

# The Brazilian Review

VOL. XIV

RIO DE JANEIRO, TUESDAY, November 7th, 1911

No. 45

**BALDWIN LOCOMOTIVE WORKS**

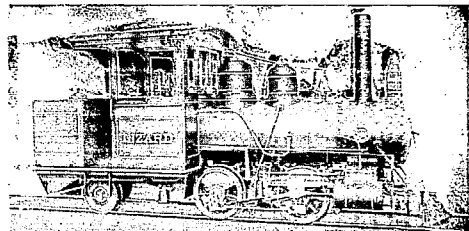
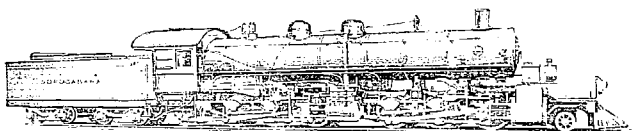
PHILADELPHIA, PENNA., U. S. A.

Cable Address: — "Baldwin, Philadelphia."

MANUFACTURERS OF

**Locomotives**

FOR BROAD AND NARROW GAUGE  
FOR PASSENGER AND FREIGHT SERVICE



*Locomotives particularly adapted for Logging and Industrial Purposes and for Mines and Furnaces. Plantation Locomotives for Permanent or Portable Track, Electric Motor and Trailer Trucks for Railway and Suburban Service*

Representatives for Brazil: — **NORTON, MEGAW & Co., Ltd.**, — N. 112, Rua Primeiro de Março, N. 112 — Rio de Janeiro

Cable-Address **BORLIDO-RIO**

P. O. B. 131

**BORLIDO MAIA & Co.**

Head-Office **RUA DO ROSARIO, 55 - 58 - Rio de Janeiro - Brazil**

ESTABLISHED 1878

General Merchants, Importers & Contractors

**SUPPLY THE PRINCIPAL RAILWAY AND STEAMSHIP COMPANIES OF BRAZIL**

Importers of Railway Appliances, Tools; Repair Material for Cars, Locomotives, Boilers, Wagons; Lubricating Oils, and Greases.

Burning Oils; Carbide, Railway Apparatus, Industrial, Agricultural and Mining Machinery, Implements, Tools and Supplies; Packing, Pumps, Scales, Safes, Artisans' Tools; Rubber, Leather and Canvas Hose; Galvanized Iron Tubes, Portable Buildings, Wire Fencing, Babbitt Metal; Paints, Colors, Brushes; Coachbuilders' Supplies; Electrical Machinery and Supplies; Structural Iron, Builders' and Plumbers' Supplies; Sanitary Ware; Wool, Canvas and Duck, Roofing and Lining Material, etc.

**AGENTS AND REPRESENTATIVES for**

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

**Mander Brothers, London** - Oil-soluble Water Paint.

**Bliven & Carrington, New York** - Lubricating Oils and Greases.

**Wm. Simons & Co., Ltd., Renfrew, Scotland**-Dredger Constructors.

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

**Bickford Smith & Co., Ltd., Tuckingmill**, — Safety Fuses.

**W. B. Brown & Co. (Bankhall) Ltd.**, — Steel Wire Ropes.

**The Vaporite Strawson Co., Ltd., London** — "Vaporite" for destruction of pests in the soil.



# THE RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED

Telegrams:  
"EPIDERMIS".

Telephone:  
165

Post Office Box  
No. 486

Mills: Rua da Gambôa No. 1

DAILY PRODUCTION: 10.000 BAGS.

HEAD OFFICE — 48, MOORGATE ST. — LONDON E. C.

## BRANCHES

S. PAULO. — 4, RUA DA QUITANDA.

BUENOS AYRES. — 335, CALLE B. MITRE

## ROSARIO

1086, CALLE SANTA FÉ.

## AGÊNCIAS

Victoria, Bahia, Maceió, Pernambuco Ceará, Curityba, Desterro, Rio Grande, Pelotas & Porto Alegre.

### The Mill's Marks of Flour Are:-

"NACIONAL"

"BUDA-NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"GUARANY"

AND FOR SUPERIORITY  
HAVE BEEN AWARDED

Gold Medal Paris 1889.

First Prize Brazil 1908.

First Prize Brazil St. Louis 1904.

First Prize Brussels 1910.

OFFICES: -- RUA DA QUITANDA, 108 -- RIO DE JANEIRO.

## FRY, MIERS & C<sup>o</sup>

112, Cannon Street

London E. C

ENGINEERS, MERCHANTS

— AND —

## Contractors for Railway Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION" — LONDON

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

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

Rio de Janeiro - Fry, Youle & Co., Rua da Alfândega no. 10

Caixa do Correio 21. - Telegrams, "FRY" - RIO JANEIRO

# Société Financière et Commerciale Franco Brésilienne

*Succs: of NATHAN & CO,*

**S. PAULO**

**RUA DE S. BENTO 43 e 45**

Caixa do Correio (P. O. Box) K.

Telegraphic Address: **"LUPTON"**

**SANTOS**

**Rua Quinze de Novembro 13**

Caixa do Correio (P. O. Box) 147.

