Gibraltar, Mostaganem, Oran, Marseilles opt, Gijon, Southampton opt, Antwerp, Constantinople, Philippeville, Punta Arenas, London, Smyrne, Rhodes, Fun, Stockholm, Halmstad, Aviz, Algiers, Nantes, Melilla, Leixoes, Montevideo, Bone, Corunha, San Sebastian, Santander, Seville, Kustendjo, Gotteburg opt, Sof, Cesmek, Bardanellos, Rodosto, Teneriffe, Cavilla, Messina, Malta, Naples, Paris, Amsterdam, Bremen, Barcelona, Matsaga, Alexsaria, Huelva, Cadiz, Malmo, Vigo, Valencia, Manchester, Lisbon.

COASTWISE

Table with columns: NAMES, Rio. bags, Santos. bags, Total bags. Lists destinations like Para, Ceara, Manaus, Porto Alegre, Pernambuco, Natal, Maranhao, Pelotas, Cabedello, Rio Grande, Antonina, Paranaagu, Sant'Anna Livramento, Urugayana, Corumbá, Maceió, Itacontiar, Ohiás, São Francisco, Rio de Janeiro, Aracaju.

Table with columns: NAMES, PER SHIPPERS. Lists shippers like Theodor Wille & Co., Ornstein & Co., Carlo Pareto & Co., Pinto & Co., Pinheiro & Ladeira, Hard. Rand & Co., Eugen Urban & Co., Gustavina Trinks & Co., Norton & Co., Dias Garcia & Crona, Castro, Silva & Co., McKinley, Schmidt & Co., Mc. Laughlin & Co., Davidson Patten & Co., Hentschel & Garde.

Table with columns: NAMES, Rio. bags, Santos. bags, Total bags. Lists shipping companies like Clarkston & Co., Arbuckle & Co., P. S. Nicolson & Co., Rombauer & Co., Agente Official Estado de Minas, Pierre Pradez, Zenha, Ramos & Co., Prado, Chaves & Co., Barbosa & Co., S. F. Brasilienne, Naumann, Gepp & Co., Michaelson, Wright & Co., Krische & Co., Leon Israel & Bros., Ed. Johnston & Co., Geo. Rosenheim, Holworthy, Ellis & Co., C. Hellwig, Roxo & Co., Nossack & Co., Diogenes Ferreira, Levy Alvaro & Co., Gerard Trinks & Co., S. Caldera & Co., Balwin & Co., R. Aires Toledo, George W. Emor, Roura & Forgas, Pamplona Priester & Co., Leite & Santos, Brazilian Warrau & Co., Bezerra Paes & C., Alves Lima & Co., Zerenner, Bellow & Co., Schmidt Trost & Co., Joao Precopio, Irmao & C., F. Matarazzo & C., Leon & Co., Aguirra & Co., Carrareal & Co., Elli, Martinelli & Co., Troncoso Hermann, Silva Ciaira & Co., Ferreira Jr. & Saraiva, Sundry.

Table with columns: NAMES, Rio. bags, Santos. bags, Total bags. Lists shipping companies like Eugen Urban, Ornstein & Co., Zenha Ramos & Co., Pinto & Co., Castro Silva & Co., H. & Gaffre, Sequeira & Co., Fabricio G. Pedrosa, Mc. K. Schmidt & Co., Theodor Wille & Co., J. Moore & C., Tinoco Porto & Co., Pierre Pradez, Jorge Dias & Co., Lage & Irmaos, Adolpho Schmidt & Filho, Pinheiro & Ladeira, Meireles Ganth & Co., Eduardo Araujo & Co., Lantport & Holt Line, Prince Line, Lloyd Brazileiro, Sundry, Hamburg Am. D. G., Austro Americana, Chingens Reunis, Hamburgo A. Line, Comercio Navegacao M. Maritimes, Johnson Line, S. G. T. Maritimes, Lloyd Real Hollandez, Nord Lloyd Brem., Navegacao Costeira, Ligure Brazilianna, Royal Mail, N.G. Italiana, Adria, Lloyd Italiano, Sul Rio Grandense, Pacific S. Navigation Co., Pinillos y Izquierdo, La Veloco, Italia, Lloyd Sabauda, Franco Americque.

CURRENT COFFEE FREIGHT RATES

IN FORCE AFTER Jan. 15th, 1911

Table with columns: Destination, Rio, Santos. Lists rates for destinations like Amsterdam, Aden via Trieste, Antwerp 1,000 kilos, Alexandria, Alexandria**, Alicante, Algiers via Marseilles, Almerin, Aiwall, Ancona, Beyrouth, Sgules, Aassorah, Barcelona, Bilbao, Bremen, Bordeaux, 900 kilos, Bombay via Trieste, Braila**, Brindisi**.

