

# The Brazilian Review

VOL. XIV

RIO DE JANEIRO, TUESDAY, September 12th, 1911

No. 37

**BALDWIN LOCOMOTIVE WORKS**

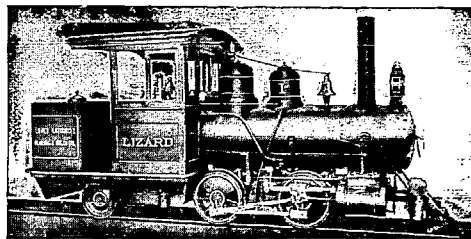
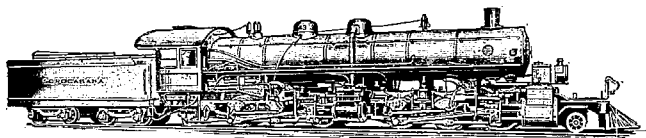
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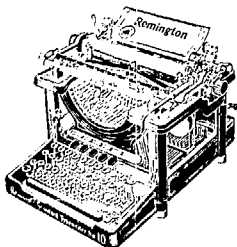
The city of São Paulo, which is the capital of the State of São Paulo, Brazil, is situated in the valley of the Tieté River, 800 metres above the sea level and 35 miles from Santos, the sea port of this State. The climate is delightful throughout the year, resembling very closely that of Southern California.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

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General Agent for Brazil.

# The Brazilian Review

VOL. XIV.

RIO DE JANEIRO, TUESDAY, SEPTEMBER 12th, 1911.

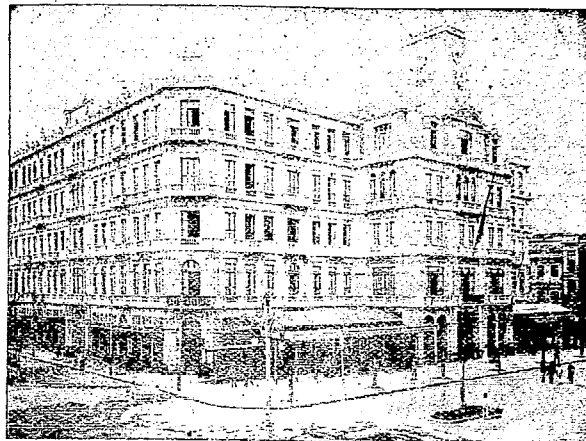
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# The Brazilian Review

Editor—J. P. WILEMAN

OFFICES—RUA CAMERINO No. 61.

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One Page.....	£3 5 0	£3 10 0	£4 0 0	£4 7 6	£4 15 0	£5 0
Half Page....	1 12 6	1 15 0	3 0 0	2 5 0	2 7 6	3 10
Third Page...	1 2 6	1 5 0	1 7 6	1 10 0	1 12 6	1 15
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- " 20.—AMAZON, Royal Mail, for Southampton.
- " 27.—ORITA, P.S.N.C., for Liverpool.
- " 27.—CORDILLERE, Mess. Mar., for Bordeaux.
- " 30.—K.WILHELM II, H. A. L., for Hamburg.
- Oct. 4.—ASTURIAS, Royal Mail, for Southampton.
- " 10.—CAP VILANO, H.S.D.G., for Hamburg.
- " 11.—DANUBE, Royal Mail, for Southampton.
- " 11.—AMAZONE, Mess. Mar., for Bordeaux.
- " 12.—ORAVIA, P.S.N.C., for Liverpool.
- " 12.—HOLLANDIA, Royal Holland Lloyd, for Amsterdam.
- " 18.—AVON, Royal Mail, for Southampton.
- " 23.—CAP ARCONA, H.S.D.G., for Hamburg.
- " 25.—CHILI, Mess. Mar., for Bordeaux.
- " 25.—ORONSA, P.S.N.C., for Liverpool.
- Nov. 1.—ARAGON, Royal Mail, for Southampton.
- " 4.—K. F. AUGUST, H. A. L., for Hamburg.
- " 8.—ATLANTIQUE, Mess. Mar., for Bordeaux.
- " 8.—NILE, Royal Mail, for Southampton.
- " 9.—ORCOMA, P.S.N.C., for Liverpool.
- " 15.—ARAGUAYA, Royal Mail, for Southampton.
- " 19.—CAP ORTEGAL, H.S.D.G., for Hamburg.
- " 22.—MAGELLAN, Mess. Mar., for Bordeaux.
- " 22.—ORIANA, P.S.N.C., for Liverpool.

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RUA DA URUGUAYANA, 33  
RUA CAMERINO, 178.  
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NICHTEROY:  
RUA RIO BRANCO, 215

BAHIA:  
RUA FORMOSA, 13.  
RUA CHILI, 17.

S. PAULO:  
RUA 15 DE NOVEMBRO, 45  
RUA S. BENTO, 18  
AVENIDA R. PESTANA, 233

SANTOS:  
RUA FREI GASPAR, 12

PERNAMBUCO:  
RUA BARÃO DA VICTORIA, 81.

PORTO ALEGRE:  
RUA DOS ANDRADAS 389.  
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## General News

**Local Items.**—The returns of the Directorate-General of the Public Health for the week ended September 2nd, 1911, are as follows:— Yellow fever, 0; bubonic plague, 0; smallpox, 0; measles, 0; scarlet fever, 0; whooping cough, 5; diphtheria, 0; influenza, 11; typhoid fever, 2; dysentery, 2; beriberi, 0; leprosy, 0; erysipelas, 1; marsh fevers, 6; pulmonary diseases, 69. Total deaths from all causes, 309 equal to an annual rate of 17.92 per thousand inhabitants. Mortality of infectious diseases to total number of deaths, 31.06 per cent. Under treatment in hospitals: Yellow fever, 0; smallpox, 3; bubonic plague, 3; under observation, 5.

— During the week the weather has been fine on the whole and not too hot and the death rate remains about the same, having been 309 as against 307 in the previous week. Apart from tuberculosis, the diseases which seem to carry of more people than any others, are those of the stomach. This fact is commented on by a contemporary, which is of opinion that the cause is insufficient fiscalisation of the food supply of the City. The greatest mortality in this direction is amongst children, which would seem to show that the milk supply is not wholly above suspicion, in spite of the fact that the fiscalisation of the dairies is much more effective nowadays than it was a few years ago. Possibly also the long delayed reform of the slaughterhouse may have something to do with it. In any case there seems to be no doubt that the food of the people should be more carefully looked after and we feel sure that if the matter were seriously laid before the Prefect he would look into it at once. The readings at the Observatory for the week were as follows:— Maximum, 24.6° Centigrade or 76.3° Fahrenheit, Minimum 17.5° Centigrade or 63.5° Fahrenheit. Average 19.90° Centigrade or 67.9° Fahrenheit. In England the heat seems to have been quite abnormal and what with the parching of the pastures and the cutting off supplies through strikes, life there has been exceedingly difficult. In some places lambs were selling at 1s a piece as farmers had no food for them. In Norfolk we hear that cow's milk was unobtainable within a radius of 40 miles. People at home are always grumbling about the weather but when they do get such a fine summer as that they have been enjoying(?) they find that conditions are not at all suited for such a spell and that the varied weather which gives the Englishman so much to talk about is really the most comfortable after all and that for which conditions are best suited.

— In the preceding paragraph we refer to the fact that certain forms of disease seem to carry off many more people here than others, but if things go on as at present the motor car will be as effective a check on the increase of population as any «tummy» troubles. Last week we called attention to the number of accidents which occur every day and now the Jornal do Commercio is taking up the cry. On one day last week four people were run over by motor cars, one of them was killed on the spot, another is not expected to recover while the other two are very seriously injured. This was on one day alone and the tale of disaster is practically the same every 24 hours. In none of the cases referred to, so far as can be ascertained, did the chauffeur stop to see what havoc he had wrought but put on full speed and vanished in a

cloud of dust with the tail number effectively hidden from view. It is not only human beings who are the sufferers, though their case is the more important, but dogs are run over at the rate of some 10 a day. We had wondered why the «dog-catchers» were nowadays so conspicuous by their absence, but now we realise, the bread has been taken out of their mouths by the motor car! We ourselves on one day last week saw two dogs killed outright by taxis which kept on their mad career in the most callous manner. Something will have to be done or there certainly will be trouble and people take the law into their own hands. We think that the careful drivers ought to be the people to make the protest to the police for their confrères who insist on road hogging will get them eventually tarred with the same brush and all drivers, amateur and professional, be anathema to the public. The police seem to be powerless for even the new and imposing bâton does not seem to have had the least effect and the cars stop no more for the black stick than they did for the outspread hand. It is time the holocaust ceased and we look to the authorities to take the matter up in real earnest.

— On Wednesday last a window was unveiled in the English Church to the memory of the late King Edward VII. There was a large congregation, including some 100 officers and men from H.M.S. Glasgow which returned to Rio that day. The service was short but impressive the address being given by Mr. Grant who referred in touching terms to the great and benign influence the late King had on the Peace of the World. The hymns sung were «For all the Saints» «Peace Perfect Peace» and the National Anthem. As there was a large balance over from the Memorial Fund after the cost of the window was defrayed it has been decided to endow a bed in the Strangers' Hospital in memory of the late King, which will be at the disposal of British subjects who are ill and in needy circumstances. No application of the money could be more fitting to serve as a lasting memorial and no endowment would have appealed more strongly to King Edward VII than the provision of a hospital bed for his needy subjects. His memory will ever be kept fresh in the minds of his people by the Hospital Fund with which he identified himself and for which he worked so hard and so ungrudgingly.

In London the knell of the horse bus has sounded and during the present month the last vehicle of this kind which has been the familiar friend of the public for years and the butt of many a jest by Leech, Du Maurier and the rest, will become nothing but a memory. Horses are being sold off at the rate of 200 a fortnight (a pleasant prospect for cavalry remounts) and the last batch will come to the hammer during the current month. To compensate for this withdrawal of the horse bus, the London General Omnibus Company is turning out 20 new motor buses a week but only 10 are actually being placed on the street every seven days. The striking growth of the numbers of motor-omnibuses and the decrease in horsedrawn ones in the last 9 years is shown by the following table, showing the numbers of vehicles of each kind licensed on the streets on January 1 each year:—

	Horse	Motor
1902 .....	3,736	10
1903 .....	3,667	29
1904 .....	3,623	13
1905 .....	3,551	31
1906 .....	3,484	241
1907 .....	2,964	783
1908 .....	2,557	1,205
1909 .....	2,155	1,133
1910 .....	1,771	1,180

No figures are available for the present year, but the number of motor-omnibuses is now approaching 1,500.

— The horse bus was never a feature of the Rio streets mainly because there were no streets suitable until a few years ago, by which time motor traction had become a commercial factor. There are a few motor buses plying on the Avenida Central and the Avenida Beira Mar but they are, in our opinion, much too few. To judge from the number of people who cling on to them in the Avenida Central during the busy hours of the day, in all sorts of impossible attitudes, it would certainly pay the Company to run a more frequent service. There are no trams running down the Avenida Central and the only cheap



means of getting from one end to the other of this mile and a half thoroughfare is the motor bus which runs at really very infrequent intervals compared with the traffic which it has to handle. The buses do not interfere with the Rio Light and Power as their trans cut the Avenida at right angles. It would pay, we should think, to run a good service of buses as feeders to the trams. If more were put on the streets we would suggest that they should be of the same type as those running in London. The present type is far too small and most inconvenient to get in and out of. A bus with seats on the roof as well as inside would, we feel sure, prove an attraction to fluminenses.

— The old muddled genealogy which ends with the question «What relation is Tom to Dick?» is, we think, quite eclipsed by the following which appeared in the Observer 100 years ago:— «All the persons named in the following genealogy were living at Faversham, in Kent, in 1760, excepting only the former wife of the elder Cashick. Old Harwood had two daughters by his first wife, of which the eldest was married to John Cashick the son, and the youngest to John Cashick the father, Cashick, the father, had a daughter by his first wife, whom old Harwood married, and by her had a son; therefore Cashick's second wife could say:— «My father is my son, and I am my mother's mother; my sister is my daughter and I am grandmother to my brother.»

— The Compagnie Générale de Transports Maritimes of Marseilles is now about to add two fine new ships to its fleet, specially intended for the South American service. The vessels are the Salta and the Valdivia of 10,000 tons each. They are 140 metres long, and 16 metres beam with a horse power of 7,500. Their speed will be 15 1/2 knots, so that it is hoped that the voyage from Marseilles to Rio will be accomplished in 12 days. They will have accommodation for 80 1st, 60 intermediate and 1,600 third class passengers. The Salta should be here very shortly. Not only is this well known French line adding to its fleet but the Royal Mail magnificent new steamer, the Arlanza, with turbine engines will be ready ere long to take her place on this route. Furthermore, the Hamburg South American line launched their new steamer the Cap Finisterre on August 8th at Hamburg. This vessel is 16,000 tons and will carry 297 first, 222 second and 870 third class passengers. The change which has come over the transport conditions between Europe and South America during the last six years is almost miraculous. Time was when the Magdalena and the Clyde were thought to be the last word in luxurious travel. Compare the Asturias with either of these vessels and the difference is quite wonderful. This provision of magnificent steamers by all the lines is proving a great factor in the life of South America. Where one family went to Europe a few years ago twenty go now from Brazil and the Argentine, and this constant movement between the Continents makes for a better understanding and broadens ideas on both sides. It is not too much to say that South America, and Europe too, owes a great debt to the energetic policy of the steamship companies, for they have helped to educate and to bring Nations nearer to each other. In most cases international friction and dislike are based on ignorance and anything which will help to dispel it should be cordially welcomed. The steamer lines have done their best and are continuing to do so and in point of fact they are one of the most potent factors in the education of this Continent.

— A somewhat serious fire broke out a few days ago in the Praça Tiradentes which happily was checked by the prompt measures of the Fire Brigade. The danger was that the premises which caught fire were quite close to the Central Telephone Station and great inconvenience to the public might have been caused had the flames spread to that edifice. As soon as the alarm was given the officials of the Light and Power promptly isolated the wires so as to avoid a possible catastrophe. We understand, however, that the organisation of the service is so carefully worked out that even if the building had caught fire arrangements could have been made almost at once to prevent any serious interruption of the telephones throughout the City.

— The sympathy of the community has been very generally extended to the President of the Republic on the death of his brother, Sr. Severiano Rodrigues da Fonseca Hermes. Hundreds of telegrams and letters of condolence were received at the Cattete Palace.

— The ex-Minister of Marine, Admiral Alexandrino de Alencar has been royally entertained by the German Emperor at the recent German Naval manoeuvres at Kiel.

— Last Thursday was the anniversary of the Independence of Brazil. Brazil, as most of our readers are aware, was declared Independent by Dom Pedro I on September 7th 1822 at the spot there the monument of Ypiranga, near S. Paulo, now stands. This year the usual celebrations took place and the President of the Republic held an official reception at the Cattete in the afternoon. The warships in the harbour were dressed rainbow fashion and salutes were fired. Several foreign warships took part in the celebrations, namely H.M.S. Glasgow, the Italian cruiser Etruria, which entered the Bay a few days previously, and the Uruguayan gunboat Uruguay.

— The Exporter's Review published in New York rubs into its readers the necessity of having properly educated travellers in South America if they wish to push their trade. It draws a very harrowing picture of things as they actually are and, as the lesson applies very often to English firms, we make no excuse for giving one or two extracts which seem to us very much to the point. Thus «he (the traveller) starts without any preparatory training, loaded with samples, which, in nine cases out of ten, are not suited to the requirements of the intended territory, backed up with advertising matter in English and imbued with the idea that he is going to wake up and astonish those «dagoes» (we always designate a foreigner either as a «dago» or a Dutchman). After this unfortunate start his troubles begin. His importance among his fellow passengers is well noted. He has a savage desire to tell any and all that the United States is the greatest country on earth and can lick anything that walks, swims or flies. The conservative Spanish-speaking passengers are first amused, then disgusted, and the drummer has started to make enemies for both himself and his firm, incidentally hurting American interests generally. If a manufacturer had but an elementary idea of the habits, culture and requirements of people in our natural market, Latin-America, more care would be taken. In making his selection of a representative he picks out a man who has been successful in country towns where bluff, buncoism and lack of gentlemanly traits are not especially noticed. Asked if his representative speaks Spanish, and whether he knows anything about international banking, or has the necessary knowledge of export matters to talk intelligently to his prospective buyers, he answers airily, «Oh! Jack's a hummer; he'll show those «dagoes» what business is.»

— It is not surprising that business does not grow so rapidly under these conditions as might be hoped! There is a tribute to England which is so refreshing that we quote it and hope that it will always remain true:— «To the unthinking and ignorant it is a common idea that England is old and decrepit and that the mantle of greatness is now being worn along trade lines by ourselves. The earnest American business man has no sympathy with such hot air explosions. While our trade has been growing less during the past two years that of England has increased enormously, this being brought about by her technical knowledge of foreign requirements, together with the world-wide reputation that her manufacturers enjoy for honest dealing and the strict fulfillment of all conditions agreed to by their foreign representative.»

— We have received the following communication:— «On August 28th the marriage took place in St Paul's Anglican Church, S. Paulo, of Mr. Robert Williamson of the Cia. Calçado Clark and Miss Minnie Evaline daughter of Mr. Alexander Leslie, Director of the Cia. Nacional de Juta. There was a large attendance of friends and the same day the happy pair left for Santos to embark on the S.S. Ortega for Europe.»

— A Dog Show is to take place in the Gardens of the Passeio Publico on September 17th. The Show has been organised by our contemporary A Gazeta de Noticias and amongst other prizes two gold medals will be awarded. This is we believe the first dog show to be held in Rio while, if the motor car regulations are not altered, it will probably be the last.

— A project has been presented to the National Congress providing for the erection of a statue in the City of Rio de Janeiro of Anita Garibaldi. The sum which it is proposed to vote for the expenses connected with the statue is 30:000\$000 or £2,000.

—The battle ship Minas Geraes has now left the floating dock and her place has been taken by the S. Paulo which entered for a thorough cleaning a few days ago. The present Minister of Marine is evidently determined that the matériel of the fleet shall be kept in as good order as possible and the old methods of barnacle collecting are gradually being eliminated. If a Naval Mission is appointed there will probably be still greater activity and the ships be kept on the move and the crews in training all the time.

— On Saturday the 3rd a considerable amount of silver money was struck at the Mint. We stated a few days ago that silver had arrived in bars at the Mint, and as a natural consequent, on the day in question, 50,000\$ worth of coins were struck, viz., 25,000\$ in pieces of 1\$000 and 25,000\$ in pieces of 2\$000. The more silver is in circulation the better, for it still further removes the day of the filthy notes of small denomination to which we referred last week, besides, after all, silver has some intrinsic value which the chewed blotting paper of days gone by never had.

— The Minister of Marine has been on a short cruise on the Barroso during which he visited the old Naval School of the State of Rio de Janeiro at the island of Marambaia and also the site of the proposed new Cadet School at Tapera. He also visited Ilha Grande off which the cruiser Glasgow, by permission of the Brazilian Government, has recently been engaged in gun practice.