Telegraphic Address: **"WYSARD"**

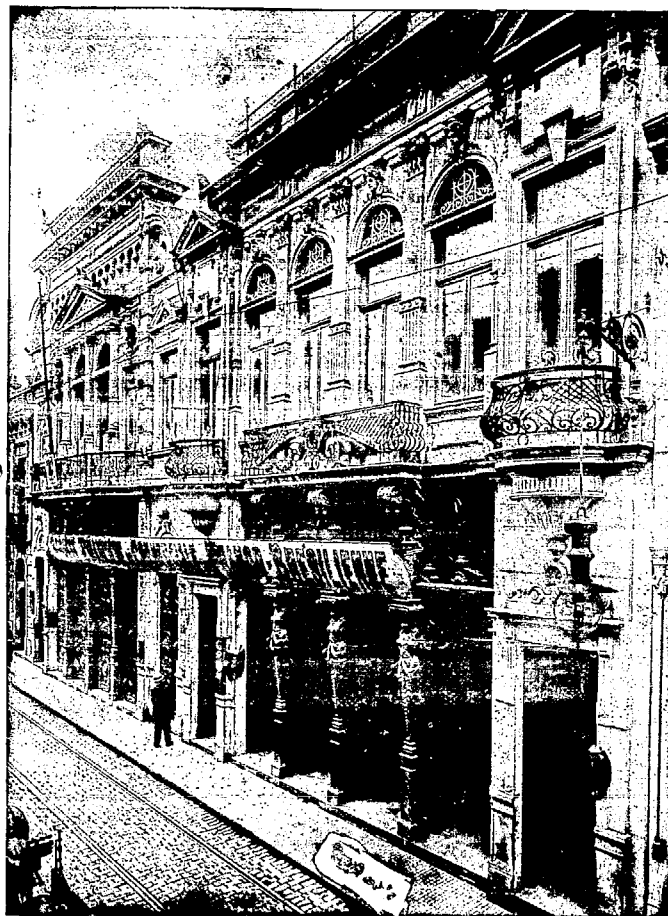
**Importers, Exporters and General Merchants**

## SPECIALITIES:

Railway Material,  
Agricultural and  
Industrial Machinery

General Hardware,  
Gas and Water  
Pipes and Fittings.

IRON, STEEL,  
COPPER, BRASS  
AND OTHER  
METALS.



Cement, Belting,  
Paints, Calcium  
Carbide.

Sole representative  
in the State of  
São Paulo

— OF —

**The Standard Oil Co.,**

OF NEW YORK

(Thompson & Bedford  
Department.)

**Catalogues Requested**

Open to accept sole Agencies in the State of São Paulo

HEAD OFFICE IN PARIS RUE CHAUCHAT No. 5.

# CAXAMBÚ

**Enderereço das casas que fornecem caixas a domicilio**  
**ARTHUR AGUIAR**  
 Rua Gonçalves Dias, 85  
**J. Ferreira & C.**  
 Praça Trudentes, 37  
**Fernandez y Alvarez**  
 Rua da Assembleia, 67  
**DEL PILLAI COLETTI**

**CLAUSEN & C.**  
 Rua dos Ourives 150  
**Soares & Souza**  
 de S. Joaquim 128  
**dos Santos**  
 A. Zimento, 46  
 14, 58

**COELHO MARTINS & C.**  
 Rua Uruguaiana, 27  
**Pinto Lopes & C.**  
 Rua Larga de S. Joaquim, 174  
**S. Martins & C.**  
 Rua do Rosário, 58  
**DE STEFANO PATENO & C.**—Rua Barão de S. Felix, 18

# CAXAMBÚ

## THE SÃO PAULO TRAMWAY, LIGHT AND POWER COMPANY LIMITED

HEAD OFFICE, TORONTO, CANADA — NEW YORK OFFICE, 25 BOAD ST.  
 SÃO PAULO, PRAÇA ANTONIO PRADO No. 1 — RIO DE JANEIRO, 76 AVENIDA CENTRAL

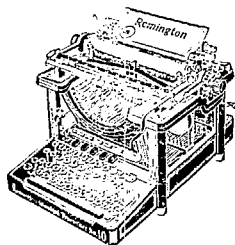
The city of São Paulo, which is the capital of the State of São Paulo, Brazil, is situated in the valley of the Tieté River, 800 metres above the sea level and 35 miles from Santos, the sea port of this State. The climate is delightful throughout the year, resembling very closely that of Southern California. 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.

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

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

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

## REMINGTON TYPEWRITER



The latest models of the REMINGTON TYPEWRITER offer visible writing and other important innovations, without sacrificing the famous forged steel type-bar, wide type-bar hanger, and other principles of construction which have made the Remington known for years as the most durable of typewriters.

The No. 11 Remington-Wahl machine is the only typewriter which writes and adds or subtracts at the same time and by simply touching the keys. It is the only machine possessing a key-set decimal tabulator. We shall be pleased to show you this leader of modern writing machines at your office or at our stores, 125, Rua Ouvidor, Rio de Janeiro and 19, Rua Direita, São Paulo.

**CHAS. H. PRATT,**  
 General Agent for Brazil.

# The Brazilian Review

VOL. XIV.

RIO DE JANEIRO, TUESDAY, NOVEMBER 7th, 1911

No. 45

## HOTEL AVENIDA -- RIO DE JANEIRO

SOUZA CABRAL & CO.

= 152, 162, AVENIDA CENTRAL, 152, 162  
RIO DE JANEIRO



THE LARGEST

AND MOST IMPORTANT

HOTEL IN BRAZIL

LIGHTED

THROUGHOUT BY

ELECTRICITY.