Buenos Ayres per bag. 60 kilos..	18200	18500
Cadiz (Spanish line).....	350 francs. & 10 %	38 fres. in full.
Calcutta via Trieste.....	60/- in full.	60/- in full.
Carthagena.....	60 fres. in full.	50 fres. in full.
Cesmech.....	66.500 * >	66.50
Cienfuegos via Antwerp & Brem.	75 & 5 1/2 %	
Colombo.....	60/- in full.	60/- in full.
Corfu**.....	66.50 fres. in full.	50/50 fres. in full.
Currachee.....	60/- in full.	60/- in full.
Corunna.....	53.50 fres. in full.	6 fres. in full.
Cavalla**.....	66.50 fres. in full.	& 50 fres. in full.
Christiana.....	47/ in full.	30/ 8/10 & 10 %
Copenhagen.....	47/6 & 5 %	42/6 & 5 %
Cansing.....		30.50 % & 9 1/2
Constantinople.....	61.50 fres. in full.	61.5 fres. in full.
Dedeagach.....	66.50 * >	660 fres. in full.
Fiume.....	40/- & 5 %	35/- & 5 % in full.
Galatz**.....	71.50 in full.	71.50 in full.
Genoa 1,000 kilos.....	40 fres. & 10 %	40 fres. & 10 %
Gibraltar via Genoa.....	66.50 fres. in full.	66.50 fr. in full.
" via Malaga.....	56 fres. in full.	61 fres. in full.
Gijon.....	56.50 fres. in full.	56.50 fres. in full.
Gothenburg.....	46/- in full.	30/- & 5 % & 69/- in full
Hamburg.....	45/- & 5 %	40 & 5 %
Havre, 900 kilos (to 10th Sept.)	45 francs & 10 %	40 fres. & 10 %
Havana Via Las Palmas, Ma- laga, Barcelona.....	65 fres. in full.	65 fres in full.
Havana via Antwerp Bremen..	52/- & 3 %	
Kongkong via Trieste.....	60/- in full.	60/- in full.
Huelva.....	56 fres. in full.	56 fres. in full.
Kobe via Trieste.....	60/- in full.	60 - in full.
Kustend je.....	69. fres. >	69 in full.
London cargo s. s.....	45/- & 5 %	40/ & 5 %
Do mail s. s.....	45/- & 5 %	50/ & 5 %
London opt.....	30/- & 5 %	
Li bon.....	37/- & 5 %	
Liverpool.....	60/- in full	60/- in full
Madras.....	37 fres. & 10 %	38 fres in full.
Malaga.....	47/- in full.	
Malmoe.....		62 fres. in full.
Maltact per Adria s. s Co. (di- rect steamer once a mo th)..		62 fres. in full.
Malta via Genoa & Mar eilles..	62 fres. in full.	
Manifillo, via Antwerp Bremen	8 1/2 & 8 %	40 % & 10 %
Marsilles 1,000 kilos.....	49 fres. & 1 1/2 %	69 fres. in full
Messina.....	60 fres. in full.	69 fres. in full
Messina**.....	56 fres. in full.	56 fres. in full.
Metelino**.....	71.50 fres. in full.	71.50 fres. in full.
Montevideo per bag 60 kilos..	18200	
Nestaganem via Marselha Genoa	64 fres. in full.	64 fres. in full.
Naples.....	54 fres. in full.	54 fres. in full.
New York Liners per bag.....	40. & 5 %	40. & 5 %
N. Orleans Liners >>.....	40. & 5 %	40. & 5 %
Odessa**.....	66.50 fres. in full.	66.50 fres.
Oran.....	62 fres. in full.	62 fres. in full.
Oening via Trieste.....	67 & 5 %	60/- & 5 %
Palermo.....	56 fres. in full.	56 fres. in full.
Patras.....	66.50 fres. in full.	66.50 fres in full.
Penang.....	60/- in full	60/- in full.
Piraeus**.....	61.50 fres. in full.	61.50 fres. in full.
Port Said.....	64 fres in full.	64.00 fres. in full.
Rangoon.....	60/- in full.	60 - in full.
Rhodes.....	71.5 fro. in full.	71.5 fres. in full.
Rterdam.....	45 - & 5 %	40 - & 5 %
Rangoon via Trieste.....	55/- & 5 %	55/- & 5 %
San Sebastian.....	56.50 fres. in full.	60 fres. in full
Santander.....	60.50 fres. in full.	60 fres. in full.
Sansonn **.....	66.50 fres in full.	66.50 fres. in full.
Sio.....	66.50 fres. in full.	67.50 fres. in full.
Singhai via Trieste.....	60/- in full.	60 in full.
Smyrna**.....	61.70 fres. in full.	61.50 fres. in full.
Do Mail.....	40 & 5 %	35/- & 5 %
Southampton (opt.).....	45/- & 5 %	45' & 5 %
Do, cargo st.....		40/ & 5 %
Stockholm.....	46/- in full.	
Suez via Trieste.....		60 fres. & 10 %
Trieste.....	40/- & 5 %	41. & 5 %
Tripoli.....	60 fres. in full.	60 fres. in full.
Valencia.....	50 fres. in full.	50 fres. in full.
Do via Genoa or Marselles..	64 fres. in full.	64.50 fres. in full.
Solonica**.....	61.50 fres. in full.	61.50 fres. in full.
Sulina**.....	69 fres. in full.	69 fres. in full.
Singapore via Trieste.....	60 - in full.	60/- in full.
Taragoune.....	50 fres. in full.	50 fres. in full.
Trshizond **.....	66.50 fres. in full	66.50 fres. in full.
Tunis**.....	62 fres. in full.	62 fres. in full.
Valparaiso (options).....	45/8 5 %	
Varus **.....	66.50 fres. in full.	66.50 fres. i
Venice via Trieste, Genoa or Mar- silles.....	60 fres. in full.	60 fres. %
Vigo.....	40/- & 5 %	8 fres. < n full,
Yokohama via Trieste.....	60/- in full.	60/- in full.
" Hamburg.....	58/5 in full.	68/5 in full.
" via New York.....	60-2 1/2 %	
Alcoa Bay and Capetown.....		
" Southampton.....	60/- 2 1/2 %	} per ton of 1,000 " kilos
" Hamburg.....		
" Antwerp.....		
" Bremen.....		
" Liverpool.....	60/- 2 1/2 %	
" New York.....	60/- 2 1/2 %	
Mouzel Bay.....		
" Southampton.....		
" Hamburg.....		
" Antwerp.....		
" Bremen.....		
" Liverpool.....		
" New York.....		
East London.....		
" Southampton.....		
" Hamburg.....		
" Antwerp.....		
" Bremen.....		
" Liverpool.....		
" via New York.....		
Ourban.....		
" Southampton.....		
" Hamburg.....		
" Antwerp.....		
" Bremen.....		