— Dr. Sampaio Correa, delegate of the Compagnie Générale des Chemins de Fer des Etats Unis du Brésil, has put the s.s. Cabo Frio, at the disposition of the Minister of Agriculture for his proposed trip to Cape Frio. The raison d'être of this visit of the Minister is the choice of a site for the foundation of the proposed Fishing Colony. The Minister accepted the offer, but has not as yet fixed a day for the trip. The present Government is, as we have several times stated, making a determined effort to put the Brazilian fishing industry on a proper basis and from the way that they are going about it it looks as though they would be successful. Undoubtedly fishermen always are ready to form a substantial reserve for the increase of the personnel of the Navy and this fact alone, apart from the commercial value of the movement, is an incentive to Government to put the plan through.

— The Argentine training frigate Presidente Sarmiento which left Buenos Aires on July 17th for its 10th voyage to the ports of Europe and America has received orders from the Argentine Government to visit Rio on its way back. The crew consists of some 250 men and the vessel was built by Messrs. Laird Brothers at Birkenhead in 1897.

— Government has decided to suppress the Monastery of Santo Antonio on the Morro of the same name and sent notice to the remaining monks housed there, to that effect, last week. The case has caused some stir in the local press and representations are being made to Congress with regard to the action of Government. The Monastery was founded on June 4th 1608. A contemporary cites a curious fact with regard to the image of Santo Antonio kept there. The Governor of Rio de Janeiro in 1711 promoted the saint from being a private to the rank of Captain! On July 14th 1810 he was given a further step and became a Major, while in 1814 he was made a Lieutenant Colonel and later was decorated with the Grand Cross of Christ. The monks have in times gone by done much for the people of Rio and they always seem to have been popular.

— Amongst the passengers arriving in Rio on the s.s. Amazon last week was Mr Imre Kiralfy, who is well known in London in connection with the White City at Shepherd's Bush. Mr Kiralfy is out here, we understand, in connection with the arrangements for the Anglo-Latin Exhibition to be held at the White City in London from May to October 1912. Doubtless Government will be prepared to put up a respectable sum towards expenses as the propaganda for Brazil should be excellent and there would be a good chance to show the Londoner what real coffee tastes like.

— It is stated that Mr Sidney Story, Vice-President of the Mississippi Valley Steamship Company, Limited, is considering the question of establishing a large cold storage dépôt at the port of Bahia for the preserving of fruit, meat and other products which it is intended to export to the United States and Europe in the vessels of the Company referred to. Mr Story is also in favour of the construction of a railway line to link up the State of Bahia directly with those of Matto Grosso and Goyaz in order that cattle

may be brought down cheaply for the supply of the European and American markets.

— During the month of August the number of immigrants arriving in the Port of Rio de Janeiro was 3,364.

— There was a huge crowd of launches round the s.s. Amazon and Hollandia on the 3rd inst, when they entered the Bay. On board the former came Dr. Rosa e Silva and Dr. Oswaldo Cruz, the latter fresh from his newly won laurels in Pará, where he has practically exterminated yellow fever as he did here in Rio. On the Hollandia there was passing through on his way from Europe to Santos, Dr. Campos Salles, ex-President of the Republic, many of whose friends went on board to welcome him.

— The Horse Show which had been going on for about a week closed on Thursday evening last. It cannot be said that the Show was an unmixed success as many of the events were but meagrely contested, in many cases there being a walk over. However, we do not wish to crab a Show which certainly is a move in the right direction and should tend to encourage an intelligent interest in horse breeding and training.

— A few days ago the barque Vicença de Lima went ashore at port Natal. She was carrying a cargo of salt and so soon this had all dissolved she floated off gracefully once more into deep water! A novel way of getting a ship off the rocks.

— The Prefect of the Federal District has been paying a visit of inspection to Copacabana with a view to seeing what should be done with regard to paving the roads in that growing suburb on the sea. At present the condition of the road which runs from Leme to Ipanema along the front is really execrable and it is a wonder that motor cars can stand the bumping to which both they and their occupants are subjected when even going at a very slow pace between the two points mentioned. The Prefect must have got a bit of a shaking himself for he promptly gave orders for extensive paving operations to be undertaken in the district which only shows that a little personal experience will work wonders.

— The Brazilian Excursion Company is now arranging trips to S. Paulo. The tourist can go by the nocturno, spend two days in S. Paulo and return to Rio by train, all for 150\$000 which, as things go out here though equivalent to £10, does not seem at all expensive. In any case travelling in this country is generally fraught with all kinds of inconveniences, especially if the traveller has more than one small bag with him, so that to have a Company which will arrange everything for one is a far greater boon out here than people used to smooth travelling at home, in Europe and the States, can realise.

— The «Aidan», a new steel passenger, steamer, built for the Booth Steamship Co., Ltd., Liverpool, has just been launched by the Tyne Iron Shipbuilding Co., Ltd., Willington Quay-on-Tyne. The vessel is of the following dimensions: Length about 390 ft., breadth 50 ft., depth moulded 33 ft. 9 in. She is fitted with all modern improvements for rapid loading and discharging of cargo, including nine double cylinder steam winches, direct-acting steam windlass, and steam and hand steering gear with combined telle-motor gear. The vessel is handsomely fitted out amidships with luxurious state rooms for a large number of first-class passengers, while she is also fitted for a large number of third-class passengers. The engines, which are to be supplied by the Wallsend Slipway and Engineering Co., Ltd., are of the triple expansion type, having cylinders 24, 40, and 67 by 48 in. stroke, and working at a pressure of 180 lbs.

— Messrs. Lamport and Holt, in addition to their present extensive services, are now establishing a new monthly sailing of high-class twin-screw passenger steamers from Liverpool to Monte Video and Buenos Aires, via Spanish and Portuguese ports and Rio de Janeiro, calling on the homeward voyage at Southampton with passengers for London and the South of England. For the purpose of the new service three specially-designed steamers of about 12,000 tons each are presently being constructed by Messrs. Workman, Clark and Co., Ltd., Belfast, and the first of these, the twin-screw steamer «Vandyck» is now nearing completion, and is announced to make her maiden voyage from Liverpool Oct. 5 next. These liners, which will have accommodation for 250 first-class, as well as a number of second and third-class passengers, will be fitted with all the latest features in passenger vessels, including gymnasium, nursery, laundry, wireless telegraphy, etc. They are also among the first liners to be fitted with a new and

highly-improved installation for the carriage of chilled and frozen meat in large quantities, as well as with specially-designed compartments for the conveyance of fruit.

— A somewhat Gilbertian episode occurred last week when the s.s. Araguaya was just about to leave for Europe. It appears that there was a lunatic on board who was to be taken off by the Rio police. He went quietly down the gangway and seated himself in the stern of the Company's launch. In the meantime two police officers were looking for him on board and found what they thought was their man. This individual was seized and in spite of protest and cursing was tumbled down the ladder into the launch. When there he continued to protest saying that his luggage was on board, that he was going to Europe and demanding to know why he was being thus forcibly removed from the ship. The people on the launch soothed him as best they might feeling sure that he was simply raving. When the Representative came down the ladder and the ship was beginning to move he grasped the situation and discovered that a luckless second class passenger had been taken in mistake for the lunatic and was justly protesting against his seizure. He was bundled back on the ship just in time while the lunatic, like Brer Rabbit, lay low all the time with his tongue in his cheek!

— Our contemporary O Jornal do Commercio took advantage of the anniversary of the Independence of Brazil to make an appeal to the various States of the Union which have for some time been squabbling about their respective frontiers one with another. The Jornal urges them as patriots to leave the settlement of the disputes to the Baron Rio Branco, Minister of Foreign Affairs, and to abide by his decisions. The move was an excellent one and has indeed already produced good fruit in that the States of Santa Catharina and Paraná, which have for years been more or less at each others' throats with regard to frontier questions, now show a desire to follow the advice thus wisely tendered. We trust that all the States will follow this example, for a house divided against itself is in imminent danger of falling while the Baron Rio Branco is a man whom all trust and by whose decision all would abide. The difficulties will soon be adjusted with the aid of his guiding hand and the Jornal has done a patriotic act by making this appeal.

— There is a campaign against the fly in the United States where we hear of schoolboys getting prizes for hundreds of thousands of dead insects of this variety. Out here something of the sort would be useful but in the hot weather it would be almost like trying to dam Niagara. The house fly is certainly the most mobile of all created things and Mr. Filson Young in criticising an article of Dr. Mitchell's in the Saturday Review treats him in humorous vein. Thus:— «It is commonly supposed that man is the lord of creation; that above all creatures he possesses and enjoys the earth. A very little reflection will make it plain that this is nonsense. If lordship and enjoyment mean having the greatest freedom and usufruct of a thing with the least toil and inconvenience, then there is no question as to who it is who owns the earth. It is the housefly. He inhabits it from pole to pole; his line is gone out into the whole world, and there is no speech nor language where his voice is not heard. He does not need to vary his appearance or his habits with the degrees of latitude and longitude. He has been since the beginning of time, and will be, unchanged, until the end; he is equally at home in the Klondyke or in Arabia, and a fly from Archangel would meet and understand a fly from the Andaman Islands without the slightest difficulty. The fly has no home of his own because he does not need one; the earth is his home. He is dependent on nothing at all, as far as I can see, so long as his slave, man, is there to toil for him. Unlike the mosquito, he is not restricted in his diet to «the clean juices of the body»; he can and does eat anything. But here I must again protest again Dr. Chalmers Mitchell's sweeping attack. I think it must be a particularly low kind of fly about which he writes; I assure him that the flies which I have been studying do not live upon filth and corruption; their diet seems to be a light and varied one, suitable to the climate and the country. To-day, for example, they had for lunch a little melon, a little of the oil in which sardines are preserved, some clear mutton gravy, peaches, and coffee, with a little light Burgundy

and water to drink. Most of them took a little sugar afterwards. This seems to me a pleasanter diet than what Dr. Mitchell calls the «clean juices of the body», and it is certainly less troublesome to provide.»

— And again describing its great advantages as regards travelling: «Without fares to pay or luggage to pack, and with the briefest of toilets—standing on four legs and brushing the others together two at a time—he was ready to fly out and take possession of whatever part of the world he was in, to dine in the most fashionable restaurants or sleep in the most comfortable hotels; and the moment he felt bored, to take ship or train or horse or motor-car or aeroplane, and travel the world until he was ready to alight again. To have this freedom is, I repeat, to have the real kingship and possession of the earth. Man can make things, because he needs them. He builds locomotives and houses and ships; the fly merely uses them when it is convenient to him to do so, but he is in no wise dependent on them. The two great causes of strife, love and property, have no terrors for the fly; as to the first—well, there are so many flies; as to the second, you cannot fight about property when you own the whole world. We, aching with toil and sorrow, may call the fly our parasite; but the fly, restful and partaking, might justly call us his slaves.»

— Mr. A. Forrest, the well known English artist and caricaturist gave a lecture in the Jornal do Commercio building on Thursday last on Morocco. The lecture, which was most interesting, was translated into Portuguese by Sr. Vasco de Abreu and was very largely attended. The chair was taken by the Marquez de Paranaguá who was supported on the platform by Mr. O'Reilly, Col. Senna and many others. Mr. Forrest not only draws with his pencil but writes with it equally well.

—The «Uskmoor», Br. st. stmr., 3,587 tons gross, 2,806 net, built and engined by Messrs. J. Readhead and Sons, South Shields, in 1909, S.S. No. 2 in 1909, with engines 24 in., 40 in. and 65 in. by 45 in. stroke, and owned by the Moor Line, Ltd. (Messrs. W. Runciman and Co.), Newcastle, has been sold to the European and Brazilian Shipping Co., Ltd. (Petersen and Co., Ltd.), London.

## S. PAULO.

— Dr. Campõs Salles, ex-President of the Republic, arrived in Santos by the s.s. Amazon on the 5th inst. He was given a very hearty reception and entertained at lunch at the Parque Balneario. Subsequently he left for S. Paulo where he was met at the Luz Station by representatives of the President, Secretaries of State and many friends.

— The Archbishop of S. Paulo has published a notice suppressing the following holidays:— the Conversion of St. Paul, the Purification of Our Lady, the Annunciation, St. John, Corpus Christi and the Nativity of the Virgin.

—The Companhia Telephonica Bragantina has raised its capital to 1,500 contos and is buying up the South Paulista, Rio Claro, Tieté and Cravinhos telephone systems.

## MINAS GERAES.

— The Banco Hypothecario e Agricola de Minas Geraes has acquired the majority of the shares of the Banco de Credito Real, the transference having been made through Mr. Albert Landsberg, Director of the Banco Hypothecario.

— A motor car service will shortly be established between Atibaia and Currallinho, via Bom Jesus dos Perdões and Piricaia. The company has already been organised and 30 cars have been purchased for the transport of passengers and goods twice per diem.

— Exports of butter from this State have been steadily growing during the last few years as will be seen from the following figures:—

	Kilos
1906 .....	1,026,414
1907 .....	1,461,565
1908 .....	1,481,549
1909 .....	2,870,422
1910 .....	2,557,689

**PARA'.**

— The Lloyd Brasileiro s.s. Rio de Janeiro arrived at the Port of Belém a few days ago with a fire in No. 3 hold. After some trouble the flames were extinguished and the vessel is now undergoing official inspection.

**CEARA'.**

— Revenue for the month of June amounted to ..... 678:786\$003 as against 368:826\$393 for the corresponding month of 1910 there being thus an increase of 309:959\$610 in favour of the current year.

**PARAHYBA DO NORTE.**

— A cable from Parahyba says that the State Legislature was opened by the President of the State on September 1st. According to this document the State finances were in an excellent condition in spite of the large outlay being made on improvements to the Capital, such as new water supply, electric light service, paving etc.» According to the Message, the balance in the Treasury amounts to 700:000\$.

**PERNAMBUCO.**

— The Governor of the State, Dr. Herculano Bandeira, telegraphed to the President of the Republic on the 7th inst. saying that he had been obliged to resign his office on account of ill health and that he had passed on his mandate to Dr. Estacio Coimbra, Member of the Federal Chamber of Deputies. The President telegraphed back expressing his regret and his appreciation of all that had been done by Dr. Bandeira during his term of office.

**RIO GRANDE DO SUL.**

— A project has been laid before the National Congress with regard to the port works at Porto Alegre. It is proposed to grant very full concessions to the Government of the State as well as exemption from duties in many cases.

— Several new companies have recently been founded in this State for the purpose of planting rice. One Company has been formed at Cachoeira with a capital of ..... 350:000\$000 and planting will begin on its estates in 1912. A similar company has been founded at Candelaria but with a much smaller capital.

**SANTA CATHARINA.**

— The destroyer Santa Catharina was expected shortly at Florianopolis whither she was going to receive the flag to be presented to her by the ladies of the State. Great preparations were being made for the «festa».

**CHRIST CHURCH, RUA EVARISTO DA VEIGA, NO 16**

(Alight from trams in front of the Municipal Theatre, Avenida Central.)

**SERVICES.**

According to the use of the Church of England.

**FIRST AND THIRD SUNDAYS OF THE MONTH.**

Matins, Holy Communion, and Sermon at 11 a.m.

**OTHER SUNDAYS OF THE MONTH.**

Matins and Sermon at 11 a.m.

Holy Communion at 9 a.m.

**MARRIAGES, BAPTISMS, CHURCHINGS, ETC.**

By Previous Arrangement with the Chaplain, the Rev. W. Graham, M.A., or The Verger, Mr. Strube, at the British Library, Rua Gonçalves Dias, No 2 First Floor.

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**CORCOVADO RAILWAY**

**Time table for ordinary days**

UP			DOWN		
A. M.		P. M.	A. M.		P. M.
Cosme Velho for Paineiras.....	6.15	Cosme Velho for top of Corcovado	2.00	Paineiras for Cosme Velho.....	7.20
" " "	8.00	" " Paineiras.....	5.00	" " "	8.45
" " "	10.45	" " "	6.15	" " "	12.00
		" " "	8.00	" " "	4.00
		" " "		" " "	5.10
		" " "		" " "	6.30

**Sundays and Holidays**

UP			DOWN		
A. M.		P. M.	A. M.		P. M.
Cosme Velho for Paineiras.....	8.00	Cosme Velho for top of Corcovado	12.00	Paineiras for Cosme Velho.....	8.30
" " top of Corcovado	9.00	" " "	1.00	" " "	9.30
" " "	10.00	" " "	2.00	" " "	10.30
" " "	11.00	" " "	3.00	" " "	11.30
		" " "	4.00	" " "	4.30
		" " "	5.00	" " "	5.30
		" " Paineiras.....	5.00	" " "	6.30
		" " "	7.00	" " "	7.30
		" " "	8.00	" " "	8.30

**Return tickets to Paineiras 2\$000—to top of Corcovado 3\$000**

**NOTE.**—On ordinary days and church holidays the 2 p. m. train will go to the top of Corcovado if the weather is fine. On Sundays and Holidays all the trains will go to the top of Corcovado except the 8 a. m. and those after 5.30 p. m. On wet days trains will only go as far as Paineiras and the timetables for ordinary days will be in force. The Company has the right to suspend the trains mentioned in the timetable if there are no passengers at any of the Stations. Further, it has the right to suspend an ordinary train if special trains have to be run for visitors or parties of foreigners. It must, however, give notice of such suspension the previous day in the most important newspapers.

# Deutsch Südamerikanische Bank Aktiengesellschaft

## (Banco Germanico da America do Sul)

Founded by: DRESDNER BANK, BERLIN — A. SCHAFFHAUSENSCHER BANKVEREIN, COLOGNE.  
AND NATIONALBANK FÜR DEUTSCHLAND, BERLIN.  
Head Office: **BERLIN W 56**

Office in Rio de Janeiro: **RUA DA CANDELARIA, 21**  
Telegraphic Address: **CENTRAMERO**

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W. Ladenburg & Co.  
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German Bank of London Ltd.  
London & Hansatic Bank.

**PARIS:**

Crédit Lyonnais.  
Banque Russe pour le Commerce Étranger.  
Banque Suisse et Française.  
Banque de Mulhouse.  
Seligman Frères.  
Banque J. Allard & Cie.

**ITALY:**

Banca Commerciale Italiana, Milan.  
Credito Italiano, Milan.

The Bank has Correspondents in all principal towns of the world and transacts banking business of every description

# Banque Française et Italienne pour l'Amérique du Sud.

SOCIÉTÉ ANONYME.

**HEAD OFFICE : PARIS, 73 Boulevard Haussmann.**

**BRANCHES : Rio de Janeiro, Caixa 1211; São Paulo, Caixa 501; Santos, Caixa 253**

**Agencies : Ribeirão Preto, São Carlos, Botucatu, Espirito Santo do Pinhal, Mocóca, São José do Rio Preto, Jahu e Ponta Grossa.**

Telegraphic Address: — "SUDAMERIS."

✻
 Capital subscribed..... Fcs. **25.000.000**
✻  
 Reserve fund..... " **6.250.000**

**FOUNDED BY & AGENTS IN BRAZIL OF : "Banque de Paris et des Pays, Bas Paris, " Société Générale pour favoriser, etc.," Paris, "Banca Commerciale Italiana, Milan.**

**Correspondents in all the most important towns of Brazil and abroad. The Bank transacts every description of banking business on the most liberal terms**

GENERAL AGENTS OF THE

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

## Brazilian Warrant Co, Ltd.

## Banco Mercantil do Rio de Janeiro,

**S. Paulo      Santos**

67, PRIMEIRO DE MARÇO, 67.

Public Warehousemen.

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

Custom House and General Forwarding Agents.

**Business.**

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

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.

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

RATES OF INTEREST.