OCCUPIES A

COMPLETE BLOCK

MAGNIFICENT

ACCOMMODATION

GRAND

HALL FOR PUBLIC

DINNERS &

RECEPTIONS.

220, ROOMS, 220

ELECTRIC LIFTS TO ALL FLOORS.

TELEGRAMS: -- "AVENIDA" == TELEPHONE, 2873

## The Western Telegraph Company, Limited.

THE ONLY DIRECT ROUTE WITH SOUTH AMERICA UNDER ONE MANAGEMENT.

CABLE STATIONS IN SOUTH AMERICA:  
WESTERN TELEGRAPH COMPANY.

**Brazil:**—

Para (Travessa Campos Salles No. 1).  
Maranham, Coara.  
Pernambuco (Rua do Comercio No. 2).  
Bahia (Rua das Princesas No. 7).  
Rio de Janeiro (Avenida Central No. 117).  
San os (Largo 11 de Junho No. 4).  
S. Catharina, Rio Grande do sul.

**Uruguay:**—

Montevideo (Calle C6rrito 116).

**Argentina:**—

Buenos Aires (287 and 291, Calle San Martin).

RIVER PLATE TELEGRAPH COMPANY.

**Argentina:**—

Buenos Aires (287 and 291, Calle San Martin).

WEST COAST OF AMERICA TELEGRAPH COMPANY.

**Chili:**—

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

**Peru:**—

Callao, Lima and Mollendo.



CABLE STATIONS IN EUROPE AND  
NORTH AMERICA:—

EASTERN TELEGRAPH COMPANY.

London: 11, Old Broad Street, E.C.  
The Baltic Exchange, St. Mary Axe, E.C.  
440, Strand, W.C.

Liverpool: K 3, Exchange Buildings.

Manchester: 44, Spring Gardens.

Glasgow: 5, Royal Bank Place.

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

Cardiff: 83, Merchants' Exchange, Bute Docks.

Madrid: Calle de la Puebla 14.

Marseille: H6tel des Postes.

Malta: Central Station, St. George's.

Rome: 28, Via Venti Settembre.

COMMERCIAL CABLE COMPANY.

New York: Commercial Cable Building.

Boston: 112, State Street.

Halifax, Nova Scotia: 201, Hollis Street.

PLEASE MARK YOUR TELEGRAMS:—

From SOUTH AMERICA to ALL PLACES.

**BRAZIL** ... .. Via Western.  
**Uruguay** ... .. Via Madeira.  
**Argentina** ... .. Via Rio de la Plata.  
**Paraguay** ... .. Via Rio de la Plata.  
**CHILI:**  
Punta Arenas ... Via Rio de la Plata.  
All Other Places ... Via Eastern.  
**Peru** ... .. Via Cable West Coast.  
**Bolivia** ... .. Via Cable West Coast.

To SOUTH AMERICA.

Great Britain ... Via Eastern Madeira.  
France—Paris, & North ... Angleterre, Mad6re.  
South ... Multo, Mad6re.  
Germany ... .. Emden, Vigo, Madeira.  
Belgium ... .. Eastern Mad6re.  
Holland ... .. Emden, Vigo, Madeira.

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

AGENCIES—

PARIS: 37 Rue Caumartin | ANTWERP: 61 Avenue Marie | PORTO ALEGRE: K.W. Sefton. Caixa 13 | HAMBURG: Glockengieserwall 21111.

HEAD OFFICES OF THE COMPANY—

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

# The Brazilian Review

Editor—J. P. WILEMAN

OFFICES—RUA CAMERINO No. 61.

P. O. BOX: 472, RIO DE JANEIRO.

TELEGRAPHIC ADDRESS: "REVIEW" RIOJANEIRO

Subscription: 60\$ or £4 per annum.

Payable abroad by sight draft, or cheque crossed British Bank of South America.

Separate Copies . . . . . 1\$200  
Back Numbers . . . . . 2\$000

£ 1 — 15\$000.

**AGENTS:—**

RIO DE JANEIRO—  
CRASHLEY & Co., rua do Ouvidor No. 38.

SÃO PAULO—  
HILDEBRAND & Co., rua 15 de Novembro.

SOLE AGENTS FOR ADVERTISEMENTS IN THE UNITED KINGDOM—  
G. STREET & Co., Ltd., 30, Cornhill, London, E. C.

NEW YORK—

G. R. FAIRBANKS, 65, Broad Street.

All communications to be addressed to the Editor.

Announcements of Births, Deaths and Marriages concerning subscribers and friends are inserted in this "REVIEW" free of charge.

**SCALE OF CHARGES FOR ADVERTISEMENTS IN ORDINARY POSITIONS.**

SPACE	52 Inserts per insert	26 Inserts per insert	13 Inserts per insert	6 Inserts per insert	4 Inserts per insert	Sing. insert
1st 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	2 0 0	2 5 0	2 7 6	2 10
Third Page....	1 2 6	1 5 0	1 7 6	1 10 0	1 12 6	1 15
Quarter Page...	17 6	18 6	1 0 0	1 2 6	1 3 9	1 5
2" across page	6 0	7 6	8 0	9 0	10 0	11
2" x 8".....	8 6	4 0	4 6	5 0	5 6	
2" x ".....	1 9	2 0	2 3	2 6	2 9	3

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

The 52 and 26 Series Rates are for Consecutive Insertions



**Metal and Rubber Printing Stamps**

Interchangeable Type, Wax Seals, Stencils, Sign Markers, Stamps (trade-marks) and Type for marking Coffee Bags.