Delagoa Bay	> Liverpool.....	
	> via New York.....	70/- 2 1/2 %
	> Southampton.....	
	> Hamburg.....	
	> Antwerp.....	
	> Bremen.....	
	> Liverpool.....	

* To Delagoa Bay & Belra 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

Shipping

The S. S. "Parahyba" belonging to the Cia. Comercio & Navegacao, or Rodrigues Faria & Co. on the journey from Pernambuco to Rio about the 8th inst. was totally destroyed by fire on the high seas, 20 miles from the coast. The crew of 40 men under the command of J. N. de Oliveira, were all saved. The "Parahyba" carried 35,000 bags of sugar and 5,800 bales of cotton and other merchandise.

The two torpedo boat destroyers which are being built for the Dutch Government at Flushing by the Schelde Company are being constructed in accordance with a contract which the Dutch Government entered into with Messrs. Yarrow & Co., of Glasgow, for the supply of two destroyers in conformity with their latest improvements, it being stipulated however that the vessels in question should be built in a Dutch yard by Dutch workmen. The vessels are necessarily being constructed from the latest designs of Messrs. Yarrow, and under their supervision.

That the Royal Mail is not going to be left behind in the struggle the blue riband of the South Atlantic is proved by the orders it has placed with Belfast shipbuilding yards. We hear it whispered that in the not distant future a faster service will be inaugurated, the liners engaged therein only calling at Lisbon and Rio Janeiro, the voyage to last 18 or 19 days. This is only what Dame Rumour has to say and we cannot vouch for the truth of the report, although we certainly think that it would be a very good move. (The time, of Argentina, January 2).

FREIGHT MARKETS

British. — "Fairplay" of the 22nd December, says: "There is very little change to report in the condition of the freight market.