**33, Great St. Helen's  
LONDON, E. C.**

Accounts current.....		3 per cen
Deposits at fixed dates	3 months.....	3 >
	6 > .....	5 >
	9 > .....	6 >
	12 > .....	7 >
	2 > .....	7 1/2.

## 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:—

Messrs. Glyn, Mills, Currie & Co.—London.  
 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, Antwerp, New York, Santos, S. Paulo, Pernambuco, Pará, Manáos, Bahia, Curityba, Victoria, Buenos Aires, Rosario, Mendoza, Concordia, Bahia Blanca, Barracas, Cordobs, Paraná, Tucuman, Once, Boca, Montevideo, Paysandu, Salto and Valparaiso.

### AGENCIES IN BRAZIL

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

**BILLS OF EXCHANGE** issued and purchased on the following places:—  
 LONDON and all the principal towns of the UNITED KINGDOM.  
 PARIS and all the principal towns of FRANCE and of GERMANY, PORTUGAL and ITALY; also on the ARGENTINE REPUBLIC, URUGUAY, CHILE, UNITED STATES, CANADA and JAPAN.

**CURRENT ACCOUNTS** opened with commercial firms and private individuals.  
**DEPOSITS** received for fixed periods or at 30 days' notice of withdrawal.  
**LETTERS OF CREDIT** issued.  
**STOCK and SHARE ORDERS** executed and every description of banking business conducted.  
**TERMS** ascertainable on application to the Bank.

## BRASILIANISCHE BANK FÜR DEUTSCHLAND.

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

Capital Realised . . . . . 10,000,000 Marks.

Branch Office in Rio de Janeiro:

RUA DA QUITANDA No. 131 (Caixa 108)

Branch Offices in: São Paulo, Caixa 520—Santos, Caixa 185—Porto Alegre, Caixa 27—Bahia, Caixa 152.

Cable Address: "ALLEMABANK."

CORRESPONDENTS IN: Pará, Manáos, 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 } and correspondents.

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

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

**Italy**..... { Credito Italiano  
 Societa Bancaria Italiana  
**Portugal**—Banco Lisboa & Açores and correspondents  
**Spain**—Banco Aleman Transatlantico, etc.  
**United States, Argentina, Uruguay, Chile, Mexico**  
 and any other countries.

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 .....	£1,500,000
Idem paid up .....	750,000
Reserve Fund .....	800,000

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, Manóas, Ceará, Victoria, Maceló, Maranhão,

Santa Catharina, Paranaguá, Curitiba, Rio Grande do Sul, Pelotas and Porto Alegre.

Draws on its Head Office in London:

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

Società Bancaria Italiana .....	Genoa.
and Correspondents in Italy.	
Messrs. E. Sainz & Hijos .....	Madrid.
„ Garcia Calamarte & Co. ....	Madrid.
and Correspondents in Spain.	
Crédit Franco-Portugais .....	Oporto.
Banco de Portugal .....	Lisbon.
and Correspondents in Portugal.	
The Bank of New York, N. B. A. ....	New York.
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 LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD.

## Rubber

Telegram from London. Spot quotation. on September 8th for fine hard Pará was 4s. 9d. as against 4s. 8d. on September 1st, 4s. 10d. on August 25th and 4s. 7d. on August 18th.

**Stock of Rubber.** According to the official figures given at last week's Cabinet Meeting the stock of Rubber at Pará on September 2nd was 3,366 tons and at Manóas 415 tons, a total of 3,781. As compared with Saturday August 26th there is an increase of 594 tons of which 499 tons at Pará and 95 tons at Manóas.

**Rubber Exports from the Malay States.** According to information cabled by the Federated Malay States Government to the Malay States Development Agency, the exports of plantation rubber from the Federated Malay States for the month of July amounted to 1,581,993 lbs, making the total for the seven months of the present year 9,931,390 lbs. Appended are the comparative statistics for the corresponding period in 1910:—

	1910.	1911.
January.....	768,748	1,329,170
February.....	728,458	1,490,849
March.....	899,383	1,916,219
April.....	1,123,097	1,235,917
May.....	877,435	1,147,488
June.....	879,675	1,229,754
July.....	971,469	1,581,993
Total for 7 months	6,248,260	9,931,390

— The following extract from Rubber Notes in the Financier does not bode very well for Brazilian interest about the years 1915 and 1916:—

«If we take the plantation production cost as fixed at very nearly 1s per lb, rubber selling at only 1s 3d per lb means a profit of 25 per cent. to the producer. But, as the wild rubber cost per lb of production can be approximately fixed for an almost indefinite period from now at 2s 6d per lb, this means that in about twelve months' time the supplies of wild rubber would cease, and in less than eighteen months' time the selling price of the commodity would range in the neighbourhood of that figure, always provided that there was no severe inter-plantation competition arising from the fact that the plantations were producing more rubber than the world could consume. In such an event the plantations have only to reduce their outputs so as to

bring supplies more in consonance with demand, and sell their rubber at from 2s to 2s 6d per lb.»

— Mr. Thomas Nisbet, the Master of Works at Glasgow, in a report to a local committee, says he visited the Rubber and Allied Trades Exhibition in London and saw the rubber paving, and also had an interview with the representative of the company who laid it. The paving was laid under cover, and it was not used for vehicular traffic. The company's representative informed him that rubber was used for footpaths, and in that case was about 1/4 in thick and cost about 3s 1d per square foot; that for carriage ways the rubber would require to be 1 3/4 ins to 2 ins in thickness, and that the cost, being by weight, was in proportion to thickness. Taking 2 ins as the thickness, the cost, in the same ratio as the thin rubber, would work out at 24s 8d per square foot, or about £ 11 per square yard, which was, of course, prohibitive for any ordinary purposes. Rubber has been used for paving for vehicular traffic in the courtyards of certain hotels in London, and had also been in use for many years at the entrance to St. Pancras Station. In all these cases the rubber was under cover. It seemed to him that the question of laying rubber paving for ordinary purposes need not be further considered.

## Dividends

**The British Bank of South America.** The directors have declared a dividend on account of 12s. per share, payable on 22nd inst.

**The S. Paulo Railway Company.** A telegram from London states that this Railway is paying a half-yearly dividend of 5% with a bonus of 2%, or at the rate of 12% per annum. A sum of £136,000 is carried forward to the second half-year.

## New Issues

**The Mississippi Valley, South American and Orient Steamship Company.** By decree No. 8938 of August 30th, 1911 the President of the Republic has granted authorisation to this Company to operate in Brazil. The Company is domiciled in New Orleans, State of Louisiana U.S.A.



and the Capital is \$3,000,000, divided into 30,000 shares of \$100 each. As our readers are already aware, the Company proposes to run a service of large steamers between New Orleans and Brazil ports.

**Leopoldina Terminal Company, Ltd.** The following registration is recorded at Somerset House under date of August 12th. :—

£ 1,250,000, in £ 1 shares. Business: To acquire shares, Debentures, obligations, securities or any interest in the capital of the Companhia Cantareira e Viação Fluminense (carrying on business in Brazil), to carry on, directly or indirectly, all or any of the businesses that the said Brazilian company may be capable of carrying on, to acquire, purchase, hire, charter, improve, dispose of, or aid in or subscribe towards the construction, maintenance, improvement and working in Brazil or elsewhere in South America, of railways, tramways, roads, drains, mines, telegraph and telephone lines and works, ships, boats, systems of navigation or other means of communication or conveyance, &c., and to adopt an agreement with Greenwood and Co., of 28, Austin Friars, E. C. The signatories are:—

W. S. Wild, 39, Wellington-road, Wanstead, N. E. ; H. H. Brett, 10, Stockwell Park-crescent, S.W. ; J. F. Cooke, 13, Arngask-road, Catford, S.E. ; J. Cowdry, 22, Aldridge-road-villas, Bayswater, W. ; J. A. J. Scott, 85, Moring-road, Tooting, S.W. ; A. G. Evans, 36 Byron-avenue, Manor Park, E. ; F. H. Parkinson, Granbrooke, Fladgate-road, Leytonstone (one share each).

Minimum cash subscription, seven shares. The first directors (to number not less than three nor more than five) are to be appointed by the signatories. Qualification, £1,000.

## Railway News

### THE LEOPOLDINA RAILWAY COMPANY.

#### ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year.	Week Ended.	Receipts For Week			Total from 1st January.
		Currency.	Exch.	Sterling.	
1911	2nd Sept.	588:000\$	16 5/32	£ 39.448	£ 844.618
1910	3rd "	468:000\$	17 3/8	£ 38.881	£ 800.605
Increase....	—	118 000 \$	—	£ 5.567	£ 38.013
Decrease....	—	—	1 7/32	—	—

— The Sul-Mineira Company is constructing lines to Ribeirão Preto, Jahú, Botucatu, Lorena and Bananal.

— It is stated that the Companhia Viação S. Paulo e Matto Grosso about to raise a loan of 1,000,000\$000.

—The Madeira-Mamoré Railway has officially inaugurated the section from Porto Velho to kilometre 220 at Abunã. The line is actually laid as far as Guajarã-Mirim at kilometre 340.

— The President of the State of S. Paulo has signed a decree approving the definite surveys for the third section of the Santa Josepha to Ibitinga branch of the Araquara Railway.

— The President of the Republic has signed a decree authorising Manoel José da Costa Lisboa to build, without any onus on the National Treasury, a railway line to be used for the transport of ore from his property at Antonina in the State of Paraná.

— The President of the State of S. Paulo has signed Decree n. 2097 of August 31st 1911 granting a concession to the Brazilian Railway Construction Company Limited for the building use and enjoyment of a line starting from Santo Antonio do Jiquiá and running to a point on the left bank of the Rio Ribeira de Iguape about 400 kilometres below the mouth of the River Jiquiá.

— The Victoria to Minas Railway hopes to inaugurate the station at Rodeador, kilometre 68 on the Curralinho to Diamantina line, on October 12th next. The remaining 74 kilometres of the line will, it is hoped, be opened to traffic during the coming year. In less than three years the Victoria and Minas Railway will have opened to traffic the 147 kilometres of the Curralinho to Diamantina line.

— The Minister of Public Works has approved the action of the Director of the Federal Department for the Fiscalisation of the Railways in authorising the plans and estimates for the erection of the workshops of the S. Luiz to Caxias line, but at the same time he states that such authorisation must in future be granted by the Minister himself and not by the said Director.

— Government has issued an official communiqué with regard to the proposed extension of the Central of Brazil Railway from Pirapora to Pará. The communiqué states that advantage was taken of the anniversary of the Independence of Brazil on Thursday last to plant the first stake of the proposed extension. The journey between Rio and Pará, which is a distance of 3,500 kilometres, will be reduced to 3 1/2 days whereas at present the time taken by sea is from 12 to 15 days. The surveys of the line are now going to be made in real earnest. The direction is more or less as follows:— From Pirapora the line crosses the R'ô S. Francisco over a bridge 800 metres long and runs to Formosa on the borders of the territory intended one day to hold the Capital of the Republic. It then runs along the River Paraná to its junction with the Tocantins via the City of Palma. Then along the Tocantins to Imperatriz and thence along the valleys of the Capim and Guama to Belém do Pará. There will be a branch line connecting Palma with Barreiros which is the terminal point of the navigation of the Rio Grande, a tributary of the Rio S. Francisco, so as to bring Bahia into the scheme. Various other branches will be constructed with the idea of linking up navigable rivers. Dr. Frontin expects to commence the building of the first section from Pirapora to Formosa on November 15th next, the first anniversary of the assumption of office of Marshal Hermes da Fonseca.

## Company Reports

### DUMONT COFFEE

#### A RECORD YEAR — CONDITION OF THE ESTATE

The fifteenth annual general meeting of the Dumont Coffee Company, Ltd., was held on July 3rd at Winchester House, Old Broad-street, E.C., Mr. G. A. Talbot, Chairman of the company, presiding.

The notice convening the meeting having been read. The Chairman said:—The report and accounts having been circulated will, with your permission, be taken as read. The directors have some satisfaction in presenting this report, showing, at it does, a profit for the year of £119,387 11s 8d. This substantial profit, which is considerably in excess of any of former years, is owing to the higher rate at which we have sold our crop, it having realised 56s 10 1/2d per cwt., as compared with 41s 8 1/2d last year. The cost of production in currency is practically the same as in 1909, being 12\$129 per cwt., as compared with 11\$988. The cost, however, in sterling of laying down in London has risen by 3s 3d, being 1s 11 1/2d higher on the estate and 1s 2 1/2d in respect of charges between the estate and London. This increase is almost entirely owing to the rise in exchange of 1 3/4d, for our average rate in 1910 was 17d per milreis, against 15 1/4d in 1909. The charges after leaving the estate are still high, owing to the valorisation tax of 5 frs. a bag, or 3s 5d a cwt, which, in the case of this company, amounts to £18,200. I need hardly say that, the mil reis cost being the same, this increase in cost of production is out of the control of the management. Nevertheless, it is some satisfaction to us that, with a high rate of exchange and one that is more likely to fall than rise, and in spite of a high valorisation, we have been able to earn a profit of 20s 4 3/4d per cwt. (Hear, hear.) I will now, with your permission, explain some of the items in the accounts. Turning to the balance-sheet, you will find that the reserve exchange account has increased by £3,645. This is owing to the higher rate of exchange for the year at which the balance owed by Brazil to London is calculated at the end of the year. This cannot be looked upon as a permanent liability, for if during the current year exchange falls this reserve will diminish. The reserve account has been increased by £668 2s 4d, which was the interest earned on the Debentures purchased. During the year un-



der review we bought no more Debentures, but I should say that £2,100 were bought last month. Fazenda current account, £126,307 18s 6d, is the balance in favour of London, £100,500 being in respect of coffee, since realised, the remaining £25,807 being the difference between assets and liabilities in Brazil, the chief being stores and an amount due from Mogyana Railway, since collected. In the profit and loss account you see there is a charge of £2,000 in office expenses, or an increase of £1,000; this is owing to an extra payment of this amount this year to the secretaries. In the bad times of the company, namely, 1897-8, Messrs. P. R. Buchanan and Co. waived half their remuneration in each year, it being understood then that when the company did well they would be reimbursed. The directors considered that this year they would only be doing an act of justice by wiping out what they considered a debt of honour. The interest and discount account has been increased by £482, owing principally to the quicker rebating of the bills, all of which were paid before the close of the financial year.

#### THE STATISTICAL POSITION

I will now give you some information about the position of the coffee market, as this has, of course, an important bearing on our future. On 30th June, 1910, the world's visible supply was 13,731,000 bags, including the 5,100,000 bags held under the valorisation scheme. We were looking for a crop of 11 1/2 million bags from Rio and Santos, and with a normal increase in consumption expected to finish the season with visible supply down to 11,000,000 bags. Statistically coffee came out of the year as follows:—The Brazil crops only yielded 10,600,000 bags. Deliveries, instead of showing an increase of about 500,000 bags, fell off 1,160,000 bags for the eleven months (the June figures not being yet ready). We shall therefore finish the campaign with visible supply at about 11,085,000 bags (a 2 1/2 millions decrease). This decrease in deliveries is considered by those who understand the coffee market a strong point in the producers' favour, for owing to this the invisible supplies are being used up and the trade must buy increased supplies this year. We therefore start the year with good prospects. I have now, I think, said enough in explanation of the accounts. I will turn to the working of the property. I have said that the expenditure is practically the same as last year. The crop has been maintained at 8 1/4 cwt per acre over an area of 13,261, and we have lately received a report from our co-director, Mr. Buchanan, which satisfies us entirely as to the condition of the property. I will later ask that gentleman to give you his account of the coffee fields. I should, however, say here that the directors wish to record as publicly as possible their appreciation of the good work done by Mr. Davy and his staff on the Dumont estate, and in recognition of this have voted them a bonus. Last year there was a good deal said at the general meeting about rubber planting. In order to satisfy the wish expressed by some of the shareholders we obtained an expert opinion on the probable results of cultivating Ceara rubber, the only variety we have found to grow to any size on Dumont. He stated that from the trees now growing we expect one-fifth lb. of rubber a tree, and that a man would collect one-third lb wet rubber a day; with wages at 4s a day the cost is prohibitive. We also obtained an estimate of the cost of harvesting from Mr. Dully, one of our superintendents. He puts the cost of collecting and shipping rubber from ten-year-old trees at 3s 3d per lb, and to this has to be added the cost of planting and upkeep. We have no hesitation in deciding to give up this cultivation as unprofitable. But we do not intend to stand still now that the financial pressure has been somewhat relieved, and on Mr. Buchanan's recommendation have sanctioned additional expenditure to start systematic pruning of the old coffee fields.

#### THE FINANCIAL POSITION

Before sitting down I wish to address you on the financial position of the company. We have paid off the arrears of Preference dividend and are therefore free from liability for the present, and we have strengthened our position by purchasing £12,900 Debentures and are able to carry forward £55,520 6s 2d. I need hardly say that this improved financial position of the company is a matter of satisfaction to the directors, who have at different periods in the past felt the burden of responsibility in carrying on

the business of the company under somewhat difficult circumstances. They do not forget, however, that they have invariably received reasonable consideration and support from the shareholders which has assisted materially in bringing the company through its difficulties. I must at the same time remind you that this better state of things has been brought about, not only by the good management of the property, but also by the conservative policy we have pursued in finances. Our good result this year has been caused directly, as I said before, by good prices, but we must remember that the valorisation scheme still hangs over us with a stock of 5,100,000 bags of coffee and though we are not inclined to quarrel with it at present, for so far it has succeeded in keeping up the value of coffee, and may continue to do so, yet it is possible the price of coffee will fluctuate. It therefore behoves us to continue the conservative policy of the past and not imperil the financial strength of the company. I have no doubt that we shall have the loyal support of the shareholders in carrying out this policy. (Applause.) I now propose: «That the report and accounts for 1910, as submitted, be and hereby are received and adopted».

Mr. John Buchanan: In the month of May last I visited the Dumont Estate, and I am here to-day to tell you the condition in which I found it. Gentlemen, I found it in a most excellent condition; in fact, the greater part of the estate looked simply magnificent. (Hear, hear.) When one walks through miles and miles of splendid coffee trees, laden with fruit, and covered with foliage, one is apt to say to oneself: «How very permanent these trees look. What a long life they are likely to have with the splendid soil which we have at Dumont!» It is a great thing that during the many years of depression in coffee prices we fully kept up the cultivation of the estate. We never slackened off in any respect whatsoever, and we have our reward now. (Applause.) I not only tell you that your estate now is looking as well as ever it did, but I am able to tell you that a great proportion of it is looking considerably better. (Hear, hear.) The advice I tendered to the directors when I came home was that we should increase the number of trees which we prune each year. For some years back we have always pruned a certain proportion according to the labour which we have been able to get; but I strongly recommended to the Board that they should try to increase this, for not only does pruning increase the yield and improve the trees, but it also tends to regulate the quantity of crop which we get from the whole estate every year, and it is a most desirable thing that we should get an even crop from the whole estate every year. (Hear, hear.)

#### RUBBER

It is certainly disappointing that the planting of rubber has not been more successful. We chose the best possible land that we could, and we planted three different varieties—the Pará, the Ceará and the Castilloa. The first and third seem quite unsuitable, and have never attained any growth at all. The Ceará looks very well, but it seems to give very little latex in that climate, and the cost of securing that latex is prohibitive. Gentlemen, you cannot look for profits from outside things. It is to coffee and coffee alone that we must look for our profits, and as long as our trees are as healthy and vigorous as they are now, I do not think we will be disappointed. (Applause.) I fully endorse all that Mr. Talbot has said with regard to the staff. They worked for many years under myself when I was out there, and I am very proud of them. (Applause.) I beg to second the adoption of the report and accounts.