Business Signs Engraved.

S. T. LONGSTRETH, No. 22, Rua Nova do Ouvidor.

Telephone. Central 704

# Mail Fixtures

**For Europe**

- Nov. 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.
- " 21.—VANDYCK, Lamport & Holt, for Liverpool.
- " 22.—MAGELLAN, Mess. Mar., for Bordeaux.
- " 22.—ORIANA, P.S.N.C., for Liverpool.
- " 23.—ZEELANDIA, Royal Holland Lloyd, for Amsterdam.
- " 29.—AMAZON, Royal Mail, for Southampton.
- " 29.—CAP BLANCO, H.S.D.G., for Hamburg.
- Dec. 6.—DANUBE, Royal Mail, for Southampton.
- " 6.—K. WILHELM II, H.A.L., for Hamburg.
- " 7.—CORDILLERE, Mess. Mar., for Bordeaux.
- " 7.—ORISSA, P.S.N.C., for Liverpool.
- " 13.—ASTURIAS, Royal Mail, for Southampton.
- " 19.—CAP VILANO, H.S.D.G., for Hamburg.
- " 20.—ORTEGA, P.S.N.C., for Liverpool.
- " 20.—AMAZONE, Mess. Mar., for Bordeaux.
- " 20.—CLYDE Royal Mail, for Southampton.
- " 27.—AVON, Royal Mail, for Southampton.
- " 28.—CAP FINISTERRE, H.S.D.G., for Hamburg.
- Jan. 3.—CHILI, Mess. Mar., for Bordeaux.
- " 4.—OROPESA, P.S.N.C., for Liverpool.
- " 9.—CAP ARCONA, H S. D. G., for Hamburg.

**For River Plate and Pacific**

- Nov. 7.—OROPESA. P.S.N.C., for West Coast.
- " 9.—CAP BLANCO, H.S.D.G., for River Plate.
- " 13.—AMAZON, Royal Mail, for River Plate.
- " 17.—K. WILHELM II, H.A.L., for River Plate.
- " 19.—CORDILLERE, Mess. Mar., for River Plate.
- " 21.—DANUBE, Royal Mail, for River Plate.
- " 22.—ORITA, P.S.N.C., for West Coast.

**For the United States**

- Nov. 8.—TENNYSON, Lamport, & Holt, for New York
- " 16.—VOLTAIRE, Lamport & Holt, for New York.
- Dec. 3.—BYRON, Lamport & Holt, for New York.
- " 16.—VERDI, Lamport & Holt, for New York.

**FERREIRA IRMAO & C.**

Specialities:—Fruit and Ice.

Fresh Fruit all the Year Round.

4, Rua Primeiro de Março, 6

Cold storage goods imported from the United States, Europe, etc.

Telephone No. 32.

Caixa (P. O. Box) 673 'Telegr.: "Fructagel"

Rio de Janeiro.

**THE**

# Clark



**FITS**

**EVERY**

**FOOT**

Agencies in Every Town in Brazil

**BRANCHES**



- RIO DE JANEIRO:**  
RUA DO OUVIDOR, 105.  
RUA DA CARIOCA, 38  
RUA DA URUGUAYANA, 83  
RUA CAMERINO, 16.  
(Corner of Rua Larga)
- 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, 31.
- PORTO ALEGRE:**  
RUA DOS ANDRADAS 889
- CURITYVA:**  
RUA 15 DE NOVEMBRO, 17

**Borlido Maia & Co.'s**

Advertisement Page

P. O. Box 131

Rua do Rosario, 55, 58

Cable - Address -- BORLIDO

Rio de Janeiro

**IMPORTERS AND SOLE AGENTS FOR****DICK'S PATENT BELTING**

Telegraphic Address: "GUTTA PERCHA," GLASGOW.

R. &amp; J. DICK, LTD.

Greenhead Works, GLASGOW

**ESTABLISHED 1810****WM. SIMONS & CO., LIMITED****RENFREW** ——— **Engineers, Shipbuilders and Dredger Constructors** ——— **SCOTLAND**  
**DREDGERS OF ALL DESIGNS AND CAPACITIES**

CONSTRUCTED BY SAME, INCLUDING:—

Barge-Loading Dredgers — Self-Propelling or Non-Propelling. Bucket Hopper Dredgers. Pump Hopper Dredgers. Bow or Stern Well Types. Combined Bucket and Pump Stationary Dredgers. Combined Bucket and Pump Hopper Dredger. Self-Discharging Hopper Dredgers. Bucket Reclamation Dredgers. Suction and Discharging Pump Reclamation Dredgers. Pontoon Bucket &amp; Pump Dredgers for Canal Works. Rock Dredging Vessels. Rock-Breaking Plant. Gold-Mining Dredgers

STEAM HOPPER BARGES

DUMBER HOPPER BARGES

BARGES WITH HYDRAULIC AND STEAM GRAB CRANES

TUGS, LIGHTERS, DIVING BELL BARGES, ROCK DRILL BARGES, ENGINES AND BOILERS, REPLACE WHEEL GEARING, BUCKETS, LINKS, PINS, ETC., A SPECIALITY

**Olsina** = **WATER PAINT**  
Made by Mander Brothers - Wolverhampton**PORTLAND CEMENT.****BRAND J. B. White & Brothers.****Enfield Cycle Co., Ltd., Redditch.****"Royal Enfield"**  
Bicycles of every description**Safety Fuses****Bickford Smith & Co. Ltd. Tuckingmill,**  
**ENGLAND****Lubricating Oils**

of Bliven &amp; Carrington.