Coal Rates from Wales were quoted for Rio de Janeiro at 14s. **Shipping Sales.** — The wooden barque "Conductor", 1,063 tons register, built at Cornwallis, N.S., in 1880, has been sold by auction at Rio Janeiro. She will be dismantled and used as a hulk."

Argentine. — "The Times of Argentina" of the 2nd inst. says: "As is our custom we open the New Year with a brief resumé of the conditions prevalent in the River Plate freight market during the previous year and by plain figures we can prove that 1910 has been far more favourable to shipping interests than were the previous two years, a fact also proved by the more satisfactory company reports presented. From this market's point of view the improved state has been solely due to the steadiness of the coal market outward.

The Brazilian market is quiet and steady, with an increasing demand from flour shippers. We quote as follows:—

To Bahia and Pernambuco 20/-. To Portolotas 20/. To Porto Alegre 26/-. To Desterro 12/. To Antonina 12/. To Florianopolis 14/. To Itajahy 28/-. To San Francisco 15/-. To Paranaguá, 12/-. To Rio Grande 14/-. To Santos 12/-. To Rio 12/-.
 With 1s to 1/6 extra from up-river ports."

ARRIVALS AT THE PORT OF RIO DE JANEIRO. DURING THE WEEK ENDING 12th JANUARY, 1911

Dec.	6—TERENCE British s.s 2690 tons from N. York
	6—PARHYBA Oriental s.s 1040 tons from B. Aires.
	6—ACTIVE II Brazilian schooner 33 tons from C. Frio.
	7—PURUS Brazilian s.s 2495 tons from N. York.
	7—GIATAM British s.s 2310 tons from N. York.
	7—IBIAPABA Brazilian s.s 1082 tons from P. Alegre.
	7—BOGOTA British s.s 2049 tons from Calno.
	8—ITATUBA Brazilian s.s 2950 tons from Santos.
	8—PALLANZA German s.s 717 tons from P. Alegre.
	8—AMRAL FONTY French s.s 3564 tons from Santos.
	8—HEIDELBERG German s.s 2,145 tons from Santos.
	8—CANOVA British s.s 2920 tons from Santos.
	8—WOLINDE German s.s 2680 tons from Santos.
	8—CANOE Brazilian 1690 tons from Arica, Remou.
	8—BAHIA Brazilian s.s 2081 tons from Manaus.
	8—PROVENCE French s.s 2480 tons from B. Aires.
	8—THOR PRICE British s.s 3767 tons from B. Aires.
	8—AMAZON British s.s 6301 tons from S'pton.

8—CORCOVADO British 2936 tons from L'pool.
 8—ROSENHEIM Norway s. s. tons from Gaspé.
 9—WHITLERY British 2360 tons from Hull.
 9—CHIVERSSTONE British s. s. 1889 tons from Hull.
 9—MARANHÃO Brazilian 1863 tons from Victoria.
 9—PALM BRANCH British s. s. 2523 tons from Antofagasta.
 9—KONIG FRIDRICK German s. s. 5580 tons from H'g.
 9—SIBIO Brazilian s. s. 933 tons from Rosario.
 9—ITAPEMIRIM Brazilian s. s. 284 tons from Vigosa.
 10—ITAJUBA Brazilian s. s. 958 tons from P. Alegre.
 10—MURUPY Brazilian s. s. 304 tons from Caravelas.
 10—ITAPEMA Brazilian s. s. 825 tons from P. Alegre.
 10—CHIGONEA British s. s. 2600 tons from Cardiff.
 10—LANGOIE British 2294 tons from London.
 10—GUANABARA Brazilian s. s. 329 tons from Itapemirim.
 10—STEFANIA Austrian s. s. 115 tons from Santos.
 10—ARGENTINA Austrian s. s. 354 tons from Flume.
 11—ARAGUAYA Brazilian s. s. 6634 tons from B. Aires.
 11—GLORIA Brazilian s. s. 264 tons from Iguape.
 11—MILPOOL British s. s. 2767 tons from Cardiff.
 11—SANTA CRUZ Brazilian s. s. 574 tons from Araraaju.
 11—MIRVILLE CASTLE British s. s. 2337 tons from Bremen.
 11—AMELIA E. LARA Brazilian schooner 50 tons from C. Frio.
 11—ALMIRANTE SALDANHA Brazilian schooner 53 tons from C. Frio.
 11—ARAGUARY Brazilian s. s. 1496 tons from Santos.
 11—P. MARALDA Italian s. s. 2607 tons from B. Aires.
 12—ESPAGNE French s. s. 2478 tons from Marseilles.
 12—MAYRINK Brazilian s. s. 375 tons from Laguna.
 12—ARACATY Brazilian s. s. 531 tons from Pará.
 12—GREYSTOKE British s. s. 2432 tons from S. Francisco.
 12—SKERRIES British s. s. 2796 tons from Coronel.
 12—FORMOSA French s. s. 2812 tons from B. Aires.
 12—LINCOLNSHIRE British s. s. 2561 tons from Antwerp.
 12—CLOTILDE Brazilian schooner 29 tons from C. Frio.
 12—ITAPOAN Brazilian s. s. 242 tons from P. Alegre.
 12—S. SEBASTIAO Brazilian schooner 20 tons from C. Frio.
 12—VIRIANA Brazilian s. s. 650 tons from Macaé.
 12—P. INGERBERG Sweden s. s. 2,160 tons from Goteborg.