In reply to questions by Shareholders.

Mr. Buchanan stated that there were trees in Brazil over 100 years old which were still yielding fruit, and the Chairman said that very little manuring was done by the company. They had tried it, but the result was not quite as good as they thought it should be, and as the trees, without what they might call artificial help, gave an average of almost 8 cwt per acre every year, they did not want to stimulate them so as to endanger such a good crop. (Hear, hear.)

The resolution was then put to the meeting and unanimously adopted.

The Chairman: It is now for me to propose that Mr. Robert Hart be re-elected a director. Mr. Robert Hart, unfortunately, is not here, owing to illness, but he has

been a director since the company was formed, and I have no hesitation in recommending that he should be re-elected.

Mr. H. W. Bryans seconded the motion, which was adopted.

The Chairman: The next resolution is that Sir Robert D. Moncreiffe, Bart, be re-elected a director. I am sure you would be very sorry indeed if Sir Robert ceased to adorn this Board, and consequently, owing to his good judgment and loyalty to the company, I propose his re-election.

The resolution, which was seconded by Mr. John Buchanan, was unanimously passed, and Sir Robert Moncreiffe briefly returned thanks.

The auditors, Messrs. Jackson Pixley Browning Husey and Co., having been re-elected for the current year.

Mr. E. H. Bayldon said: I think before we part today, now that the arrears of dividend are paid on the Preference shares and the company is in a really sound position, we ought to acknowledge our debt not only to the Board but also to the secretaries, Messrs. P. R. Buchanan and Co., for the great care they have taken of our interests, and for having, in fact, brought us through a very bad time to a very successful one. I am quite sure that if we had had an ordinary guinea-pig Board we should not have been in this satisfactory position, and we have to congratulate ourselves upon having been in such very good hands.

Mr. Dodgson seconded the motion, which was unanimously adopted, and the proceedings terminated.

**The Brazil Great Southern Railway.** A telegram from London states that the general meeting of the shareholders of this line was held on the 5th inst. The Chairman stated that the line between Itaquí and S. Borja would be opened to traffic by April 30th 1912. He trusted that the increased facilities of traffic thus afforded would result in greatly increased production all round but especially of oranges and herba matté. The board promised to issue a statement shortly with regard to the 1893 bonds which fall due in November of the current year.

## British Library

Ruá Gonçalves Dias No. 20

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## Notes

**The Minister of War,** General Dantas Barreto, has written the President of the Republic resigning his portfolio in view of the mixed conditions of politics at Pernambuco caused by the resignation of the Governor, Dr. Herculano Bandeira. The Cabinet and the political «chefes» were to meet and discuss the situation yesterday afternoon.

**Révenue.** From data supplied by the Minister of Finance it appears that the amount of Revenue collected in the Federal Departments, so far as is known, from January to August of the current year is 76.719:669\$000 gold and 140.852:002\$000 paper, equivalent at 16d exchange to £18,021,095 as against 66.225:363\$ gold and 134.117:028\$ paper, equivalent to £16,392,154 for the same period of 1910, there being thus an increase for the current year to August 31st last of £1,628,941.

**Inconvertible Paper.** Since the assumption of office by the present Government the amount of inconvertible paper withdrawn from circulation amounts to ..... 6.657:619\$500. The value of torn and defaced notes changed for new at the Caixa de Amortisação from January to August of the current year was 27.916:055\$ while the amount of silver exchanged for notes by that department during the same period was equivalent to 750:000\$. It is stated that much more silver could have been issued but that a sufficiency of coin was not available.

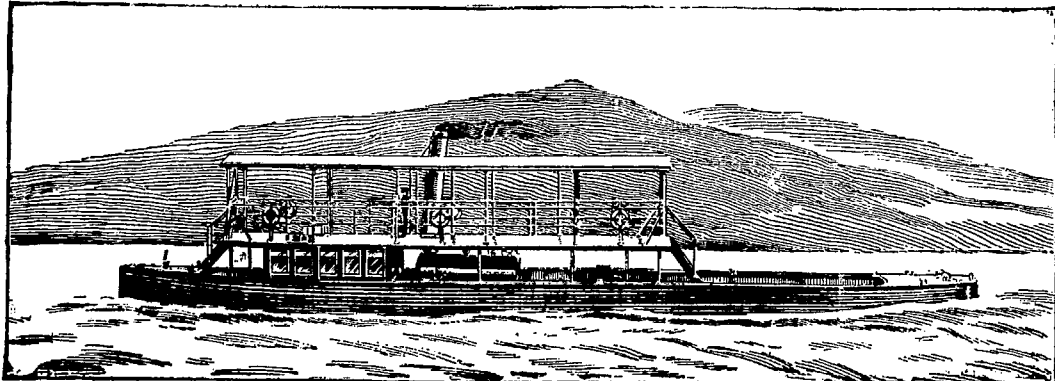
## THE MESSAGE OF THE PREFECT OF THE FEDERAL DISTRICT.

From the Message sent to the Municipal Council last week it appears that revenue for the first half year of 1911 exceeds that of the corresponding period of 1910 by 1.086:620\$868. Revenue actually collected in 1910 amounted to 29.070:873\$559 and in the first six months of 1911 to 17.326:246\$384 on which the Prefect bases an estimate of 34.369:840\$000 for Revenue in 1912. Expenditure for the coming year is estimated at ..... 34.362:406\$793.

As we have already seen, Revenue for the first half year of 1911 amounted to 17.326:246\$384. Expenditure for that period amounted to 15.585:871\$946 a credit balance being thus shown of 1.740:374\$438.

The only reference we can find in the Message to debt is that the increase in estimated expenditure for 1912 is accounted for by the fact that a sum of 4.442:000\$000 is required for various services hitherto supplied by special credits and for those of the £2,000,000 gold loan, the 30.000:000\$ 6 % and 4.000:000\$ 5 % paper loans. No mention is made of a floating debt.

## 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.)

# AMERICAN BANK NOTE COMPANY.

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BUSINESS FOUNDED, 1795.

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

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

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

Estimates submitted on receipt of particulars or requirements.

REPRESENTATIVE IN BRAZIL:

== L. C. IRVINE ==

Rua Primeiro de Março, 109 - RIO DE JANEIRO.

## THE BOOTH STEAMSHIP CO., LTD., LIVERPOOL.

Royal Mail Line of Steamers to the Northern ports of Brazil.

REGULAR AND FAST SERVICE OF STEAMERS BETWEEN:

Liverpool, Havre, Cherbourg, Vigo, Oporto (Leixões), and Lisbon (calling at Madeira and Pará, Manáos, Iquitos, Maranhão and Ceará.

ALSO BETWEEN:

New-York and Pará, Manáos, Iquitos, Maranhão and Ceará (calling at Barbados),

Regular monthly service between Buenos Ayres and Manáos, calling at Montevideo, Pernambuco, Ceará and Pará,

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Booth & Co. - Pará.

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Salgado Rogers & Co. - Ceará

A. Real d' Azua - Montevideo

Telegraphic Address

FERRO-RIO.

# HIME & CO.

P. O. Address

Caixa No. 593

General Merchants, Metal Importers and Manufacturers of.

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

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

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

Sole Importers of Hall's Sanitary Paint "MATOLIN."

CENTRAL OFFICE: - 52, RUA THEOPHILO OTTONI, 52.

# Money Market

QUOTATIONS DURING THE WEEK ENDING, September 8th 1911, WERE AS FOLLOWS

(Compiled, by Permission, from the figures given daily in the "Jornal do Commercio.")

Official Rates.		90 d/s		30 d/s	
Official Rates.	London	d.	16 1/16	d.	16 1/16
	Hamburg	réis	588 727	réis	588 727
Paris	Paris	réis	595 732	réis	595 732
	Hamburg	réis	594 733	réis	594 733
Italy	Italy	réis	594 733	réis	594 733
	New York	réis	3 087	réis	3 087
Maximum and Minimum Bank Counter Drawing Rates.	London	d.	16 3/16	d.	16 3/16
	Hamburg	réis	588 727	réis	588 727
Paris	Paris	réis	595 732	réis	595 732
	Hamburg	réis	594 733	réis	594 733
Italy	Italy	réis	594 733	réis	594 733
	New York	réis	3 087	réis	3 087
Averages.					
1911.....					
1910.....					

S. Paulo T. L. & Power Co. Ltd. Ord..... 178 1/2 178 178 178 178 178 1/2 178 1/2  
 Dumont Coffee Co. 7 1/2 Cum. Pref. 11 11 1/4 11 1/4 11 1/4 11 1/4 11 1/4  
**British Consols: 2 1/2 0/0.** 77 5/8 77 9/16 77 3/4 77 3/4 77 11/16 77 5/8

## THE BRAZILIAN REVIEW.

Saturday, September 9th, 1911.

Exchange closed this afternoon with banks drawing at 16 5/32d to 16 3/16d and bills at 16 17/64d to 16 9/32d.

Rubber prices rose 1d to 4s 9d. The Stock at Pará and Manaus on September 2nd was 3,781 tons or 594 tons more than on the previous Saturday.

Coffee at Rio and Santos for the week gave £1,101,925 as against £915,745 for the corresponding week last year. For the crop up to September 7th it gave £7,867,754 or £1,249,591 less than last year.

Deposits at the Caixa show an increase of £661,952 and today stand at £19,491,599.

Gold continues to come in freely by every steamer both from the River Plate and from Europe and there seems no doubt that were will be over £20,000,000 in the Caixa by the end of the month.

The position of the Bank of Brazil according to its Balance sheet for August shows some improvement.

— Messrs. Seligman Brothers have received cable advice of a further remittance of £6,423, making a total to date of £112,839, for the service of the 1901 and 1907 Loans of the State of Pará.

— Messrs. J. Henry Schröder and Co. announce the receipt of a cable from their Santos agents advising them that they have further encashed £42,800 in respect of the surtax collected weekly for the service of the Five per cent. State of San Paulo Treasury bonds, making a total of..... £173,680 encashed since July 1st.

**Monday, September 4th.** Counter drawing rate in the Bank of Brazil was 16 3/16d and from 16 1/8d to 16 5/32d in other banks. Banks were drawing at 16 13/64d to 16 7/32d, with bills at 16 1/4d to 16 9/32d.

**Tuesday, September 5th.** Counter drawing rates remained unaltered at 16 3/16 in the Bank of Brazil and 16 5/32 in other banks. No change in Bank drawing rates, with bills at 16 17/64d to 16 9/32d.

**Wednesday, September 6th.** No change.

**Thursday, September 7th.** Holiday.

**Friday, September 8th.** Counter drawing rates at from 16 5/32d to 16 3/16d in all the banks. Banks drawing rates remained unaltered with bills at 16 1/4d.

**Saturday, September 9th.** No change in drawing rates. Bills at 16 17/64d to 16 9/32d.

### DAYS

	4	5	6	7	8	9
<b>Bank Rates:</b>						
Bank of England...	3 0/0	3 0/0	3 0/0	3 0/0	3 0/0	3 0/0
Bank of France...	3 0/0	3 0/0	3 0/0	3 0/0	3 0/0	3 0/0
<b>Open Market Rates:</b>						
London .....	2 1/8 0/0	3 1/8 0/0	3 1/8 0/0	3 0/0	3 0/0	3 1/16 0/0
Paris .....	2 1/8 0/0	3 5/8 0/0	2 3/4 0/0	2 1/4 0/0	2 3/4 0/0	2 7/8 0/0
<b>Paris Cheque:</b>	25.25 1/2	25.25	25.25 1/2	25.25 1/2	25.25	25.25
<b>Brazilian Bonds:</b>						
5 % 1889.....	88 1/2	88 1/4	88	88	88 1/4	88 1/2
5 % 1895.....	101 1/4	101 1/4	101	101	101	101
5 % Funding.....	104 1/4	104 1/4	104 1/4	104 1/2	104 1/2	104 1/2
4 % 1903.....	103	103	103	103	103	103
4 % Conversion 1910.....	85 1/4	85	85	85	85	85
5 % 1908.....	101	101	100 3/4	100 1/4	100 3/4	100 3/4
São Paulo 1888.....	102	102	102	102	102	102
" " 1890.....	100	100	100	100	100	100
" " 1904.....	101	101	101	101	101	101
Leopoldina Ry. Co. Ltd. Ord.....	66	66	66	66 1/2	66 1/2	66 1/2
S. Paulo Ry. Co. Ltd. Ord.....	215	215	215	215	215	215
Paulista Loan £15,000,000....	101	101	101	101	101	101
Rio Municipality 5 per cent.....	102	102	102	102	102	102
Bello Horizonte 1905 6 0/0.....	105	105	105	105	105	105
Rio T. L. & Power Co. Ltd. Ord..	115 1/4	115 1/4	115 1/4	115 1/4	116 3/4	116 3/4

## BUSINESS DONE ON THE RIO STOCK EXCHANGE

DURING THE WEEK ENDED SEPTEMBER 8th 1911.

Description.	Sales	Highest	Lowest	Closing	Closing.	
					Previous	Date
<b>Government Securities.</b>						
Apollies 5 per cent.....	278	1 022 1/2	1 017 1/2	1 021 1/2	1 016 1/2	Sept. 1
do do 200's.....	5	1 010 1/2	1 005 1/2	1 010 1/2	1 005 1/2	" " "
Loan (union) 1903.....	33	1 020 1/2	1 010 1/2	1 010 1/2	1 016 1/2	" " "
State of Rio 4 per cent.....	47	90 1/2	90 1/2	90 1/2	90 1/2	" " "
Rio Municipality 1906.....	254	206 1/2	206 1/2	—	—	" " "
Loan (union) 1909.....	305	1 009 1/2	1 005 1/2	1 005 1/2	1 006 1/2	Sept. 1
State of Minas.....	43	92 1/2	91 1/2	92 1/2	91 1/2	" " "
Rio Municipality 420.....	30	39 1/2	39 1/2	39 1/2	39 1/2	" " "
Niterochy Municipality.....	25	20 1/2	20 1/2	20 1/2	20 1/2	" " "
State of Espirito Santo 6 1/2 %.....	4	85 1/2	85 1/2	—	—	" " "
Rio Municipality £20 nom.....	50	297 1/2	297 1/2	—	—	Sept. 1
State of Rio 6 %.....	15	490 1/2	490 1/2	490 1/2	490 1/2	" " "
Loan (Union) 1897.....	3	1 004 1/2	1 004 1/2	1 004 1/2	1 004 1/2	" " "
Rio Municipality.....	60	206 1/2	206 1/2	—	—	" " "
Rio Municipality 1909.....	318	19 1/2	19 1/2	19 1/2	19 1/2	" " "
State of Minas (500) nom.....	1	450 1/2	450 1/2	—	—	" " "
Rio Municipality 1906 nom.....	10	210 1/2	210 1/2	210 1/2	210 1/2	" " "
State of Espirito Santo 7 1/2 %.....	70	1 050 1/2	850 1/2	—	—	" " "
<b>Banks.</b>						
Brazil.....	202	202 1/2	201 1/2	—	—	" " "
Commercial.....	70	21 1/2	21 1/2	—	—	" " "
Brazil fractions.....	1540	260 1/2	260 1/2	—	—	" " "
Mercantil.....	300	240 1/2	240 1/2	—	—	" " "
Lavoura e Comercio.....	140	150 1/2	150 1/2	50 1/2	—	" " "
<b>Insurance.</b>						
Integridade.....	50	54 1/2	55 1/2	—	—	" " "
Minerva.....	142	14 1/2	14 1/2	—	—	" " "
Lloyd Americano.....	50	13 1/2	13 1/2	—	—	" " "
<b>Railways and Tramways.</b>						
Rede Sul Mineira.....	600	73 1/2	73 1/2	73	—	" " "
Minas de S. Jeronymo.....	500	21 1/2	20 1/2	—	—	" " "
<b>Cotton Mills.</b>						
Progresso Ind.....	27	338 1/2	336 1/2	338 1/2	—	" " "
Magnosou.....	160	145 1/2	144 1/2	—	—	" " "
Cometa.....	100	325 1/2	325 1/2	—	—	" " "
<b>Miscellaneous.</b>						
Loterias Nacionais.....	270	418 1/2	415 1/2	—	415 1/2	Sept. 1
Docas da Bahia.....	3 25	46 1/2	46 1/2	—	48 1/2	" " "
Docas de Santos.....	598	398 1/2	394 1/2	398 1/2	—	" " "
Docas de Santos nom.....	111	401 1/2	401 1/2	—	—	" " "
Terras e Colonizacao.....	180	95 1/2	95 1/2	—	—	" " "
Centros Pastorais.....	100	23 1/2	23 1/2	—	—	" " "
Construções Civis.....	22 1/2	118 1/2	118 1/2	118 1/2	—	" " "
Saneamento do Rio.....	500	84 1/2	84 1/2	84 1/2	—	" " "
Docas da Bahia v/c 80d.....	1 600	47 1/2	47 1/2	47 1/2	—	" " "
<b>Debentures.</b>						
Antares.....	75	204 1/2	203 1/2	204 1/2	—	" " "
Mercado Municipal.....	20	208 1/2	208 1/2	—	—	" " "
Fabril Paulistana.....	105	210 1/2	205 1/2	—	—	" " "
Docas de Santos.....	32	210 1/2	210 1/2	—	—	" " "
Arroica (Fab-nom).....	95	215 1/2	215 1/2	215 1/2	—	" " "
Carris Urbanos 200's.....	75	201 1/2	201 1/2	—	—	" " "
America Fabril.....	47	210 1/2	210 1/2	—	—	" " "



**BALANCE OF THE CAIXA DE CONVERSAO**

SATURDAY, September, 9th, 1911.

Net amount (total ready for emission) .....	67,441:170\$000
Subsidiary coin, balance in hand .....	7:814\$024
Cash, gold in deposit, £9,967,791-0-0 .....	149,516:865\$000
Francs, 57,255,360 .....	34,051:434\$564
Marks, 35,391,390 .....	25,982:416\$461
Milreis gold (Brazilian), 239,860\$000 .....	404:763\$750
Dollars, 26,470,215.50 .....	81,687:506\$723
Pesos (Argentine), 152,710 .....	304,632\$593
Crowns, 8,610 .....	5,372\$352
Pesetas (Spanish), 723,540 .....	430:310\$363
Liras, 140 .....	832\$262
Government responsibility .....	18,999:345\$922
Difference in gold .....	340:380\$034
	<u>379,164:950\$000</u>

**Credit Balances.**

Notes issued .....	461,318,240\$000
Less retired and replaced .....	149,610:460\$000
Notes in circulation .....	311,702:780\$000
In cash .....	67,444:170\$000
Subsidiary coin received from Treasury .....	18:000\$000
	<u>379,164:950\$000</u>

The gold in the Caixa de Conversão on Saturday September 9th 1911 amounted to 292,373:389\$962 equivalent at the rate of 16d to £19,491,559 or £661,952 more than on the previous Saturday.

**Bank Balances**

**BANCO DO BRAZIL**

BALANCE SHEET, 31st August 1911.