Dr. W. Gordon Spears — (M.R.C.S., L.R.C.P., London) Surgeon and Physician, Rua São Bento, 63. S. Paulo (2 to 4).

Dr. Charles Spears — (M.R.C.S., L.R.C.P., London) Surgeon and Physician, Rua São Bento, 63. S. Paulo (2 to 4).

## General News

**Local Items.** — The returns of the Directorate-General of the Public Health for the week ended October 28th, 1911, are as follows:— Yellow fever, 0; bubonic plague, 0; smallpox, 0; measles, 3; scarlet fever, 0; whooping cough, 6; diphtheria, 0; influenza, 19; typhoid fever, 0; dysentery, 2; beriberi, 0; leprosy, 0; erysipelas, 0; marsh fevers, 4; pulmonary diseases, 87. Total deaths from all causes, 378, equal to an annual rate of 21.60 per thousand inhabitants. Mortality of infectious diseases a total number of deaths, 33.06 per cent. Under treatment in hospitals: Yellow fever, 0; smallpox, 13; bubonic plague, 2; under observation, 8.

— The news from Europe is not very reassuring, for the Powers are somewhat nervous about the state of affairs between Italy and Turkey and afraid that further international complications may arise. It is sincerely to be hoped that the torch of war may be carried no further and that the issue will be left to the two combatants already engaged without any other nations being drawn in. The Power which seems most anxious at the moment is Austria, for she does not view this excursion on the part of Italy with any great favour, while the position of Germany is distinctly delicate as a member of the Triple Alliance and as a friend of Turkey. Some people openly prophesy that this war will break up the Triple Alliance and drive Italy into the arms of England, France and Russia, while Turkey will find salvation with Austria and Germany. Such a change round would certainly seem to make for the peace of the World but whether anything of the sort is actually probable is not apparent yet. Internal trouble, according to cables, is also to be feared in Italy but the censorship of the telegrams is so strict that it is almost impossible to get really reliable news. Thus on Tuesday evening last most hectic cables arrived stating that the Turks had beaten the Italians in a battle lasting for two days and that the latter had left 5,000 dead upon the field. Naturally the next day everyone scanned his morning paper with the greatest interest but not a sentence was to be found about the battle. Surely never had a first class engagement so soon fizzled out! In China the trouble continues and the Emperor (aged 4 or 5 we forget exactly which) has issued a manifesto rallying his people to support the Manchu dynasty. China, it is said, has a rising every ten years and the present trouble was just about due. It seems, however, to be more serious than usual and has proved how greatly China has advanced in the adoption of Western military methods. So much so indeed that the warnings of the Kaiser ament the "Yellow Peril" do not look so premature as many people would have liked to think them. It has been suggested that when China has advanced along the lines adopted by Japan and has trained her vast legions, the West will have to drop internal squabbles and turn to face a common danger with a united front. The one check that can be put on the development of Eastern military activity is the tightening of the purse strings by the West. We have already seen in the Franco-German negotiations how important a part finance paid at a certain juncture and the same sort of pressure may yet save the West from the Yellow Peril.

— We had the pleasure of paying a visit a few days ago to the Ajuda Convent which has now been given up by the nuns who lived so quiet a life there surrounded by all the bustle of a modern City. The Convent stands at the Monroe Palace end of the Avenida Central and occupies a very large extent of ground in one of the best positions in the City. It was purchased for 1,850,000\$ a few months ago by the Rio de Janeiro Hotel Company Limited who will pull it down and build on the site what promises to be the finest hotel in South America. The visitor to the old convent is at once struck with its great size and spaciousness. There are two courts planted with fruit trees, but not kept in very good order. In the second of the courts, that nearest the sea, stands a fountain of extremely curious design, built of granite. This fountain is known as the "chafariz das

saracuras" from the fact that at the base of each of the four corners of the centre obelisk are placed bronze birds standing with heads inclined, the water flowing from their beaks. On parapets, which form as it were battlements round the centre of the fountain, are fixed tortoises in bronze from whose mouths water flows into four tanks. The whole is approached by steps. This fountain which is of great age has been presented to the Prefect of the Federal District and will be set up at some prominent point in the City. Wandering through the convent we were struck with the fact that it all seemed very vast and indeed very much too large for the small handful of nuns who have of late inhabited it. The corridors in the living part of the Convent are wide and cheery and there is none of that air of gloom so often attributed to religious houses of the kind. The Chapel is of considerable size and very lofty, while at the West end is the grill behind which the nuns worshipped. The room behind the grill is of great size and could have held many more nuns than can ever had been housed in the place at any one time. In the South West corner of the building is the chamber where are to be seen the coffins of the Princess Paula, daughter of Dom Pedro I, of the Empress Leopoldina, first wife of Dom Pedro I and mother of Dom Pedro II, the last Emperor of Brazil, and of the stillborn child of the Princess Isabel, daughter of Dom Pedro II and known throughout Brazil as "A Redemptora", the liberator of the slaves. Naturally the question has arisen as to where a last resting place is to be found for these members of the Imperial Family, and as a result a project has been laid before Congress by Sr. Gomes de Castro with especial reference to the remains of the Empress Leopoldina. This lady, as is well known, laboured in season and out of season for the Independence of Brazil and for that reason the general feeling here now is that some fitting mausoleum should be provided by a grateful country. The proposal is that a monument should be erected in the cemetery of São João Baptista and that the bodies of all the members of the Imperial Family still remaining in Brazil should be reverently laid therein. Probably the project will go through and, if it does, it is hoped that the tomb will be ready for the reception of the remains by the 13th of May next. The 13th of May has played a great part in the history of Brazil. On that date the Empress Leopoldina was married to D. Pedro in Vienna in 1817; on that date in 1822 D. Pedro was declared the "perpetual Defender of Brazil"; and on May 13th 1888 the Princess Isabel, now an exile in Paris, signed the decree liberating the slaves throughout the length and breadth of the land. A fitting date indeed on which to pay a last tribute to these dead members of the Imperial House. It will be interesting to see if we have advanced so far that any descendants of the Empress Leopoldina will be allowed to visit Brazil and attend these obsequies.