6—ORION Brazilian s. s. 540 tons for R. G. Sul.
 7—ANNA Brazilian s. s. 247 tons for F'polis.
 7—ITAJUBA Brazilian s. s. 613 tons for R. Janeiro.
 7—VICTORIA Brazilian s. s. 201 tons for Iguape.
 7—BRAZILIE Italian s. s. 3926 tons for Genoa.
 7—SIENA Italian s. s. 2820 tons for B. Aires.
 7—CAMBODGE French s. s. 2503 tons for B. Aires.
 7—PROVENCE French s. s. 2479 tons for Marseille.
 7—AMIRAL PONTY s. s. 3564 tons for Havre.
 7—HEIDELBERG German s. s. 2145 tons for Bremen.
 7—PALLANZA German s. s. 2980 tons for Hamburg.
 7—TUDOR PRINCE British s. s. 2767 tons for N. York.
 7—CAMOENS British s. s. 2040 tons for N. York.
 7—WOLINDE German s. s. 2580 tons for N. York.
 7—CANOVA British s. s. 2929 tons for New Orleans.
 8—GLORIA Brazilian s. s. 825 tons for P. Alegre.
 8—ITAJUBA Brazilian s. s. 554 tons for R. Janeiro.
 9—STEFANIA Austrian s. s. 1157 tons for Trieste.
 9—ANNIE HANDEZ British Schooner, 219 Barbados.
 9—ITAJUBA Brazilian s. s. 513 tons for P. Alegre.
 9—ITAJUBA Brazilian s. s. 869 tons for R. Janeiro.
 9—TERENCE British s. s. 2620 tons for B. Aires.
 10—AMAZON Brazilian s. s. 6200 tons for B. Aires.
 10—ARAGUAYA Brazilian s. s. 1496 tons for Pará.
 10—GIACOMO P. Italian s. s. 1939 tons for Rosario.
 10—TOSCANA Italian s. s. 2559 tons for Genoa.
 11—OSCAR FRIDRICK Sweden s. s. 2543 tons for Stockholm.
 11—SEWILLAM British s. s. 1725 tons for Rosario.
 11—FORMOSA French s. s. 2512 tons for Marseille.
 11—ILBERTON British s. s. 2076 tons for Tampa.
 12—VICTORIA Brazilian s. s. 201 tons for R. Janeiro.
 12—ARGENTINA Austrian s. s. 354 tons for B. Aires.
 12—COSTEIRO Brazilian s. s. 810 tons for P. Alegre.

SHIPS AFLAG AT THE PORT OF RIO DE JANEIRO On the January 14th, 1911

MINCIO, Italian, barque, Capt. Schnappaross from Pascagoula, F. P. Passon and Co. Ar. Jan. 15.
 TERESINELLA, Italian, schooner, Capt. Salvadora, from Marseilles, José Silva and Co. Ar. Sept. 19.
 NOSTRA MADRE, Italian, barque, Capt. Solanio, from Marseilles, order. Ar. Oct. 30.
 ANNA MARIA, Italian, barque, Capt. A. Ventura, from Marseilles, order. Ar. Nov. 25.
 DORA, Italian, barque, Capt. A. Ventura, from Marseilles, Correia da Costa and Co. Ar. Dec. 1.
 REGIA, Norwegian, barque, Capt. obsen, from Gand, order.
 ALTAIR, British, Schooner, Capt. John Hughes, from Cardiff, order.
 NORDEN, Norwegian, barque, Capt. H. Pedersen, from Rimouski, order.
 SACHSEN AMBURG, German, schooner, Capt. R. Schneider, from Malhan, Domingos Joaquim Silva & Co.
 LUCHTON, British, schooner, Capt. S. Walter, Herm. Stoltz & Co.
 ASTORIA, Norwegian, barque, Capt. Jons Christesen, from Gulf-Port, A. G. Pines.
 MAI, Norwegian, barque, Capt. H. Olsen, from Antwerp, Domingos Joaquim Silva & Co.
 ROSIOGHEIN, Norwegian, schooner, Capt. Petersen, from Gaspé, Wilson Sons & Co. Ar. Jan. 8.