<b>Assets.</b>	
125,000 shares of 200\$000 .....	25,000:000\$000
Apolicee as guarantee for Reserve Fund .....	2,166:800\$456
Accounts current guaranteed .....	17,666:155\$231
Bills discounted .....	20,613:049\$331
Bills receivable .....	2,489:140\$835
Securities held in guarantee .....	55,426:403\$789
Securities deposited by third parties .....	50,173:163\$673
Agents in Brazil and Europe .....	277,361:176\$123
Securities: .....	
£1,150,000 at 2rd. .....	10,490:200\$000
Other .....	3,225:976\$346
Bonds in liquidation .....	13,728:176\$546
Building and Furniture of the Bank .....	5,193:500\$778
Sundry Account .....	1,438:000\$000
Cash .....	10,178:651\$418
	30,263:922\$428
	<u>520,588:121\$499</u>
<b>Liabilities.</b>	
Capital .....	70,000:000\$000
Reserve Fund .....	2,166:434\$349
Accounts current without interest .....	66,242:008\$136
Accounts current with interest .....	73,201:988\$163
Accounts current abroad .....	329:441\$165
Accounts current at fixed dates .....	10,173:056\$000
Bills in Brazil and abroad .....	161,548:553\$558
Bills at premium .....	10,205:768\$010
Judicial deposits .....	1,544:593\$526
Securities deposited by third parties .....	105,599:567\$402
Federal Treasury Accounts current .....	6,995:144\$716
Federal Treasury Exchange Account, 1,000,000 at 271 .....	8,888:888\$880
Bonus .....	71:370\$000
Dividends of the Bank .....	490:107\$800
Sundry Accounts .....	3,347:922\$405
Profit and Loss .....	799:203\$938
	<u>520,588:121\$499</u>

Rio de Janeiro, September 4th, 1911.—João Alfredo Correia de Oliveira, President; A. Mesquita, Chief Accountant.

**LONDON AND BRAZILIAN BANK, LIMITED.**  
ESTABLISHED 1862.

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

**BALANCE SHEET OF THE RIO DE JANEIRO BRANCH.**

Aug. 31st 1911.

<b>Assets.</b>	
Capital .....	8,888:866\$890
Bills discounted .....	3,952:982\$030
Bills receivable .....	13,404:246\$310
Accounts with Head Office and Branches .....	15,064:038\$480
Loans, Accounts current, etc. .....	2,508:111\$024
Accounts current guaranteed and sundry securities .....	6,402:947\$720
Securities deposited .....	54,049:501\$100
Sundry Accounts .....	1,187:143\$310
Cash: In current money .....	8,811:084\$740
	<u>114,704:492\$510</u>

<b>Liabilities.</b>	
Capital .....	17,777:777\$770
<b>Deposits:</b>	
Accounts current without interest .....	9,610:405\$370
Account current at short notice, with interest .....	1,747:743\$270
Deposits at fixed date .....	4,879:368\$290
	<u>16,237:517\$930</u>
Accounts with Head Office and Branches .....	5,808:821\$570
Securities pledged and in deposit .....	60,452:448\$780
Sundry Accounts .....	14,350:461\$410
Bills payable .....	97:446\$050
	<u>114,704:492\$510</u>

E. & O. E.—Rio de Janeiro, September 4th, 1911.—For the London and Brazilian Bank, Limited.—(Signed) F. S. Pryor, Manager; A. M. Haddon, Accountant.

**LONDON AND RIVER PLATE BANK, LIMITED.**

**BALANCE SHEET OF THE RIO DE JANEIRO BRANCH.**

August 31st, 1911

<b>Assets.</b>	
Bills discounted .....	5,254:563\$360
Bills receivable .....	13,039:217\$330
Loans, Accounts guaranteed, etc. .....	4,724:542\$390
Head Office, Branches and Agencies .....	7,164:858\$510
Sundry Accounts .....	462:236\$190
Sundry securities Accounts current guaranteed, etc. .....	5,189:890\$600
Securities in deposit .....	48,489:972\$410
Cash: In current money .....	9,787:127\$680
	<u>94,082:218\$580</u>
<b>Liabilities.</b>	
Capital of this branch .....	1,500:000\$000
Deposits at fixed dates .....	2,145:373\$290
Accounts current with and without interest .....	13,233:228\$680
Sundry Accounts .....	13,687:838\$170
Securities pledged and in deposit .....	53,670:654\$010
Bills payable .....	83:777\$580
Head Office, Branches and Agencies .....	9,783:113\$270
	<u>94,082:218\$580</u>

E. & O. E.—Rio de Janeiro, Aug. 31st, 1911. For the London and River Plate Bank, Limited.—(Signed) C. D. Simmons, Manager; Cyril Lynch, sub-Accountant.

**THE BRITISH BANK OF SOUTH AMERICA, LIMITED.**

Capital, 75,000 shares, £20 each .....	£ 1,500,000
Capital paid up .....	750,000
Reserve Fund .....	800,000

**BALANCE SHEET OF THE RIO DE JANEIRO BRANCH,**  
August, 31st, 1911

<b>Assets.</b>	
Shares uncalled .....	6,666,666\$ 0
Bills discounted .....	10,667:525\$260
Loans, Accounts pledged, etc. .....	18,374:438\$380
Bills receivable .....	17,677:265\$540
Accounts with Head Office and Branches .....	8,381:620\$480
Securities pledged .....	28,658:397\$480
Sundry Accounts .....	293:272\$370
Cash: In current money .....	13,345:350\$370
	<u>114,074:538\$210</u>
<b>Liabilities.</b>	
Capital .....	13,339:337\$330
Accounts current with and without interest .....	16,860:453\$030
Accounts current with interest on notice .....	14,929:698\$330
Deposits at fixed dates .....	4,144:288\$570
Accounts with Head Office and Branches .....	6,281:538\$890
Securities pledged and in deposit .....	36,413:024\$140
Bills deposited .....	21,587:563\$380
Bills payable .....	24:472\$930
Sundry Accounts .....	507:168\$650
	<u>114,074:538\$210</u>

E. & O. E. Rio de Janeiro, September 4th, 1911. For the British Bank of South America, Limited. (Signed) J. W. Applin, Manager. D. T. B. Morley Acting Accountant.

**BANCO MERCANTIL DO RIO DE JANEIRO**

BALANCE ON August 31st 1911

<b>Assets</b>	
Shareholders .....	1,137:840\$000
Shares pledged .....	80:000\$000
Bills discounted .....	7,004:277\$473
Bills receivable .....	1,206:846\$356
	<u>8,811:123\$829</u>
Accounts current guaranteed .....	2,160:981\$099
Securities pledged .....	4,610:868\$414
Securities in deposit .....	1,612:808\$000
Sundry accounts .....	769:504\$513
Cash: in currency .....	3,297:269\$713
	<u>22,390:255\$598</u>

<b>Liabilities</b>	
Capital .....	5,000:000\$000
Reserve Fund .....	22:590\$916
Directors' Contingent .....	80:000\$000
Accounts current at sight .....	5,962:832\$449
Accounts current with advice .....	707:708\$010
Accounts current at fixed dates .....	267:334\$ 00
Bills with interest .....	2,708:462\$642
Judicial deposits .....	28:100\$000
Securities pledged and in deposit .....	6,113:578\$414
Sundry accounts .....	1,506:930\$867
	<u>22,390:255\$598</u>

Rio de Janeiro, September 4th 1911.  
João Ribeiro de Oliveira e Souza, President.

G. Gonçalves, Accountant.

**BANQUE BRESILIANNE ITALO-BELGE**  
(Sociedade Anonyma) Capital: 20,000,000 francs.  
Head Office: Antwerp Central Office: São Paulo, rua 15 Novembro, 19.  
Balance Sheet on August 31st, 1911.

Assets		
Shareholders:		
Authorized Capital.....	9,408,000\$000	
Paid up.....	689,136\$000	8,718,864\$000
Cash.....		1,417,668\$110
Bank of Brazil and others.....		1,248,877\$350
Bills discounted.....		7,336,574\$310
Bills pledged.....		3,385,863\$549
Bills receivable.....		312,128\$873
Accounts current guaranteed.....		1,374,864\$520
Correspondents and accounts current in Brazil.....		1,712,593\$100
Correspondents abroad.....		320,834\$220
Securities pledged and in deposit.....		3,039,480\$000
Sundry Accounts.....		1,895,705\$750
		<u>30,256,369\$073</u>
Liabilities		
Capital: 40,000 shares of 500 fcs. (1 franc equals 588 reis).....	11,760,000\$000	
Deposits at fixed dates and with or without interest.....	2,732,565\$440	
Deposits at fixed dates and with advice.....	1,443,700\$000	
Cheques payable.....	31,822\$200	
Correspondents abroad.....	3,285,022\$200	
Bills pledged and for collection.....	3,804,669\$343	
Deposits for safeguarding and pledged.....	3,029,480\$000	
Sundry Accounts.....	1,336,549\$680	
Head Office at Antwerp.....	2,974,625,610	
		<u>30,256,369\$073</u>

S. Paulo, September 4th, 1911. (signed) F. Delaborde: Director — Agent, Lombroso Sub-Director, Elmenhorst; Procurator.

**THE BRITISH BANK OF SOUTH AMERICA, LIMITED.**

Capital, 75,000 shares, £20 each ..... £1,500,000  
Capital paid up ..... 750,000  
Reserve Fund ..... 800,000

**BALANCE SHEET OF THE S. PAULO BRANCH.**  
August 31st, 1911

Assets.		
Bills discounted.....		3,559,550\$320
Bills receivable.....		6,784,118\$860
Loans, Accounts pledged, etc.....		5,925,309\$390
Accounts with Head Office and Branches.....		1,406,801\$960
Collaterals, etc.....		29,318,891\$430
Sundry Accounts.....		206,486\$970
Cash in hand.....		5,627,843\$320
		<u>52,728,712\$800</u>
Liabilities.		
General Account.....		3,473,738\$360
Deposits fixed.....		2,905,562\$960
Accounts with Head Office and Branches.....		5,963,482\$820
Bills payable.....		8,710\$620
Securities pledged.....		15,276,571\$890
Bills and Securities in deposit.....		19,836,891\$240
Sundry Accounts.....		264,704\$910
		<u>52,728,712\$800</u>

S. Paulo, September 4th, 1911.—For the British Bank of South America.— Ltd. (Signed), Frank Dodd, Manager, F. S. Speers, Accountant.

**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.**

Including the Agency at Braz.  
August 31st 1911

Assets.		
Bills discounted.....		9,870,776\$100
Bills receivable.....		18,994,248\$710
Loans, Accounts current, etc.....		17,213,644\$610
Accounts with Head Office and Branches.....		4,464,791\$880
Securities in deposit.....		81,929,913\$990
Sundry Accounts.....		463,125\$130
Cash: in Currency.....		11,290,570\$750
		<u>144,217,071\$120</u>
Liabilities.		
Deposits: Accounts current with and without interest.....	19,292,988\$920	
Deposits fixed paid with advice.....	16,897,893\$760	
Securities pledged and in deposit.....	81,929,913\$990	
Accounts with Head Office and Branches.....	4,132,734\$120	
Sundry Accounts.....	21,939,861\$280	
Bills payable.....	24,274\$130	
		<u>144,217,071\$120</u>

S. Paulo September 6th, 1911.—For the London and Brazilian Bank Ltd. (Signed) F. Forl, Manager; A. D. Wantos, Acting Accountant.

**LONDON AND RIVER PLATE BANK, LIMITED.**

Capital ..... £2,000,000  
Capital paid-up ..... 1,200,000  
Reserve Fund ..... 1,800,000

**BALANCE SHEET OF THE S. PAULO BRANCH.**

Aug. 31st 1911

Assets.		
Bills discounted.....		1,461,773\$620
Bills receivable.....		4,163,403\$390
Loans, Accounts pledged, etc.....		3,964,790\$380
Accounts with Head Office, Branches and Agencies.....		1,089,119\$470
Sundry Accounts.....		107,184\$930
Collaterals and Sundry Securities.....		18,756,435\$010
Cash: in current money in the safe of the Bank.....		2,330,574\$130
		<u>31,823,274\$730</u>
Liabilities.		
Declared capital of the branch.....	500,000\$000	
Deposits at fixed dates.....	1,610,022\$770	
Accounts current with and without interest.....	2,186,668\$570	
Sundry Accounts.....	4,029,946\$030	
Deposits of Securities, etc.....	18,756,435\$010	
Bills payable.....	37,293\$680	
Accounts with Head Office, Branches and Agencies.....	4,702,980\$770	
		<u>31,823,274\$730</u>

E. & O. E. — S. Paulo, September 4th 1911. — For the London and River Plate Bank, Limited. — (Signed) F. O. Quennell, Acting Manager; D. Mitchell Rae, Accountant.

**BRASILIANISCHE BANK FÜR DEUTSCHLAND.**

**BALANCE SHEET OF THE S. PAULO BRANCH, August 31st, 1911.**

INCLUDING SANTOS

Assets.		
Accounts current guaranteed.....		12,839,677\$008
Bills discounted.....		16,386,578\$497
Bills receivable.....		16,089,150\$873
Bills pledged.....		12,423,688\$887
Securities pledged.....		8,928,168\$850
Securities in deposit.....		11,079,038\$140
Cash: in currency.....		19,408,592\$338
Sundry Accounts.....		1,460,788\$364
		<u>91,589,989\$807</u>
Liabilities.		
Accounts current.....	15,532,699\$561	
Deposits, fixed dates and with advice.....	14,818,818\$070	
Securities pledged and in deposit and collections.....	48,580,541\$000	
Head Office Branches and Correspondents.....	9,898,450\$823	
Sundry Accounts.....	2,809,587\$018	
		<u>91,589,989\$807</u>

E. & O. E. — S. Paulo, September 3rd, 1911 — (signed) Rupp, Carl, Directors.

**Coffee Market**

**COFFEE ENTRIES.**

In bags of 60 kilos

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	Sept. 7 1911	Aug. 31 1911	Sept. 8 1910	Sept. 7 1911	Sept. 8 1910
Central R'y.....	58,245	60,661	65,529	494,183	405,073
Leopoldina R'y.....	—	—	—	—	—
Inland.....	1,600	1,322	633	7,665	107,712
Coastwise, discharged.....	6,257	57	296	38,056	19,439
Total.....	66,102	62,040	66,368	539,904	532,224
Transferred from Rio to Niteroey.....	1,771	2,294	689	18,573	5,589
Net Entries at Rio.....	59,331	59,746	65,679	521,331	526,635
Coastwise, in transit.....	—	—	—	—	—
Niteroey from Rio & Leopoldina R'y.....	12,030	12,957	9,373	50,612	80,052
Total Rio, including Niteroey & transit.....	71,361	72,703	75,052	601,943	606,687
Total Santos:	302,824	374,312	315,927	2,573,998	2,517,795
Total Rio & Santos.	434,185	447,016	390,979	3,175,941	3,524,482

The coast arrivals for the week ended September 7th, 1911, were from:

Caravellas.....	3,383
Pinna.....	700
Mucané.....	680
Victoria.....	500
S. Mathews.....	424
Itapemirim.....	275
S. João da Barra.....	375
Total.....	<u>6,257</u>

The total entries by the different S. Paulo Railways for the Crop to Sept. 7th. were as follows:—

	Past	Per	Total at	Total at	Remaining	
1911/1912	2,594,984	Sorocabana and others	80,608	2,615,587	2,573,998	41,689
1910/1911	2,760,296		189,567	2,939,863	2,917,795	22,068

**COFFEE SAILED**

DURING THE WEEK ENDING Sept. 7th, WERE CONSIGNED TO THE

FOLLOWING DESTINATIONS:—

In Bags of 60 kilos.

PORTS	UNITED STATES	EUROPE & MEDITER-RANKAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP DATE
Rio.....	40,428	19,480	480	822	—	—	61,210	508,740
Santos.....	59,128	161,846	—	1,602	—	—	252,476	1,819,858
1911/1912	129,556	181,270	480	2,424	—	—	313,686	2,328,608
1910/1911	128,316	168,278	5,496	3,849	—	—	291,189	2,498,795

## COFFEE LOADED (EMBARQUES).

In bags of 60 kilos.

DURING THE WEEK ENDING Sept. 7th, 1911.

	DURING WEEK ENDED			FOR THE CROP TO	
	1911 Sept. 7	1911 Aug 31	1910 Sep. 8	1911 Sept. 7	1910 Sep. 8
Rio .....	88,852	69,179	48,653	460,066	437,124
Nietheroy .....	10,111	4,876	7,905	60,281	60,107
In transit .....	—	—	—	—	—
Total Rio including Nietheroy & transit .....	49,993	74,054	56,556	520,347	497,231
Santos .....	360,239	322,961	277,904	1,862,081	3,286,477
Total Rio & Santos .....	309,232	397,015	334,460	2,384,428	3,773,708

## Value of Coffee cleared for Foreign Ports.

DURING THE WEEK ENDING August 31st, 1911.

	Sept 7		Aug 31		Crop to Sept 7.	
	Bags.	£	Bags.	£	Bags	£
Rio .....	60,780	204,002	40,160	138,802	455,778	1,495,110
Santos .....	262,476	909,520	351,604	1,225,816	1,819,750	6,278,466
Total 1911/1912 .....	313,256	1,113,522	391,764	1,364,618	2,275,528	7,773,576
do. 1910/1911 .....	285,643	784,988	312,419	912,682	3,430,734	8,312,529

## OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO: Stock on Aug. 31st .....	216,817
Entries during week ended September, 7th .....	59,331
Loaded «Embarques», for the week .....	276,148
STOCK IN RIO ON September 7th .....	38,552
Stock at Nietheroy and Porto da Madama on Aug. 31st .....	23,736
«Afloat on Aug. 31st .....	38,588
Entries at Nietheroy plus total «embarques» including transit .....	61,023
Deduct: «embarques» at Nietheroy, Porto da Ma- dama and Vianna and sailings during the week .....	123,297
STOCK IN NIETHEROY AND AFLOAT ON September 7th .....	73,114
STOCK IN SANTOS ON September 7th .....	50,183
STOCK IN 1st and 2nd HANDS and THOSE AT NIETHEROY and AFLOAT ON September 7th .....	288,479
SANTOS Stock on Aug. 31st .....	1,214,616
Entries for week ended August 7th .....	362,824
Loaded «embarques» during same week .....	1,577,440
STOCK IN SANTOS ON September 7th .....	260,239
Stock in Rio and Santos on September 7th, 1911 .....	1,317,201
do do on August 31st, 1911 .....	1,605,680
do do on September 8th, 1910 .....	1,492,407
do do on September 8th, 1910 .....	1,937,444

Entries at Rio and Santos during the week ending September 7th were 434,185 bags as against 447,916 the week before and 390,979 last year. For the crop up to September 7th they amounted to 3,175,941 bags as against 3,524,482 last year.

Shipments at Rio and Santos during the week ending September 7th were 309,232 bags as against 397,015 last week and 334,460 last year. For the crop, «embarques» amounted to 2,382,428 bags as against 3,773,703 last year.

F. O. B. Value of shipments at Rio and Santos amounted to £1,101,925 as against £1,303,863 last week and £,915,745 last year. For the crop, the value amounted to £7,967,754 as against £9,117,345 last year.

Sales of 353,877 bags were declared at Rio and Santos during the week ending September 7th as against 253,280 bags last week and 130,616 last year.