—To return to the Convent, the Company which has bought the site has indeed acquired a magnificent property and until one has visited it one has no conception of its extent. During several days, by the courtesy of Mr. Alexander Mackenzie, the Convent has been open to the public on payment of a small fee, collected and used for charitable purposes by that indefatigable worker amongst the poor, Sister Paula. We are sorry to note that some vandals took advantage of the privilege thus offered them to insult the late occupants of the Convent by writing ill chosen remarks upon the walls. Although police were stationed at different points in the building they seemed to be indifferent when their attention was drawn to this fact by several justly enraged citizens.

— Apropos of the curious and apparently irresistible desire which a certain section of human beings has to write up in public places what, to put no finer point upon it, we will describe as indiscretions, we were once told that in a town in Mexico the authorities, hopeless of eradicating the habit, decided to regulate it by the provision of a black board, a piece of chalk and a request to write thereon any passing ideas. An official with a sponge was also provided, so everybody was pleased.

— The Hamburg-American Liner König Friedrich August which sailed for Europe on Saturday had a considerable dusting on her last outward voyage during a gale which was of exceptional violence and duration. She had called at Boulogne to embark her French passengers and for that purpose had to enter inside the breakwater. The high superstructure of the vessel held the wind like huge sails with the result that the cable suddenly parted and she was driven ashore. Tugs had to be sent for from Dover and Calais and after a day or so she was got off successfully without having suffered any material damage.

— The Postmaster General here is certainly making clean the outside of the cup and platter and what with newly polished woods, smart guichets and a brilliant electric illumi-



nation the General Post Office hardly knows itself. We can only trust that the staff will live up to their new surroundings. Last week things seem to have been in rather a muddle owing to the moving of the Post Boxes to a new venue with the result that the newspapers from England were not delivered for 48 hours after the arrival of the Araguaya. Still there is some excuse and we trust that this week things will improve. Apropos of things postal, the report of the British Post Office just issued contains some interesting facts and figures. The number of postal packets delivered in the United Kingdom during the year 1910 reached the enormous total of 5,281,100,000, divided as follows:—

Letters .....	3,047,500,000
Post cards .....	871,400,000
Halfpenny packets .....	1,044,100,000
Newspapers .....	121,600,000

The net postal revenue was £5,468,685, an increase of £557,981 as compared with the previous year. That the public is somewhat careless in its posting is proved by the fact that no less than 467,000 articles were found loose in the post as against 427,000 for the previous year. Amongst these was found a letter of credit for £1,000 which had been placed in a pillar box!

— While British M.P.'s are trying to decide what they shall do with their new salaries our legislators here are voting themselves an extra 25\$000 a day and so bringing up their total salary to 100\$000 per diem. In addition to this they have again extended their arduous labour to the beginning of next month. It may be remarked that salaries stop when the House is not sitting.

— Now that Canadian Reciprocity has been scotched for some considerable period, if not for ever, suggestions are not lacking in the United States that instead of turning her face to the North she should look southwards to the Latin American countries and try to arrange a scientific tariff or indeed Reciprocity with them. At present there is an arrangement between Brazil and the United States whereby the latter allows Brazilian coffee in free in return for a rebate on certain goods entering Brazil from America. We doubt very much if the countries South of Mexico are either ready or anxious for such a move on the part of the States, especially as the suspicion, slight though it may be, with which the Monroe Doctrine is regarded in South America, has never been completely eradicated. If, however, the idea of South American reciprocity becomes a question of practical politics it would probably give the coup de grâce to the arrangement of a mutual tariff with Canada, at any time in the future.

— The new Prince Line s.s. Chinese Prince entered the Bay on Sunday 29th ult. for the first time. This vessel is one of a set of four ordered by the line this year, the others being the Japanese Prince, the Siamese Prince and the Burmese Prince. They are 396 feet long and have a carrying capacity of 8,000 tons equivalent to 120,000 bags of coffee. The speed of the vessels is 12 1/2 to 13 knots and as they are designed primarily for cargo carrying there is only accommodation for 12 first class passengers.