Messrs Merryweather & Sons, the old established firm of fire engineers, of Greenwich and Long Acre, London, have been appointed fire engine makers to His Majesty King George V. The have also been awarded a Grand Diploma of Honour at the Buenos Aires Centenary Exhibition, where their fire engines and appliances were selected by the Executive Committee for the protection of the British Section.

SAILINGS FROM THE PORT OF RIO DE JANEIRO

DURING THE WEEK ENDING 12th JANUARY 1911.

Dec. 6—ITANEMA Brazilian s. s. 553 tons for P. Alegre.
 6—ITAJUBA Brazilian s. s. 512 tons for P. Alegre.
 6—ANNA Brazilian s. s. 364 tons for F'polis.
 6—VENCEDOR Brazilian schooner 37 tons for Macaé.
 7—ITAJUBA Brazilian s. s. 978 tons for P. Alegre.
 7—S. JOAO Brazilian schooner 43 tons for Macaé.
 7—BOGOTA British s. s. 2943 tons for L'pool.
 7—HORACE British s. s. 2680 tons for Santos.
 7—TERENCE British s. s. for B. Aires.
 7—VILLE DE PARIS French s. s. 3263 Callao.
 8—GOYAZ Brazilian 981 tons for Manaus.
 9—PROVENCE French s. s. 2480 tons for Marseille.
 9—KONIG FRIDRICK German s. s. 5580 tons for B. Aires.
 9—GIBRALTAR British s. s. 2475 tons for Santos.
 9—WOLINDE German 2580 tons for N. York.
 9—AMAZON British s. s. 6200 tons for B. Aires.
 10—TUDOR PRINCE British s. s. 2767 tons for N. York.
 10—CARA British s. s. 2624 tons for Pampa.
 10—GARRIVALE British s. s. 2465 tons for Antwerp.
 10—GUARUYRA Brazilian s. s. for Manaus.
 10—AMIRAL PONTY French s. s. 3564 tons for Havre.
 10—PALM BRANCH British s. s. 2523 tons for L'pool.
 10—CORCOVADO British 2936 tons for Callao.
 10—PALLANZA German s. s. 2980 tons for Rotterdam.
 10—NADIA British 1622 tons for B. Aires.
 11—ITAJUBA Brazilian s. s. 717 tons for P. Alegre.
 11—ARAGUAYA Brazilian s. s. 6634 tons for S'pton.
 11—HEIDELBERG German s. s. 2145 tons for Bremen.
 11—ORION Brazilian s. s. 540 tons for R. Janeiro.
 11—P. MARALDA Italian s. s. 2607 tons for B. Aires.
 11—ARGENTINE Austrian s. s. 354 tons for B. Aires.
 12—JUPITER Brazilian s. s. 1860 tons for Rosario.
 12—FORMOSA French s. s. 2812 tons for Marseille.
 12—STEFANIA Austrian s. s. 1157 tons for Trieste.
 12—ITAJUBA Brazilian s. s. 958 tons for P. Alegre.
 12—PUNNICA British s. s. for P. Alegre.
 12—CARANGOLA Brazilian 288 tons for S. J. da Barra.