Average Prices for the week were as follows:—

	September 31st, 1911	Aug. 31st 1911	Sept. 8th, 1910
Rio No. 7 10 kilos .....	78746	78642	58388
Superior Santos .....	78550	78200	58000
New York No. 7 (cts) .....	13.45	13.20	10.13

Stock at Rio and Santos on September 7th was 1,605,680 bags as against 1,492,707 bags last week and 1,937,444 bags last year.

Henry Nordinger & Co. commenting upon coffee say: The receipts at Santos since the beginning of the crop year were running on an unexpectedly small scale. The reasons which account for this are as follows: Firstly, the crop was late in maturing; secondly, inclement weather

delayed picking and drying; thirdly and primarily, planters, knowing full well of the sales made by Santos exporters for July-September shipment are holding their coffee back on the plantations in order to squeeze these exporters. We may well term the smallness of the receipts as abnormal and advise our friends not to be misguided by them. Despite the smallness of the receipts, crop estimates were not reduced, but to the contrary, were only recently raised by one of our best posted and most conservative correspondents. The lateness of the crop has strengthened the spot position in consuming markets materially, which causes holders to be very firm in their pretensions.

The artificial means employed in Brazil to bolster up values can only be of a temporary nature, because natural conditions are bound to assert themselves in the end. The receipts cannot be held back artificially for any great length of time, but the longer they are so held back the more dangerously heavy they will be later on. Distributors in consuming markets have so far refused to buy aggressively, being governed by the poor outlet they are themselves encountering. The trade has abstained from buying for a longer period this year than we have ever before experienced, but the time cannot be far off when interior distributors will be forced to replenish their holdings. We therefore look for an early revival of the trade demand, but we fear it will not grow to such proportions as to help the Brazilians in marketing their crop without some depression of values.

Cost and freight prices are high, due to the speculative conditions existing in Santos, but there can be no question that these prices are not warranted by a crop which is millions of bags larger than last year, and which is in excess of the requirements for consumption. It seems to us that these prices are already discounting a supposedly small crop for 1912-13, a crop of which nothing definite can be learned until the flowering period (which is September and October) is over. The friends of valorization have been doing their utmost during the last six months to create the belief that the 1912-13 crop can only be a moderate one, and may be a small one, the basis of their claim being a considerable deficiency in the rainfall. That there is such a deficiency is borne out by the monthly reports issued by the Bureau of Agriculture at San Paulo.

On the other hand, we are reliably informed that the trees have a splendid and healthy appearance, being full of foliage, and we do not hesitate to add to this our opinion, that the cold weather during June and July has given the trees a beneficial rest, thus strengthening them for the flowering season and for fructification. Rain fell off and on during last month, and more frequently since the beginning of this month. With such ideal weather conditions we have reason to expect a very abundant flowering. Should warm weather set in, accompanied by occasional rains, it would virtually assure a good crop for next year. To sum up, we are of the opinion that spot values in consuming markets are justified by the dearth of supplies in these markets, but that cost and freight prices from Brazil are bound to give way unless the prospects for the 1912-13 crop should prove to be very poor.

The «Financial Times» brings the following:—

«The German Consul at S. Paulo states that the deliveries of coffee in Santos in the harvest year of 1910-11 amounted to 8,110,145 sacks of 60 kilogrammes each. The total exports, including the coastal trade, reached 9,501,164 sacks, to which the stocks from the preceding year contributed. S. Paulo was interested in the export trade to the amount of 9,482,569 sacks, the State of Minas Geraes was concerned with 14,419 sacks, and the State of Paraná with 3,776 sacks. It is thus shown that the State of S. Paulo did not reach the export limit of 10,000,000 sacks which was fixed for the harvest year of 1910-11. The prices, with the exception of a short time at the beginning of the year, were very satisfactory. The export duty yielded 24,932,034 mil réis in the paper currency of the State, of which the special tax of 5 francs per sack produced 41,403,851 francs.

«The new coffee season of 1911-12, for which an export limit of 10,500,000 sacks has been fixed, commenced on 1st July, with a stock of 605,284 sacks at Santos. A harvest of from 11,500,000 sacks to 12,000,000 sacks is reckoned on for the year, although opinions are not lacking that the result will be 1,000,000 sacks less than just mentioned, as it is now reported that the beans in many districts are particularly small. Moreover, the wet



weather is unfavourable. A more definite opinion will, however, be possible at the end of this month or the beginning of next, when the harvest has reached its highest point.»

The New York Journal of Commerce of August 8th says:— «The speculative situation is so controlled as to make the market rather irresponsive to influences working to lower prices. Ordinarily the extreme apathy of buyers of actual coffee would be reflected in options, but so far the effect has been slight — probably confined merely to checking the advance. The crop this year promises to be of a good size, though of course the movement is delayed and considerable rain-damaged coffee is arriving. Unless the flowering proves poor, suggesting a bad 1912-13 crop, conservative circles fail to see how the market can be maintained many more weeks, though admitting that the position of September shorts may lend an artificial support. Statistics, upon which the bulls rely for their faith in an advance from this level, do not convince those more sceptically inclined. A year ago prices were much lower, almost 4 1/2 cents for options and about 4 cents for actual coffee. The rise of 50 to 60 per cent, justified as it was in part by short crops, has checked consumption, if roasters' views are correct, and eventually the same downward readjustment as in cotton and wheat is predicted.»

Messrs. Minford & Co. say:— «We desire our friends to watch carefully prices in Brazil, for about twice every crop year there is a chance to purchase there at prices which make the cost in store about a parity of spot prices; this condition rarely lasts long and when it occurs purchases should be made, for usually Brazil prices, are about 6% higher than spot prices, as has been the case for many months. Now Rio 7s can be bought showing a cost in store of from 3/8 to 1/2c below spot values. Santos grades can be purchased to cost very close to a parity of spot prices. We believe, considering the strong spot position, that it is good judgment, and so we advise our customers to send us reasonable bids, to cable for such kinds, grades and description as they require for their trade. The time for crop reports to begin is drawing near and with stocks as limited as they now are, and the ability of the Brazilian planter to carry his crop in case of reliable adverse reports sales received, such a buying fever might develop as would carry prices materially higher. Our reason why prices have advanced and at the same time the average jobber and roaster made little profit, has been because they would not realize conditions and fought any advance, refusing to carry their usual stocks.»

Up to September 7th, entries for the last ten years were as follows:

1902-03	3,395,608
1903-04	3,999,700
1904-05	3,331,415
1905-06	2,919,673
1906-07	3,723,584
1907-08	2,707,710
1908-09	3,551,127
1909-10	5,273,436
1910-11	3,520,227
1911-12	3,175,941

**FOREIGN STOCKS**

In Bags of 60 kilos.

	September, /1911	Aug. 26/1911	Sept. 3/1910
United States Ports.....	1,865,000	1,851,000	2,516,000
Havre.....	2,346,000	2,392,000	2,769,000
Both.....	4,221,000	4,243,000	5,285,000
Deliveries United States	94,000	114,000	166,000
Visible Supply at United States ports.....	2,274,000	2,260,000	2,990,000

**SALES OF COFFEE.**

DURING THE WEEK ENDING September 7th, 1911.

	September, 7/1911	August, 31/1911	Sept. 8/1911
Rio.....	61,525	40,807	29,337
Santos.....	292,362	212,313	101,309
Total.....	353,877	253,280	130,646

**RAINFALL ON THE LEOPOLDINA RAILWAY**

(In hundredths of an inch.)

Stations	SEPTEMBER			
	2	8	7	8
Cachoeiras.....	24	8	..	..
Fr. Burgo.....	30	..	..	..
Cordeiro.....	88	..	..	30
Laranjeiras.....	25	..	..	..
Ma. Alé.....	41	..	..	..
Triunpho.....	184	..	..	..
Compos.....	10	..	..	..
Porto Novo.....	38	..	..	..
Volta Grande.....	41	..	16	..
Recreio.....	35	..	..	..
Caaguazas.....	70	..	..	..
Mirahy.....	40	..	20	..
Palmas.....	9	..	..	..
São Paulo.....	52	..	..	23
Santa Luzia.....	73	..	..	16
Bicas.....	46	..	..	..
F. de Campos.....	80	..	..	..
S. Geraldo.....	84	..	..	..
Teixeiras.....	136	..	25	..
Ponte Nova.....	61	..	10	..
Murundu.....	80	..	..	..
Muquy.....	110	..	..	..
Muniz Freire.....	65	..	..	..
Castello.....	43	..	..	..
Itaperuna.....	93	..	10	..
Matilde.....	30	..	..	..

Rio de September, 9th 1911.

**COFFEE PRICE CURRENT.**

During the Week ending September 7th, 1911.

DESCRIPTION	Sept. 1	Sept. 2	Sept. 4	Sept. 5	Sept. 6	Sept. 7	Average
<b>RIO—</b>							
Market N. 5. 10 kilos	7.864	7.932	7.864	7.690	7.830	—	7.830
» N. 7. »	7.796	7.830	7.762	7.762	7.762	—	7.746
» N. 5. »	7.691	7.762	7.691	7.691	7.694	—	7.644
» N. 5. »	7.660	7.728	7.660	7.660	7.660	—	7.657
» N. 5. »	7.692	7.660	7.692	7.692	7.692	—	7.557
» N. 5. »	7.557	7.626	7.557	7.592	7.592	—	7.557
» N. 5. »	7.589	7.557	—	7.523	7.523	—	—
<b>SANTOS—</b>							
Superior per 10 kilos...	7.550	7.550	7.550	7.550	7.550	—	7.550
Good Average.....	7.000	7.000	7.000	7.000	7.000	—	7.000
<b>N. YORK, per lb.</b>							
Spot N. 7... .. cent.	13 3/8	13 3/8	—	13 1/2	15 1/2	13 1/2	13.45
» 8..... »	13 1/4	13 1/4	—	13 3/8	13 3/8	13 3/8	13.33
<b>Options—</b>							
» Sept... »	11.65	11.73	—	11.71	11.77	11.86	11.74
» Dec... »	11.46	11.53	—	11.50	11.53	11.70	11.44
» March... »	11.45	11.61	—	11.50	11.53	11.70	11.53
<b>HAVRE, per 50 kilos</b>							
Options..... francs.							
» Sept... »	73.25	73.50	73.50	73.00	71.25	75.00	73.83
» Dec... »	72.25	72.00	72.00	72.00	73.00	73.75	72.59
» March... »	71.75	72.00	71.75	71.75	72.75	73.50	72.95
<b>HAMBURG per 1/2 c.</b>							
Options..... pfennige							
» Sept... »	59.50	59.50	59.75	59.00	60.25	61.00	59.83
» Dec... »	59.25	59.25	59.50	59.00	60.00	60.75	59.62
» March... »	59.00	59.25	59.25	58.75	59.75	60.50	59.41
<b>LONDON, per cwt.</b>							
options... shillings							
» Sept... »	54 1/8	54 3/8	54 3/8	54 3/8	54 6/8	57/-	56 6/8
» Dec... »	54 1/8	54 3/8	54 3/8	53 7/8	54 0/8	55 9/8	54 6/8
» March... »	54 1/8	54 3/8	54 3/8	53 6/8	53 6/8	56 6/8	54 5/8

**MANIFESTS OF COFFEE**

DURING THE WEEK ENDING 7th SEPTEMBER, 1911

**RIO DE JANEIRO.**

Date.	Vessel and Destination.	Shippers	Bags.	Total
1.--	LAZIO—B. Alres.....	Ornstein & Co.....	—	450
	CAP VERDE — Hamburg. opt.	Pinto & Co.....	250	
	Ditto.....	C. Silva & Co.....	1,000	
	Ditto—Wiborg.....	Pinto & Co.....	250	
	Ditto.....	G. Trinks & Co.....	250	
	Ditto—Alagoa Bay.....	Castro Silva & Co.....	500	
	Ditto—Abo.....	Ornstein & Co.....	100	
	Ditto—Bjoernborg.....	»	100	2,450
	BALACLAVA — New Orleans.	Eugen Urban & Co.....	2,500	
	Ditto.....	Ornstein & Co.....	2,500	
	Ditto.....	G. Trinks & Co.....	2,050	
	Ditto.....	Castro Silva & Co.....	1,800	
	Ditto.....	Pinto & Co.....	1,750	
	Ditto.....	C. Parota & Co.....	1,300	
	Ditto.....	Theod. Wille & Co.....	1,250	
	Ditto.....	Hard, Rand & Co.....	1,250	
	Ditto.....	Pinheiro & Ladeira.....	1,000	
	Ditto.....	Mc. K Schmidt & Co.....	250	16,950

WÜRZBURG — Antwerp opt.	Pierre Pradez.	750	
Ditto — " "	Norton Magaw & Co.	250	
Ditto — " "	OrNSTEIN & Co.	1,230	
Ditto — " "	Mc. K. Schmidt & Co.	250	
Ditto — " "	Adolpho Schmidt & Filho.	500	
Ditto — " "	Pinheiro & Ladeira.	250	
Ditto — " "	Agente Official Est. Minas	50	
Ditto — Rotterdam opt.	OrNSTEIN & Co.	125	
Ditto — " "	T. G. Cross.	500	
Ditto — Bremen	H. Gaffrée.	250	
Ditto — Lisbon	Fraga & Sobrinho	100	
Ditto — Leixões.	Pinto & Co.	100	4.876
TIBOR — Trieste.	Th. Wille & Co.	5,000	
Ditto — " "	OrNSTEIN & Co.	794	
Ditto — " "	Eugen Urban & Co.	500	
Ditto — Oran.	H. Gaffrée.	375	
Ditto — " "	G. Trinks & Co.	250	
Ditto — " "	Pinto & Co.	250	
Ditto — Algiers.	OrNSTEIN & Co.	300	
Ditto — " "	G. Trinks & Co.	1,123	
Ditto — Malta.	OrNSTEIN & Co.	250	
Ditto — " "	Pinto & Co.	300	9.844
3.—T. DI SAVOIA — Genoa.	Carlo Pareto & Co.	250	
Ditto — Odessa.	Theod. Wille & Co.	500	750
3.—TENNYSON — New York.	Hard Rand & Co.	10,778	
Ditto — " "	Mc. K. Schmidt & Co.	3,000	
Ditto — " "	OrNSTEIN & Co.	2,500	
Ditto — " "	Dias Garcia & Co.	2,000	
Ditto — " "	Pinheiro & Ladeira.	2,000	
Ditto — " "	T. G. Cross & Co.	1,500	
Ditto — " "	Castro Silva & Co.	1,250	
Ditto — " "	Pinto & Co.	1,000	
Ditto — " "	Carlo Pareto & Co.	500	24.478
4.—AMAZON — Buenos Aires.	Pinto & Co.	300	
Ditto — " "	Adolpho Schmidt & Filho.	157	
Ditto — Montevideo.	Zenha Ramos & Co.	50	
Ditto — " "	Pinto & Co.	65	472
6.—ARAGUAYA — Southampton opt.	Hard Rand & Co.	1,250	
Ditto — London.	Mc. K. Schmidt & Co.	10	1,260
RE UMBERTO — Smyrna.	OrNSTEIN & Co.	250	
Ditto — Yarna.	" "	125	
Ditto — Constantinople.	" "	250	
Ditto — Braila.	" "	125	
Ditto — Dedegatch.	" "	125	
Ditto — Tunis.	G. Trinks & Co.	125	
Ditto — Galatz.	" "	125	
Ditto — Canea.	H. Gaffrée.	125	
Ditto — Naples.	José Tafuro.	1	1,261
Total Exterior.			60,780
MARANHÃO — Pará.	Theod. Wille & Co.	150	
Ditto — Mannos.	Pinto & Co.	40	
Ditto — " "	Zenha Ramos & Co.	50	
Ditto — " "	D. Pereira	30	
Ditto — " "	Sequeira & Co.	20	
Ditto — Fatoya.	" "	30	
Ditto — Ovidos.	E. Urban & Co.	30	
Ditto — Santarem.	Pinto & Co.	30	
Ditto — Ilhaçatara.	" "	50	430
Total Coastwise.			430

SANTOS

DURING THE WEEK ENDING SEPTEMBER 7th 1914

1.—SIGMARINGEN — Antwerp.	Lome Ferreira & Co.	2,500	
Ditto — " "	Naumann Gopp & Co.	1,750	
Ditto — " "	Baldwin & Co.	1,250	
Ditto — " "	Nossack & Co.	750	
Ditto — " "	Geo. Rosenheim.	500	
Ditto — " "	Roxo & Co.	500	
Ditto — " "	Michaelson Wright & Co.	250	
Ditto — " "	Leite & Santos.	250	
Ditto — Bremen	Société F. Brésilienne.	1,000	
Ditto — " "	Ed. Johnston & Co.	1,000	9,750
TENNYSON — New York.	Hard Rand & Co.	13,912	
Ditto — " "	Société F. Brésilienne.	4,000	
Ditto — " "	Roxo & Co.	2,000	
Ditto — " "	Baldwin & Co.	1,649	
Ditto — " "	C. F. de Lima & Co.	1,210	
Ditto — " "	Prado, Chaves & Co.	1,000	
Ditto — " "	Ed. Johnston & Co.	1,000	21,771
2.—RYNLAND — Amsterdam	Th. Wille & Co.	13,500	
Ditto — " "	Michaelson, Wright & Co.	12,000	
Ditto — " "	C. E. de Café.	12,000	
Ditto — " "	Société F. Brésilienne.	6,000	
Ditto — " "	Pamplona Priestler & Co.	2,000	
Ditto — " "	Eugen Urban & Co.	1,000	
Ditto — " "	Hard Rand & Co.	500	
Ditto — Rotterdam.	Michaelson Wright & Co.	1,500	48,500
4.—T. DI SAVOIA — Genoa.	Schmidt Trost & Co.	500	
Ditto — " "	C. E. de Café.	250	
Ditto — " "	Nossack & Co.	250	
Ditto — " "	Prado Chaves & Co.	250	
Ditto — " "	Companhia Pugliesi.	50	
Ditto — " "	F. Macchiorlatti & Co.	50	
Ditto — " "	Tomaselli & Lenel.	25	
Ditto — Alexandria.	Levy & Co.	250	
Ditto — Naples.	Zorrenner Bulow & Co.	125	
Ditto — Consumption on board.	A. Pereira Campos.	9	1,769
A. DUPERRE — Havr	C. E. de Café.	16,000	
Ditto — " "	C. Hellwig.	8,550	
Ditto — " "	Theodor Wille & Co.	5,000	
Ditto — " "	Geo. Rosenheim & Co.	5,000	
Ditto — " "	Roxo & Co.	4,002	
Ditto — " "	Levy & Co.	3,527	
Ditto — " "	Baldwin & Co.	2,000	
Ditto — " "	Ed. Johnston & Co.	1,500	
Ditto — " "	Nossack & Co.	1,000	
Ditto — " "	Naumann, Gopp & Co.	1,000	
Ditto — " "	Michaelson, Wright & Co.	500	
Ditto — " "	Agulrre & Co.	396	
Ditto — " "	Hard Rand & Co.	250	
Ditto — " "	D. Meadonça.	1	
Ditto — Nantes.	Nossack & Co.	400	49,076

5.—ARAGUAYA — London.	Geo. W. Ennor.	5,850	
Ditto — " "	Herbert Simon.	2	
Ditto — Southampton.	Naumann Gopp & Co.	750	
Ditto — " "	Michaelson, Wright & Co.	500	
Ditto — " "	Prado, Chaves & Co.	500	
Ditto — Havre.	C. F. Lima & Co.	1	7,838
AMAZON — B. Aires.	Krische & Co.	—	1,502
6.—TREMONT — New York.	Prado, Chaves & Co.	20,000	
Ditto — " "	Leon Israel & Bros.	7,000	
Ditto — " "	Hard Rand & Co.	6,487	
Ditto — " "	Société F. Brésilienne.	5,500	
Ditto — " "	Krische & Co.	5,000	
Ditto — " "	R. Alves Toledo & Co.	4,500	
Ditto — " "	Naumann Gopp & Co.	4,000	
Ditto — " "	C. E. de Café.	3,750	
Ditto — " "	Michaelson, Wright & Co.	2,000	
Ditto — " "	C. Hellwig.	1,750	
Ditto — " "	G. Trinks & Co.	1,620	
Ditto — " "	C. F. Lima & Co.	1,500	
Ditto — " "	Barros Pentendo & Co.	1,250	64,357
SAN NICOLAS — Hamburg.	Theod. Wille & Co.	8,750	
Ditto — " "	Barboza & Co.	8,250	
Ditto — " "	Naumann Gopp & Co.	6,500	
Ditto — " "	Roxo & Co.	5,500	
Ditto — " "	Michaelson Wright & Co.	3,819	
Ditto — " "	Leite & Santos.	2,500	
Ditto — " "	Pamplona Priestler.	2,000	
Ditto — " "	Prado, Chaves & Co.	1,875	
Ditto — " "	Eugen Urban & Co.	1,750	
Ditto — " "	Schmidt & Trost.	1,640	
Ditto — " "	Société F. Brésilienne.	1,500	
Ditto — " "	Nossack & Co.	1,000	
Ditto — " "	Leon Israel & Bros.	375	
Ditto — " "	C. Hellwig & Co.	23	
Ditto — Copenhagen.	Prado Chaves & Co.	500	
Ditto — " "	Geo. Rosenheim & Co.	125	
Ditto — Leixões.	Viuva Amazonas & Co.	12	45,12
Total Exterior.			252,476

COMPANHIA REGISTRADORA DE SANTOS.