— A certain Mr. Richard Dollar of San Francisco recently delivered an address at the University of California on the question of the rehabilitation of the American mercantile marine, and our old friend the subsidy was trotted out once more. In the course of his remarks Mr. Dollar (name of good omen!) pointing out the unnecessary restrictions that were placed on American vessels by the laws of the United States, said that two things were necessary to enable them to compete in the world's foreign commerce. The first was to be able to buy ships as cheap as their competitors, and the second was to be able to operate them as cheaply. He stated that he had a steamer of 9,000 tons recently built for less than £50,000, which would cost £120,000 to build in the States. The smallest steamer he had, of 500 tons, under the American flag, cost \$78 a day to operate without fuel or insurance, whereas his largest steamer, one of 9,000 tons, under the British flag, cost \$83.30 per day, also without fuel or insurance. He thought that American mail steamers should get a subsidy equal to that paid by other nations, plus an amount to equalise the difference in cost of working; while as regards cargo steamers he held that their laws should be changed so that they could buy their ships where they could get them cheapest, and operate them as they liked. It had, he stated, been said that American capital would not invest in ships as it was not as remunerative as other investments. To disprove this, he said that he had prepared a

list of American-owned vessels flying foreign flags which comprised 325 steamers, including some of the largest afloat, of 1,452,716 tons, being 6 per cent. of the world's steam tonnage. We fancy that Mr. Dollar is something of an optimist and that in future there will not be a very great amount of American capital invested in shipping. The experiences of the last few years at any rate have not exactly encouraged American investors in this direction.

— Tropical Life says that it has been on several occasions approached by friends in Brazil asking for its advice as how best to organise and develop the Brazilian fishing trade which it thinks is undoubtedly capable of yielding large profits. It says that it has always recommended steam trawlers and the methods generally adopted by the Grimsby and Lowestoft fishing companies for securing and disposing of their catches, not forgetting the utilisation of the offal for making glue, manure etc. All this can be done quite easily and at a comparatively low cost, commensurate with the large profits obtainable if the most is made of the by-products. The Japanese it seems are following our contemporary's advice and the Japanese Fishing Company at Nagasaki has just acquired four Grimsby trawlers. Japanese students have been studying at Grimsby for some months so that they will be able to direct operations from the newly acquired vessels. Our contemporary says:— "If Brazil will only follow the example set by Japan, her people would benefit both by earning more money, and, what is perhaps of even greater importance, by having larger and better supplies of fish for consumption." At the present moment the Brazilian Government is seriously studying the fishery question and the indefatigable Commander Villar is studying with enthusiasm in Europe. A visit to Grimsby might be of advantage.

— During the past ten days we have had a touch of real summer weather and the heat has been very trying, chiefly owing to the suddenness with which it came upon us. The health of the City has been rather worse in consequence, the number of deaths last week touching 378 as against 371 for the week before and 316 for the week before that. The heat seems to have played havoc amongst sufferers from tuberculosis from which there were as many as 87 deaths. The official maximum reading of the thermometer at the Observatory for the week ending October 28th was 28.4° Centigrade, or 83.02° Fahrenheit, but this does not apply to the business quarter of the City where we believe that the thermometer rose to over 90° Fahrenheit. This may not seem high to those in England who have just passed through a record summer but in point of fact it is worse than 95° in London on account of the great humidity which we experience in Rio. The lowest reading at the Observatory was 18.6° Centigrade or 65.48° Fahrenheit and the average 25.15° Centigrade or 77.27° Fahrenheit.

— Since writing the above we have had one of the hottest days ever experienced in Rio as on Thursday last the thermometer rose to 103° Fahrenheit in the shade!

— It seems that the Falkland Islands are to be brought quite up to date for an order for a 5 k.w. wireless station has been placed by the Crown Agents for the Colonies with Marconi's Wireless Telegraph Company, Limited. The installation will have a working range of 400 nautical miles over water, the maximum range considerably exceeding that figure.

— The laying of the foundation stone of the new school for naval cadets at Angra dos Reis by the President of the Republic was a most successful function. The President signed the deed with a gold pen presented to him for the purpose and then laid the stone with a silver trowel and mallet. Later there was a banquet at which the official toasts were proposed by the President of the Republic, the Minister of Marine and the President of the State of Rio de Janeiro. While at Angra, the President laid a wreath on the monument erected in memory of the victims of the Aquidaban disaster. That ill fated vessel still lies at the bottom of the deep waters of the Bay of Angra. With her went down some of the flower of the Brazilian navy.

— News from Italy states that his colleagues of the Consular body gave a banquet to Sr. José Antonio Rodrigues Martins, the Brazilian Consul General at Genoa and doyen of that body, on the completion of a quarter of a century's residence in that Italian City. Sr. Martins was in the year 1864 nominated to the Custom House at Corumbá and was proceeding to that place when the vessel he was travelling on the s.s. Marques de Olinda, was seized without declaration of war by Dictator Lopez of Paraguay. All the passengers were taken prisoner, including Col. Frederico Carneiro de Campos,

President-elect of the State of Matto Grosso. Sr. Martins and another Custom House official were the only survivors when at the end of five years they were liberated by the Brazilian troops.

— The scorching of automobiles seems to get worse instead of better and accidents as a natural consequence more frequent. Not only do the cars knock down and kill people but so reckless is the driving of many of the chauffeurs that trees and even walls are charged at full speed and havoc wrought far and wide. It seems that the largest number of accidents occurs in the Mangue district which is stated to be but meagrely policed. Something will have to be done. The remedy does not lie in the adoption of speedometers but in more rigorous application of the law and in the infliction of more severe punishments.