ARRIVALS AT THE PORT OF SANTOS

DURING THE WEEK ENDING 12th JANUARY 1911

5—GLORIA Brazilian s. s. 253 tons from R. Janeiro.
 5—SOUTHVALE British s. s. 2233 tons from Cardiff.
 5—UMBRIA Italian s. s. 3091 tons from Genoa.
 5—HAPAPA Brazilian s. s. 882 tons from P. Alegre.
 6—EUGENIA Austrian s. s. 315 tons from Flume.
 6—OSCAR FRIDRICK Sweden s. s. 2543 tons from B. Aires.
 6—ORION Brazilian s. s. 540 tons from R. Janeiro.
 6—P. DI PINO Italian s. s. 4936 B. Aires.
 6—EASTEN PRINCE British s. s. 1787 tons from N. York.
 6—PROVENCE French s. s. 2479 tons from B. Aires.
 6—ITAJUBA Brazilian s. s. 613 tons from P. Alegre.
 7—VICTORIA Brazilian s. s. 201 tons from R. Janeiro.
 7—CAMBODGE French s. s. 2503 tons from Bordenauy.
 7—SIENA Italian s. s. 2820 tons from Genoa.
 7—BONS German s. s. 2565 tons from Bremen.
 7—ANNA Brazilian s. s. 247 tons from R. Janeiro.
 7—PETROPOLIS German s. s. 3523 tons from Hamburg.
 7—BRAZILIE Italian s. s. 3926 tons from B. Aires.
 7—ITAJUBA Brazilian s. s. 513 tons from P. Alegre.
 7—HORACE British s. s. 2433 tons from Antwerp.
 8—GLORIA Brazilian s. s. 253 tons from Iguape.
 8—HEIDELBERG German s. s. 2145 tons from P. Alegre.
 8—SIBIO Brazilian s. s. 933 tons from Rosario.
 8—CAP VERDE German s. s. 3795 tons from Hamburg.
 8—TERENCE British s. s. 2620 tons from B. Aires.
 8—ITAJUBA Brazilian s. s. 569 tons from P. Alegre.
 9—TITIAN British s. s. 2630 tons from Manchester.
 10—COSTEIRO Brazilian s. s. 809 tons from Pernambuco.
 10—AMAZON British s. s. 6200 tons from S'pton.
 10—ARAGUAYA Brazilian s. s. 6634 tons from B. Aires.
 10—GLETON British s. s. 1911 tons from New Castle.
 10—TOSCANA Italian s. s. 2559 tons from B. Aires.
 11—ROBE Austrian s. s. 229 tons from Antwerp.
 11—FORMOSA French s. s. 2812 tons from B. Aires.
 11—TON HEAD British s. s. 3067 tons from Cardiff.
 12—VICTORIA Brazilian s. s. 201 tons from Paranaguá.
 12—ARGENTINA Austrian s. s. 354 tons from Flume.
 12—PAULESTA Brazilian s. s. 698 tons from Paranaguá.
 12—GIBRALTAR British s. s. 2475 tons from Hamburg.

SAILINGS FROM THE PORT OF SANTOS.

DURING THE WEEK ENDING 12th JANUARY, 1911

5—UMBRIA Italian s. s. 3091 tons for B. Aires.
 5—GLORIA Brazilian s. s. 253 tons for Iguape.
 5—EUGENIA Austrian s. s. 3169 tons for B. Aires.
 5—HAPAPA Brazilian s. s. 882 tons for Pará.
 6—P. DI PINO Italian s. s. 4936 tons for Genoa.

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Regular monthly service between Scandinavia
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NEXT DEPARTURES

FOR EUROPE :

* COLUMBIA	18th	Jan.
* ARGENTINA	1st	Feb.
FRANCESCA	1st	March.
LAURA	14th	"

FOR RIVER PLATE :

*FRANCESCA	2nd	Feb.
* LAURA	22nd	"

* These steamers are fitted with Marconi wireless Apparatus, and carry Cabin & Steerage Passengers for Las Palmas, Almeria, Naples and Trieste.

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IN CONNECTION WITH THE HAMBURG--AMERIKA LINIE

TABLE OF DEPARTURES

Express service to Europe

Kg. Fr. AUGUST.	28th	Jan.
CAP BLANCO	7th	Feb.
CAP ORTEGAL	20th	"

Express service to R. Plate

CAP BLANCO	22nd	January
CAP ORTEGAL	31st	"

Intermediate service to Europe

PETROPOLIS	19th	Jan.
CAP ROCA.	26th	"

These magnificent and fast steamers are fitted with the latest improvements and offer to first-class passengers the highest comfort.

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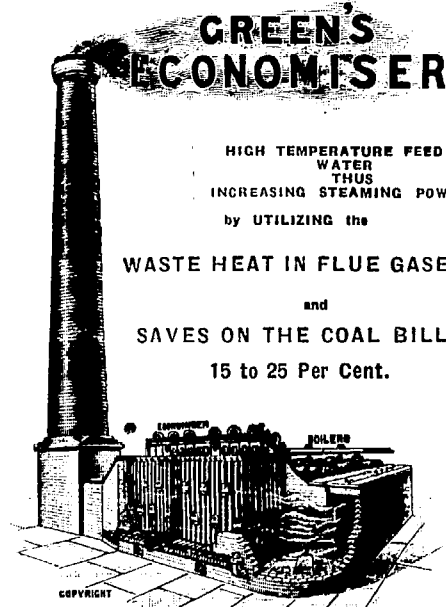
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BRAZIL AND RIVER PLATE.