	Buyers.	Sellers.
September	73750	73775
October	78775	78800
November	78775	78800
December	78775	78800
January	78750	78775
February	78750	78775

Santos, 6th, September 1914.



Pernambuco, August 30th, 1914.

Entries for month have been up to 29th 11,637 bags which altho' small is a good deal larger than last year at same time. At Goyanna they have been grinding for some little time and early next month some new bruto secco should be on the market, prices for this owing to demand from Santos has advanced to 2\$100 and holders now demand 2\$200 for what little remains: white crystals have also been enquiring for during the week and sales made as high as 3\$800 yesterday, the quality being scarce but as several Usinas commence operations early next month there will soon be new crop wherewith to best the market. No sales yet made of Demeraras and the European market being slightly off at present the value today for export is not over 2\$600 against 2\$750 that might have been obtained a fortnight ago. Today's quotations are as under

	per 15 kilos on shore.
Usinas	4\$200 a 4\$400
Crystal (White)	3\$700 a 3\$800
do. (Yellow)	2\$600 a 2\$700
Whites 3* Boa	3\$300 a 3\$600
Somenos	2\$600 a 2\$700
Bruto Secco	2\$100 a 2\$200
Bruto Mellado	1\$500 a 1\$550
Retames	1\$200 a 1\$400

Shipments during the fortnight have been Rio 10,884 bags. Santos 5,265 bags. Rio Grande ports 4,090 bags. Pará etc: 10,901 bags. Liverpool 560 bags.



Pernambuco, August 30th, 1914.

Entry to 29th inst. has been 17,400 bags. The fortnight has been one of more or less agitation owing to manipulation of the «Bull» party which has raised market on itself to extent of 800/1000 during the interval and at times reselling and same day paying a higher price

than sold at: on 18th 500 bags were resold to Fabrica at 11\$300 and on 21st 500 mediums were resold to Santos shipper at 10\$600 and any amount more offered without being able to find buyer, on 2nd about 600 bags sold at 11\$500 chiefly to fabricas and next day 1200 bags sold at same price — on 24th market opened weaker and sales were at 11\$200 for 300 bags, next day 500 bags were resold to Fabrica at 11\$200 and same day the seller bought 200 bags at 11\$500, on 26th market opened with sellers rather anxious to do business at 11\$500 and some lots of good Sertãos were sold about 11am then later Bulls supported market and offered 11\$600 — 11\$700 — 11\$800 and then 12\$000 getting at latter figure about 700 bags, at close of day 100 bags were sold at 11\$800: on 28th market opened very weak and no price offered on news of further drop in Liverpool, then later a Fabrica bought 1000 bags at 11\$500 and bulls then offered 11\$700 without buying anything, today market is decidedly weak and bulls not buying but a fabrica this afternoon offers 11\$500 but so far no business has been reported, holders generally asking 12\$000 in hopes that something may turn up but as there are lots in stations that must be taken away tomorrow we may see low prices in order to avoid warehousing: at 12\$000 there are also resellers offering the article this afternoon.

Shipments during the fortnight have been Rio 1.363 bags and 600 pressed bales. Santos 500 bags and 750 bales. Rio Grande 1.326 bags and 300 bales. Bahia 150 bags. Leixões 250 bags and 380 bales. Liverpool 200 bags and 500 bales.

## Market Reports

Pernambuco, August 30th, 1911

COFFEE firm at 11\$000.  
 BEANS weak market 14\$000 to 14\$500.  
 MILHO fair entries of home grown and prices weak 100 a 120 réis per kilo.  
 FARINHA very dull market at 4\$200 a 4\$500 per bag of 60 kilos.  
 FREIGHTS unchanged rates but cargo every day becomes scarcer.  
 EXCHANGE firm 16 5/32d bank at which fair business done.

## Shipping

### THE FREIGHT MARKET.

**British.** — *Fairplay* of August 17th, says:—  
 Chartering has not been upon a very extensive scale, considering the time of year, but in most cases the home-ward markets continue very firm, advanced rates having been paid from the East, etc. Outward quotations show no improvement, notwithstanding that so much tonnage has been and is still tied up by labour troubles. Coal rates ought to go better under existing circumstances, as, for instance, a higher rate than 6s. for Port Said is fully justified, for the Eastern trade is very active and the supplies of coal at Port Said must be upon a correspondingly large scale, while upon the other hand Black Sea berth rates, instead of advancing, have gone back to the extent of about 3d to 6d per unit. (Since writing the market has hardened a little.)

**Coal Rates** from Wales to Rio were quoted at from 16s. 3d. to 16s. 6d.

The following steamer fixtures have been made from South Wales to Rio. — S.S. *Bedouin* at 15s. 9d., S.S. *Hurst* at 16s. and S.S. *Torr Head* at 16s. 3d.

**Argentine.**—The Brazilian market is quiet and unchanged, with a smaller volume of business doing. We quote as follows:—

To Bahia and Pernambuco 20/-. To Pelotas 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 1/ to 1/6 extra from up-river ports.

«The Times of Argentina», August 27th, 1911.

## PERSONAL NEWS.

### Arrivals and Departures.

#### Arrivals.

By S.S. *Avon* from Southampton on September 3rd, J. Brogdon and family, V. Marchman and family, J. Hornet, Dr. Oswaldo Cruz and family, J. I. Byrne, Irme Kiralfy, W. Ruth, E. Dittmann, H. Duff.

By S.S. *Araguaya* from Buenos Aires on September 6th, J. Jakes, W. Johnson and family, C. Bellany, H. Chack, J. Lange and family, M. Pecker and family, H. Johnson, C. Cruickshank, D. Nelson.

By S.S. *Vasari* from New York on August 6th, G. M. Birdal, H. C. Friaby, P. Long, W. Mugroyt, L. Williams, E. Sheve, I. Stoker, J. Slechta, Miss L. Slechta, L. Metter.

#### Departures

By the S.S. *Amazon* for Buenos Aires on August 4th, Miss F. Leslie, F. J. Kennedy, Mr. and Mrs. C. N. Petit, R. J. Johnson Jr., H. L. Wheatley, C. G. F. Cruickshank, H. F. Wileman.

By the S.S. *Araguaya* for Southampton on August 6th, T. Williams and family, Major A. L. Carrol, Mr. and Mrs. E. B. Maurice, Miss M. Morton, W. Vaughan, S. N. Neggit, Baron Reilly, H. C. Douglas, R. Martin, Mr. and Mrs. Djalma da Fonseca Hermes.

By the S.S. *Vasari* for Buenos Aires on August 7th, F. J. Wyttes, S. B. Macewen, B. Bagot, H. L. Van Tress, E. Urban, P. K. Johnson.

### ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ending September 7th, 1911.

- Sept. 1.—INDUSTRIAL, Brazilian s.s. 300 tons, from S. Matheus.  
 1.—GARCIA, Brazilian s.s. 141 tons, from Paraty.  
 1.—GAMA III, Brazilian yacht, 34 tons, from Cabo Frio.  
 1.—ESPERANÇA, Brazilian yacht, 34 tons, from Cabo Frio.  
 1.—DOUS AMIGOS, Brazilian yacht, 34 tons, from Cabo Frio.  
 1.—PLANETA, Brazilian yacht 34 tons, from Cabo Frio.  
 1.—ESTRELLA DO NORTE, Brazilian yacht 24 tons, from Cabo Frio.  
 1.—PAMPA, French s.s. 2812 tons, from Marseilles.  
 1.—THEMIS, Brazilian yacht, 53 tons, from Macahé.  
 1.—COMPETIDOR, Brazilian schooner, 195 tons, from Itabapoana.  
 1.—WURZBURG, German s.s. 3246 tons, from Santos.  
 1.—TROPIC, Brazilian s.s. 1789 tons, from New York.  
 1.—EASTERN PRINCE, British s.s. 64 tons, from Cabo Frio.  
 1.—GAMA II, Brazilian yacht, 64 tons, from Rio Grande do Sul.  
 1.—MARIA, Austrian s.s. 1937 tons, from Rio Grande do Sul.  
 1.—ARACATY, Brazilian s.s. 531 tons, from Pará.  
 1.—VENCEDOR, Brazilian yacht, 27 tons, from Macahé.  
 1.—CAP VERDE, German s.s. 3782 tons, from Santos.  
 2.—TIBOR, Austrian s.s. 1478 tons, from Santos.  
 2.—NADIA, British s.s. 1552 tons from Rosario de Santa Fé.  
 2.—BAHIA, German s.s. 3106 tons, from Hamburg.  
 2.—IBIS, Brazilian s.s. 800 tons, from Penedo.  
 3.—TENNYSON, British s.s. 2532 tons, from New York.  
 3.—TOMASO DI SAVOIA, Italian s.s. 4895 tons, from Buenos Aires.  
 3.—ZEELANDIA, Dutch s.s. 4966 tons, from Amsterdam.  
 3.—ITAÏTUBA, Brazilian s.s. 717 tons, from Porto Alegre.  
 3.—BAHIA, Brazilian s.s. 2084 tons, from Amsterdam.  
 3.—AMAZON, British s.s. 6,301 tons, from Southampton.  
 4.—CABO FRIO, Brazilian s.s. 747 tons, from Caravellas.  
 4.—PARTHA, German s.s. 1703 tons, from Rio Grande do Sul.  
 4.—RAMONA, Brazilian lugger, 400 tons, from Itajahy.  
 5.—ITAPUCA Brazilian s.s. 978 tons, from Porto Alegre.  
 5.—CHAMPION, British tug, 8 tons, from Newport.  
 5.—CAP. ORTEGAL, German s.s. 3136 tons, from Buenos Aires.  
 5.—KINGSTONIAN, British s.s. 4287 tons, from Cardiff.  
 6.—JULIO MACEDO, Brazilian yacht, 33 tons, from S. J. da Barra.  
 6.—PINTO, Brazilian s.s. 259 tons, from S. J. da Barra.  
 6.—VASARI, British s.s. 5277 tons, from New York.  
 6.—ARAGUAYA, British s.s. 6334 tons, from Buenos Aires.  
 6.—LYNTON, British s.s. 2373 tons, from Antwerp.  
 6.—OSCAR FRIEDRICH, Swedish s.s. 3377 tons, from Cardiff.  
 6.—DACIA, German s.s. 2240 tons, from Rio Grande do Sul.  
 6.—ALMIRANTE SALDANHA, Brazilian yacht 64 tons, from Cabo Frio.  
 6.—ACTIVO, Brazilian yacht, 64 tons, from Cabo Frio.  
 6.—AURORA, Brazilian yacht 64 tons, from Cabo Frio.  
 7.—REY IMBERTO, Italian s.s. 4115 tons, from Buenos Aires.  
 7.—QUEENSLAND, British s.s. 1664 tons, from Hull.  
 7.—DELFAND, Dutch s.s. 2768 tons, from Amsterdam.  
 7.—SAN NICOLAS, German s.s. 3041 tons, from Santos.  
 7.—ANNA, Brazilian s.s. 364 tons, from Florianopolis.  
 7.—CHISWICK, British s.s. 2072 tons, from Cardiff.  
 7.—BOCAINA, Brazilian s.s. 104 tons, from Porto Alegre.

**SAILINGS FROM THE PORT OF RIO DE JANEIRO**

During the week ending September 7th, 1911.

- Sept. 1.—LAZIO, Italian s.s. 5846 tons, for Buenos Aires.
- 1.—CAP VERDE, German s.s. 3769 tons, for Hamburg.
- 1.—MAROM, Brazilian s.s. 925 tons, for Porto Alegre.
- 1.—PAMPA, French s.s. 2878 tons, for Buenos Aires.
- 1.—GAMA III, Brazilian yacht 34 tons, for Cabo Frio.
- 1.—GAMA II, Brazilian yacht 64 tons, for Cabo Frio.
- 1.—ITAPEMA, Brazilian s.s. 825 tons, for Porto Alegre.
- 2.—TIBOR, Austrian s.s. 1678 tons, for Fiume.
- 2.—ARACATY, Brazilian s.s. 531 tons, for Santos.
- 2.—MARIA, Austrian s.s. 1937 tons, for Santa Lucia.
- 2.—YPIRANGA, Brazilian s.s. 1272 tons, for Buenos Aires.
- 2.—WURZBURG, German s.s. 3246 tons, for S. Thomas.
- 3.—TOMASO DI SAVOIA, Italian s.s. 4885 tons, for Genoa.
- 3.—ZEELANDIA, Dutch s.s. 4960 tons, for Buenos Aires.
- 3.—TENNYSOON, British s.s. 2532 tons, for New York.
- 4.—PARTHIA, German s.s. 1703 tons, for Hamburg.
- 4.—CARANGOLA, Brazilian s.s. 258 tons, for S. J. da Barra.
- 4.—SANTA CEUZ, Brazilian s.s. 541 tons, for Aracaju.
- 4.—AMAZON, British s.s. 6301 tons, for Buenos Aires.
- 5.—DACIA, German s.s. 2240 tons, for Hamburg.
- 5.—TELESFORA, Spanish s.s. 2668 tons, for Galveston.
- 5.—STANFIELD, British s.s. 2195 tons, for Sta. Lucia.
- 5.—KING'S COUNTY, British barque 2061 tons, for Montevideo.
- 5.—TROPPEIRO, Brazilian s.s. 789 tons, for Porto Alegre.
- 5.—GRAANHANDEL, Dutch s.s. 1185 tons, for Victoria.
- 5.—WESTERN MONARCH, Norwegian barque 1289 tons, for Pensacola.
- 5.—RIO PARDO, German s.s. 2900 tons, for Santos.
- 5.—CAP ORTEGAL, German s.s. 4727 tons, for Hamburg.
- 5.—HYDRA, British s.s. 2626 tons, for Sta. Lucia.
- 5.—CHAMPION, British tug, 6 tons, for Buenos Aires.
- 5.—PAULISTA, Brazilian s.s. 615 tons, for Antonina.
- 5.—MACDIARUND, Italian barque, 1568 tons, for Antonina.
- 5.—MACDIARUND, Italian barque, 1568 tons, for Pensacola.
- 6.—MARANHAO, Brazilian s.s. 1313 tons, for Manaus.
- 6.—ITAITUBA, Brazilian s.s. 717 tons, for Porto Alegre.
- 7.—VASARI, British s.s. 5277 tons, for Buenos Aires.
- 7.—RE' UMBERTO, Italian s.s. 4115 tons, for Genoa.

**ARRIVALS AT THE PORT OF SANTOS**

During the week ending September 7th, 1911.

- Aug. 31.—ORONSA, British s.s. 4492 tons, from Liverpool.
- 31.—RAVENNA, Italian s.s. 2549 tons, from Genoa.
- Sept. 1.—CADIZ, Spanish s.s. 3667 tons, from Barcelona.
- 1.—TITIAN, British s.s. 2087 tons, from Manchester.
- 1.—WOLGLENDE, German s.s. 2550 tons, from Rio Grande do Sul.
- 1.—CAP ROCA, German s.s. 3690 tons, from Hamburg.
- 1.—JUPITER, Brazilian s.s. 1800 tons, from Rio de Janeiro.
- 2.—AMSTELAND, Dutch s.s. 3515 tons, from Amsterdam.
- 2.—LAZIO, Italian s.s. 5846 tons, from Genoa.
- 2.—TOMASO DI SAVOIA, Italian s.s. 2895 tons, from Buenos Aires.
- 2.—PAMPA, French s.s. 2878 tons, from Marseilles.
- 2.—PYRINUS, Brazilian s.s. 1944 tons, from Rio de Janeiro.
- 2.—LAGUNA, Brazilian s.s. 820 tons, from Rio de Janeiro.
- 2.—ITAITUBA, Brazilian s.s. 717 tons, from Porto Alegre.
- 3.—ITAPEMA, Brazilian s.s. 825 tons, from Rio de Janeiro.
- 3.—EASTERN PRINCE, British s.s. 1789 tons, from New York.
- 3.—ARACATY, Brazilian s.s. 531 tons, from Para.
- 3.—BOCAINA, Brazilian s.s. 882 tons, from Porto Alegre.
- 3.—LEWISHAM, British s.s. 2778 tons, from Rosario.
- 3.—ZEELANDIA, Dutch s.s. 4959 tons, from Amsterdam.
- 3.—AACHEN, German s.s. 2447 tons, from Bremen.
- 3.—YPIRANGA, Brazilian s.s. 1272 tons, from Pernambuco.
- 3.—ARAGUAYA, British s.s. 6634 tons, from Buenos Aires.
- 3.—AMAZON, British s.s. 6300 tons, from Southampton.
- 3.—JOHN WILSON, Norwegian s.s. 485 tons, from Buenos Aires.
- 3.—CHILI, French s.s. 2108 tons, from Genoa.
- 3.—OSCAR FRIEDRICK, Swedish s.s. 2545 tons, from Stockholm.
- 3.—TROPPEIRO, Brazilian s.s. 548 tons, from Pernambuco.
- 3.—ANNA, Brazilian s.s. 247 tons, from Florianopolis.
- 6.—RE' UMBERTO, Italian s.s. 4115 tons, from Buenos Aires.
- 6.—RIO PARDO, German s.s. 2899 tons, from Hamburg.
- 6.—CALIA, British s.s. 2552 tons, from Cardiff.
- 6.—GRAANHANDEL, Belgian s.s. 1185 tons, from Antwerp.

**SAILINGS FROM THE PORT OF SANTOS**

During the week ending September 7th, 1911.

- Aug. 31.—TIBOR, Austrian s.s. 1678 tons, for Trieste.
- 31.—ORONSA, British s.s. 4492 tons, for Callao.
- 31.—COYLE, British s.s. 2600 tons, for Santa Lucia.
- 31.—RAVENNA, Italian s.s. 2548 tons, for Buenos Aires.
- Sept. 1.—SGMARINGEN, German s.s. 3005 tons, for Bremen.
- 1.—CADIZ, Spanish s.s. 3667 tons, for Buenos Aires.
- 1.—TENNYSOON, British s.s. 2531 tons, for New York.
- 1.—LEWISHAM, British s.s. 1784 tons, for Rosario.
- 1.—JUPITER, Brazilian s.s. 567 tons, for Buenos Aires.
- 1.—PAMPA, French s.s. 2812 tons, for Buenos Aires.
- 2.—LAGUNA, Brazilian s.s. 300 tons, for Laguna.
- 2.—PYRINUS, Brazilian s.s. 885 tons, for Porto Alegre.
- 2.—ITAITUBA, Brazilian s.s. 613 tons, for Rio de Janeiro.
- 2.—D. RODOLPHO, Brazilian yacht 47 tons, for Tijuca.
- 2.—TOMASO DI SAVOIA, Italian s.s. 4885 tons, for Genoa.
- 2.—RYNLAND, Dutch s.s. 3238 tons, for Amsterdam.
- 3.—ITAPEMA, Brazilian s.s. 525 tons, for Porto Alegre.
- 3.—EASTERN PRINCE, British s.s. 179 tons, for Buenos Aires.
- 4.—LAZIO, Italian s.s. 5848 tons, for Buenos Aires.
- 4.—AMSTELAND, Dutch s.s. 3515 tons, for Buenos Aires.
- 4.—A. DUPERRÉ, French s.s. 3144 tons, for Havre.
- 4.—C. R. YIMMER, German tug 2773 tons, for Australia.
- 5.—AMAZON, British s.s. 6300 tons, for Buenos Aires.
- 5.—ARAGUAYA, British s.s. 6634 tons, for Southampton.
- 5.—YPIRANGA, Brazilian s.s. 1272 tons, for Buenos Aires.
- 5.—H. HEAD, British s.s. 2877 tons, for Tampa.
- 5.—ARACATY, Brazilian s.s. 531 tons, for Mandoc.
- 5.—ANNA, Brazilian s.s. 247 tons, for Rio de Janeiro.
- 5.—BOCAINA, Brazilian s.s. 882 tons, for Mandoc.
- 6.—ARAGUARY, Brazilian s.s. 1466 tons, for Rio de Janeiro.
- 6.—SAN NICOLA'S, German s.s. 3041 tons, for Hamburg.
- 6.—TREMONT, British s.s. 2051 tons, for New York.
- 6.—RE' UMBERTO, Italian s.s. 4115 tons, for Genoa.
- 6.—NORDSEE, Norwegian barque, 1517 tons, for Newcastle.

**SHIPS AFLOAT AT THE PORT OF RIO DE JANEIRO**

On September 2nd, 1911

- ALTAIR, British, Schooner, Capt. John Hughes, from Cardiff, order.
- WHINLATTER, Norwegian, barque, Cap. Jensen, from Mobile, order, Arr. April 29th.

- SPIGA, Norwegian, barque, Capt. G. Lund, from London, Wilson Sons & Co. Arr. May, 1st
- CANARA, Italian schooner, Capt. A. Giovanni, from Gulfport, Order, Arr. May 12th.
- PORTO PARÁ, Portuguese, barque, Capt. Sallão, from Oporto, B. Maia, Arr. June 2nd.
- EDDER-TIDE, Norwegian, barque, Capt. Lavren, from Mobile, Domingos Joaquim da Silva & Co. Arr. July 22nd.
- MAREN, Norwegian, barque, Capt. Huusner, from Gulfport, Domingos Joaquim da Silva & Co. Arr. July 24th.
- NERA, Italian barque, Capt. Schiaffino, from Pensacola, Order Arr. July 22nd.
- JUPITER, Italian barque, Capt. Olivario, from Marseilles, José da Silva & Co., Arr. July 31st.
- COLOMA, Norwegian, brig Capt. G. Birkland, from Pensacola, Paulo Passos & C. Arr. Aug. 5th.
- FRANCESCA, Italian barque, Capt. Oliveira, from Marseilles, Paulo Passos & C. Arr. Aug. 15th.
- ARNO, Italian barque, Cap. Steria, from Marseilles, Paulo Passos & Co. Arr. Aug. 16th.
- LUIGI, Italian barque, Capt. Quarto, from Marseilles, Order, Arr. August 30th.

**BRAZIL-ADRIATIC-LINE**

OF

The Austro Americana S. S. Co and the Royal Hungarian Sea Navig. Co. «Adria» Ltd.

Regular sailings from Santos and Rio de Janeiro for Almeria, Oran Algiers, Malta, Trieste, and Fiume, and with transhipment, for all Mediterranean, North African, Levant, and East Asiatic ports.

**NEXT DEPARTURES**

<b>FOR EUROPE :</b>	
DUNA.....	22nd Sept.
VIRGINIA.....	2nd Oct.
* SOPHIA HOHEMBERG.....	18th "
<b>FOR RIVER PLATE :</b>	
* SOPHIA HOHEMBERG.....	22nd Sept.
* ATLANTA.....	5th Oct.

\* These steamers are fitted with wireless telegraphy and carry Cabin & Steerage Passengers for Las Palmas, Almeria, Naples and Trieste.  
For cargo apply to H. Campos, Rua Visconde de I. hauma, 84 or passages and further information to.

**Rombaur & Co.**

RUA VISCONDE DE INHAUMA No. 84—Rio de Janeiro  
RUA II DE JUNIO No. 1 A—Santos

**Hamburg--Sudamerikanische--Dampfschiffahrts--Gesellschaft**  
IN CONNECTION WITH THE

**HAMBURG--AMERIKA LINIE**

**TABLE OF DEPARTURES**

**Express service to Europe**

CAP BLANCO . . . . .	18th September
KONIG WILHELM II . . . . .	30th September
CAP VILANO . . . . .	10th October
CAP ARCONA . . . . .	23rd October
K. F. AUGUST' . . . . .	4th November
CAP ORTEGAL . . . . .	19th November
CAP BLANCO . . . . .	29th November

**Express service to R. Plate**

CAP VILANO . . . . .	23rd September
CAP ARCONA . . . . .	3rd October
K. F. AUGUST . . . . .	15th October
CAP ORTEGAL . . . . .	29th October

**Intermediate service to Europe**

CAP ROCA . . . . .	14th September
BAHIA . . . . .	22d September
PERNAMBUCO . . . . .	29th September

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

For passages and further information apply to the THEODOR WILLE CO., 79 Avenida Central.

**CURRENT COFFEE FREIGHT RATES**

IN FORCE SINCE Jan. 15th, 1911.

	Rio.	Santos.
Aden "via" Trieste	54/- in full	54/- in full.
Aguilles	73,50 fcs. in full	76,50 fcs. in full.
Aivali	71,50 f. in full	71 fcs. in full.
Alexandretta	71,50 fs. in full.	71.50 fs. in full
Alexandria**	64 fcs. in full.	64 fcs. in full.
Algiers "via" Marseille.	62 fcs in full.	62 fcs. in full
Alicante	56 fcs. in full.	56 fcs. in full.
Almeria	50 fcs. in full.	50 fcs. in full.
Amsterdam	45/- & 5 %	40/- & 5 %
Ancona	63 fcs. in full.	63 fcs. in full.
Antwerp 1,000 kilos.	45/- & 5 %	40/- & 5 %
Aviles	76 fcs. in full.	76 fcs. in full.
Barcelona	56 fcs. in full	56 fcs. in full.
Bassorah	108 fcs. in full	108 fcs. in full.
Beyrouth	69 fcs in full.	69 fcs. in full.
Bilbao	66 fcs. in full	66 fcs. in full.
Bombay "via" Trieste.	54/- in full.	54/- in full.
Bordeaux, 900 kilos.	45 fcs. & 10 %	45 fcs. & 10 %
Bordeaux, 900 kilos.	71,50 f. in full	71.50 f. & 10 %
Braile**	40/- & 5 %	40/- & 5 %
Bremen	60 fcs. in full.	60 fcs in full.
Brindisi**	60 fcs. in full.	60 fcs in full.
Buenos Ayres per bag. 60 kilos	1\$200	1\$300.
Cadiz (Spanish line)	56 fcs in full.	56 fcs. in full.
Calcutta "via" Trieste.	60/- in full.	60/- in full.
Carthage	56 fcs. in full.	56 fcs. in full.
Cavalla**	66.50 fs. in full.	66.50 fcs. in full.
Cesme	66.50 " "	66.50 fcs. in full.
Christiania	52/3 in full.	47 in full.
Cienfuegos via Antwerp & Bremen	75 & 5 %	60/- in full.
Colombo	60/- in full.	61 50 fr. in full.
Constantinople	61.50 fs. in full.	61 50 fr. in full.
Copenhagen	47/6 & 5 %	42/6 & 5 %
Corfu**	66.50 fs. in full.	66.50 f. in full.
Corunna	53 fcs. in full.	53 fcs. in full.
Currachee	60/- in full.	60/- in full.
Dedeagatch	66.50 "	66.50 fcs. in full.
Fiume	40/- & 5 %	35/- & 5 %
Galatz	71.50 in full.	71.50 in full.
Genoa 1,000 kilos.	40 fcs. & 10 %	40 fcs. & 10 %
Gibraltar	50 fcs. in full	50 fs. in full.
Gijon	58 fr. in full.	56 fcs. in full.
Gothenburg	51/3 in full	46 fcs. in full.
Hamburg	45/- & 5 %	40 & 5 %
Havana Via Las Palmas, Malaga, Barcelona.	65 fcs. in full.	65 fcs. in full.
Havana, "via" Antwerp Bremen	52/- 8 %	
Havre, 900 kilos	45 fcs. & 10 %	45 fcs. & 10 %
Hongkong "via" Trieste.	60 in full.	60/- in full.
Huelva	56 fcs. in full.	56 fcs. in full.
Kobe "via" Trieste.	60/- in full.	60/- in full.
Kustendje	69 fcs. in full.	69 in full.
Lisbon	35/ & 5 %	35 & 5 %
Liverpool	45/- & 5 %	45/-
London cargo s. s.	45/- & 5 %	40/ & 5 %
Do mail s. s.	45/- & 5 %	45/- & 5 %
London opt. cargos.	45/- & 5 %	40/- & 5 %
Madras	60/- in full.	60/- in full.
Malaga	56 fcs. in full.	56 fcs. in full.
Malmoe	52/3 in full.	47/- in full.
Malta	56 fcs. in full.	62 fcs. in full.
Manilla "via" Antwerp Bremen	80/- & 8 %	
Marseilles 1,000 kilos.	40 fcs. & 10 %	40 % & 10 in %
Mersina	69 fcs. in full.	69 fcs. in full.
Messina**	56 fcs. in full.	56 fcs. in full.
Metelino**	71.50 fs. in full	71.50 fs. in full.
Montevideo per bag 60 kilos	1\$200	1\$300
Mostagenem	64 fcs. in full.	64 fcs. in full.
Naples	54 fcs. in full.	54 fcs. in full.
New York per bag.	40c. & 5 %	40c. & 5 %
N. Orleans "	40c. & 5 %	40c. & 5 %
Odessa**	66.50 fs. in full.	66.50 fcs.
Oran	62 fcs. in full.	62 fcs. in full.
Palermo	56 fcs. in full.	56 fcs. in full.
Patras	66. 50 f. in full	66.50 fr. in full
Penang	80/- in full.	80/- in full.
Piraeus**	61.50 fs. in full.	61.50 fs. in full.
Port Said	64 fcs. in full.	64.00 fcs in full
Rangoon via Trieste.	60/- in full.	60/- in full.
Santander	60 frs. in full.	60 fcs. in full
San Sebastian	60 fs. in full.	60 fs. in full.
Sansou **	66.50 fs. in full.	66.50 fs. in full.
Salonica **	61.50 fs. in full.	61.50 fs. in full.
Seville.	56 fs. in full.	56 fcs. in full.
Shanghai via Trieste	60/- in full.	60/- in full.
Singapore via Trieste.	60/- in full.	60/- in full.
Smyrna **	61.50 fs. in full.	61.50 fr. in full

Southampton (opt.) Mail	45/- & 5 %	45/- & 5 %
Do cargos s.	45/- & 5 %	40/- & 5 %
Stockholm	51/3 in full	46/- in full.
Suez via Trieste	64 fcs. in full.	64 fcs. in full.
Sulina **	69 fcs. in full.	69 fcs. in full.
Tangier.	66 in full.	66 in full.
Taragone	56 fcs. in full.	56 fcs. in full.
Trebizond **	66.50 fs. in full.	66.50 fs. in full.
Trieste	40/- & 5 %	3 /- & 5 %
Tripoli	69 fcs. in full.	69 fcs. in full.
Tunis **	62 fcs. in full.	62 fcs. in full.
Valencia	56 fcs. in full.	56 fcs. in full.
Valparaiso (options)	45/6 & 5 %	
Varna **	66.50 fs. in full.	66.50 fr. in full.
Venice	60 fcs in full.	60 fcs in full.
Vigo	60 fcs. in full.	60 fcs. in full.
Yokohama via Trieste	60/- in full.	60/- in full.
Algoa Bay } via New York	60/- 2 1/2 %	per ton of 1,000 kilos
and } Southampton		
Capetown } Hamburg	60/- 2 1/2 %	
Antwerp		
Bremen		
Liverpool	60/- 2 1/2 %	
via New York	60/- 2 1/2 %	
Mossel Bay } Southampton		
Hamburg		
Antwerp		
Bremen		
Liverpool		
via New York		
East } Southampton		
London } Hamburg		
Antwerp		
Bremen		
Liverpool		
via New York		
Durban... } Southampton		
Hamburg		
Antwerp		
Bremen		
Liverpool		
via New York	70/- 2 1/2 %	
Delagoa Bay } Southampton		
Hamburg		
Antwerp		
Bremen		
Liverpool		

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

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Passenger Service for New York.  
BRAZIL AND RIVER PLATE.

Average passage, Rio to New York: 17 days.

BYRON.....	4th Oct.
VASARI.....	16th »
TENNYSON.....	3rd Nov.
VOLTAIRE.....	16th »
BYRON.....	3rd Dec.

## VERDI

Sails on 16th September for

BAHIA, TRINIDAD, BARBADOES  
and NEW YORK.

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

Passengers booked through to Liverpool,  
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American Steamers.

All these steamers are fitted with wireless  
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For passages and further information apply to the  
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112, RUA PRIMEIRO DE MARÇO.

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## P.S.N.C.

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

Fortnightly sailings:—

To Europe.

OROPESA.....	14th Sept.
ORITA.....	27th »
ORAVIA.....	12th Oct.
ORONSA.....	25th »
ORCOMA.....	9th Nov.
ORIANA.....	22nd »
ORISSA.....	7th Dec.
ORTEGA.....	20th »

To River Plate, Chile and Peru.

ORCOMA.....	14th Sept.
ORIANA.....	27th »
ORISSA.....	10th Oct.
ORTEGA.....	25th »
OROPESA.....	7th Nov.
ORITA.....	22nd »
ORAVIA.....	5th Dec.
ORONSA.....	20th »

Wireless telegraphy.

Passenger tickets issued through to London  
New York, Chile and Peru.

For all information apply to

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RIO DE JANEIRO.

# Rederiaktiebolaget Nordstjernen JOHNSON LINE

Regular monthly service between  
Scandinavia,

Brazil and the River Plate  
Next Departures for Chris-  
tiania, Gothenburg, Stockholm  
Malmo, and all other Swedish  
and Norwegian Ports:—  
FOR EUROPE.

KRONPR. VICTORIA. .... beg. Oct.

FOR THE PLATE.

Princessan Ingeborg..... end Sept.

For further information apply to  
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# ROYAL HOLLAND LLOYD

Regular Passenger Service between Argentina  
Uruguay, Brazil and Portugal,  
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Sailings of the new Twin-screw  
Steamers

# HOLLANDIA, FRISIA and ZEELANDIA

FOR EUROPE

(Lisbon, Vigo, Boulogne, Dover and Amsterdam  
21st Sep.—s.s. ZEELANDIA.

FOR THE RIVER PLATE

(Santos Montevideo and Buenos Aires)

25th » —s.s. HOLLANDIA.

DIRECT TICKETS TO PARIS AND LONDON.

For Passages and other information apply to—

SOCIEDADE ANONYMA MARTINELLI

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# NORDDEUTSCHER LLOYD, BREMEN.

Capital ..... 125,000,000 Marks.

NEXT DEPARTURES.

Date.	Steamer.	Destination
Sep. 15	«Aachen»...	Bahia, Madeira, Lisbon, Leixões, Antwerp and Bremen
» 20	«Erlangen».	Bahia, Madeira, Leixões, Rotterdam, Antwerp, and Bremen.

Passengers & Cargo accepted.

Passenger routes.	Cabin.	Steerage.
Rio—Rotterdam, Antwerp, Bremen .....	Marks 400	1908000
Rio—Madeira, Lisbon... Leixões.....	£ 17-0-0	85\$000

and 50/0 tax

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Transports Maritimes à Vapeur de  
Marseilles.

DEPARTURES OF STEAMERS  
FOR EUROPE.

PAMPA . . . . . 13th Sept.

for

Marseilles, Barcelona and Genoa direct  
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.....	88
do do 3rd. class.....	36

Marseilles, Genoa, 3rd class..... 1118000

Barcelona 3rd. class..... 1178000

Agents—ANTUNES DOS SANTOS & Co.,

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Santos.—Praça da Republica, 33.

# PRINCE LINE

Regular Sailings to the United States.

Splendid passenger service.

DEPARTURES

FOR NEW YORK.

AFRICAN PRINCE..... 25th Sept

FOR NEW ORLEANS.

NORMAN PRINCE..... 15th, »

AGENTS.

DAVIDSON, PULLEN & Co.

145 RUA DA QUITANDA 145

# 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.
Sept. 18	«Asturias»..	Santos, Montevideo, Buenos Ayres.
» 20	«Amazon»..	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg, Southampton.
Oct. 2	«Avon».....	Santos, Montevideo, Buenos, Ayres.
» 4	«Asturias»..	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg, Southampton.
» 16	«Aragon»..	Santos, Montevideo, and Buenos Ayres.
» 18	«Avon».....	Bahia, Pernambuco, S. Vincent Madeira, Lisbon, Leixões, Vigo Cherbourg and Southampton.
» 24	«Nile».....	Santos, Montevideo, and Bue- nos Ayres.
» 30	«Araguaya».	Santos, Montevideo, and Bue- nos Aires.
Nov. 1	«Aragon»..	Bahia, Pernambuco, Madeira Lisbon, Vigo, Cherbourg and Southampton.
» 8	«Nile».....	Bahia, Pernambuco, S. Vincent Lisbon, Vigo, Cherbourg and Southampton.
» 18	«Amazon»..	Santos, Montevideo, Buenos Ayres.
» 15	«Araguaya».	Bahia, Pernambuco, S. Vincent Madeira, Lisbon, Leixões, Vigo, Cherbourg, and Sou- thampton.
» 20	«Danubo»..	Santos, Montevideo & Buenos Ayres.

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  
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Rio de Janeiro