Average passage, Rio to New York: 17 days.

BYRON.....	3rd, Feb.
TERENCE.....	16th, "
TENNYSON.....	3rd, Mar.
VERDI.....	16th, "

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Sails on 16th January for

BAHIA, TRINIDAD, BARBADOS and NEW YORK.
Taking 1st & 3rd class passengers for above ports

Passengers booked through to Liverpool, London, Southampton, Hamburg and Bremen, via New York, by the Cunard, White Star and American Steamers.

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Royal Mail fast twin screw steamers, with Superior accommodation for First and Second Class Passengers.
Fortnightly sailings:—

To Europe

ORTEGA.....	18th Jan.
OROPESA.....	2nd Feb
ORITA.....	15th "
ORAVIA.....	2nd Mar.
ORONSA.....	15th "
ORCOMA.....	30th "
ORIANA.....	12th April
ORISSA.....	27th "

To River Plate, Chile and Peru

ORONSA.....	18th Jan.
ORCOMA.....	31st "
ORIANA.....	15th Feb.
ORISSA.....	28th "
ORTEGA.....	15th Mar.
OROPESA.....	28th "
ORITA.....	12th April.
ORAVIA.....	25th "
ORONSA.....	10th May

Wireless telegraphy

Passage tickets issued through to London Paris, Chile and Peru

For cargo apply to

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Regular Passenger Service between Argentina Uruguay, Brazil and Portugal, Spain, France, England and Holland.

Sailings of the new Twin-screw Steamers

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Capital 125,000,000 Marks.

NEXT DEPARTURES.

Date	Steamer	Destination
Jan. 20	Bonn.....	Bahia, Lisbon, Leixões, Rotterdam, Antwerp and Bremen
Feb. 3	Halle.....	Bahia, Pernambuco, Lisbon, Leixões, Antwerp and Bremen.

Passengers & Cargo accepted.

Passengers routes.	Cabin.	Steerage.
Rio—Rotterdam, Antwerp, Bremen.....	Marks 400	100000
Rio—Madeira, Lisbon... Leixões.....	£ 17-0-0	854000

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DEPARTURES OF STEAMERS
FOR EUROPE

ESPAGNE 28th Jan.

for

Marselles, Barcelona and Genoa

f. gold.

Through fares to Paris, 1st. class.....	723
do do 2nd. class.....	550
do do 3rd. class.....	199
Through fares to Paris (return), 1st. class..	1,149
do do 2nd. class.....	884
do do 3rd. class.....	362

Marselles, Genoa, 3rd class..... 1154200
Barcelona 3rd. class..... 1244800

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Santos.—Praça da Republica, 33.

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Regular Sailings to the United States.

Splendid passenger service

DEPARTURES

FOR NEW YORK.

Eastern Prince..... 19th. Jan

FOR NEW ORLEANS.

Saxon Prince..... 20th Jan

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

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

Table of Departures.

Date	Steamer	Destination
Jan. 23	*Asturias..	Santos, Montevideo and Buenos Ayres.
" 25	*Amazona...	Bahia, Pernambuco, Lisbon, Vigo, Cherbourg, and Southampton.
Feb 6	*Aragona...	Santos, Montevideo, Buenos Ayres.
" 8	*Asturias..	Bahia, Pernambuco, S. Vicente, Lisbon, Leixões, Vigo, Cherbourg Southampton.
" 20	*Araguaya..	Santos, Montevideo and Buenos Aires.
" 23	*Aragona...	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
Mar. 6	*Amazona...	Santos, Montevideo, Buenos, Aires.
" 8	*Araguaya..	Bahia, Pernambuco, S. Vicent, Lisbon, Leixões, Vigo, Cherbourg Southampton.
" 20	*Asturias..	Santos, Montevideo Buenos Ayres.
" 22	*Amazona...	Bahia, Pernambuco, Lisbon Vigo, Cherbourg, and Southampton.
Apr. 3	*Aragona...	Santos, Montevideo and Buenos Aires.
" 6	*Asturias..	Bahia, Pernambuco, S. Vicente, Lisbon, Leixões, Vigo, Cherbourg, Southampton.

Special attention is drawn to the following:—
Holders of first-class tickets, single or return, may break their voyage at any intermediate ports and proceed by any of the **PACIFIC STEAM NAVIGATION** or **MESSAGERIES MARITIMES** Company's Steamers

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