— Dr. Oswaldo Cruz arrived in Rio on Tuesday last on the completion of his successful campaign against yellow fever in the City of Pará. He was accompanied by the staff which has so ably supported him in his labours and the party met with a very hearty reception. We should not be altogether surprised to hear that Dr. Cruz was nominated for the Nobel prize. In any case he deserves it.

— The President of the Republic has signed decrees granting reduction of freights on the Federal Railways, exemption from consumption duties and other favours to individuals or companies undertaking to establish iron works in the country; also the right to use the falls of Funil and Joazal on the River Parahybuna for the generation of the electric power, to be used on their iron works, to Carlos Wigg and Trajano de Medeiros and the expropriation of the buildings and lands on the banks of the said falls. Government is authorized to grant favours, without monopoly, to a company or companies undertaking to exploit the iron industry.

— So soon as the new postal regulations have been approved it will be possible to register letters at the General Post Office up to 8 p.m.

— Amongst the passengers leaving Rio for Pernambuco on the R.M.S.P. s.s. Aragon on Wednesday last were Messrs. Tattam, Connor and Briscoe of the Great Western of Brazil Railway.

— The Senate has approved the project which authorises the President of the Republic to instruct the Minister of Finance to open a credit of 1,450,000\$ as supplementary to the budget provisions for the expenses of the Imprensa Nacional. The recent fire necessitated this extra outlay.

— There was a meeting at the Department of the Interior last week, under the presidency of Dr. Rivadavia Correa, to discuss and look into the question of the high cost of living in Brazil. It was decided to study the Government proposals for dealing with the question which have not as yet been submitted to the public. In order that this study might the better be made, a separate member of the Commission was appointed to look into each section. Thus Dr. Moura Brasil is looking into the matter as it touches cereals, coffee, sugar, transport and taxation; Dr. Mourão do Valle is taking slaughterhouses, butchers' shops etc; and Dr. Dias Martins the markets, fruit, vegetables, wood fuel etc. etc.

— In view of the fact that reassuring telegrams have been received from the Acre Territory, the President of the Republic and the Minister of War last week decided to raise the state of blockade and open the rivers of the Territory to traffic again immediately.

— The President of the Republic arrived from his trip to Angra dos Reis on the cruiser Barroso at 6 a.m. on Tuesday last.

— The Prefect of the Federal District has decided that at last the Morro de Santo Antonio shall be cleared of the ugly huts and broken down dwellings that deface it and be turned into the Pincian Hill of Rio de Janeiro. The Morro in question commands magnificent views of the Bay and the idea of the Prefect is to make a great terrace garden up its slopes, adorned with statues, fountains and other works of art, bandstands and possibly a restaurant. At the top of the hill he proposes to level a considerable area where the new Houses of Parliament may be built and stand as a great monument overlooking the Bay, if such a scheme commends itself to Government. The Morro de Santo Antonio has long been an eyesore while it is a wonder that so much of it still remains, for every time there is heavy rain its red earth is washed down past the Lyric Theatre and often covers part of the Avenida Central itself. The Prefect is taking in hand a work which will meet with the hearty support of the public.

— General Bento Ribeiro is also making the spot known as the Furnas da Tijuca, the grotto formed by huge boulders and a rushing stream, more adaptable for pic-nics, as he finds that so many tourists use it as a point d'arrive for their excursions. More trees are to be planted, a water supply, independent of the stream, is to be provided while plenty of seats and benches will be available for the picnickers.

#### PARÁ.

— Mail advices from Pará state that Captain Jennings has arrived from England, to inspect as Managing Director of the Amazon River Company the fleet recently purchased by that concern. It was expected that the river services would be started on all the rivers by the end of last month.

#### RIO GRANDE DO NORTE.

— According to the Message of the Governor of the State presented to the State Congress on the 1st inst. it appears that the official value of exports from Natal in 1910 was 4,284,730\$621, from Macaó 1,359,677\$100 and from Mossoro' 4,443,967\$919. The balance of the 1910 5 per cent. gold loan shows that the application of the loan to productive schemes has resulted in a greater return than is required for the actual meeting of the liabilities. The Treasury of the State received from the export tax on salt a sum of 330 contos.

#### S. PAULO.

— The deed for the formation of the Companhia Parque Balneario at Santos was signed on the 28th ult. The capital of the Company, to which reference has already been made in these columns, is 4,000,000\$. A large hotel is to be built with 300 chalets, also a casino, a church, a school, a telegraph station and a post office, while a sanatorium is to be erected on the island of Urubuquecaba. The hotel will have 500 rooms, a laundry, model bakery, library, cinematograph theatre, tennis lawns, a cricket field and all the rest of it.

— The old cathedral at S. Paulo is to be pulled down shortly and a new one built. In the meantime the bodies of the dead bishops of S. Paulo are to be placed temporarily in the church of Santa Thereza.



**DO YOU PASS OUR STORES ?**

Stop at the windows and see the new styles

THEY ARE ON DISPLAY NOW.

Perhaps they'll suggest a successor

to your sun-burned straw.

**CASA MANGUEIRA** : Carioca n. 40  
: M. Floriano, 131

**British Library**

**Rua Gonçalves Dias No. 20**

**Open 8.30 a. m. to 10 a. m. and 12 to 6. p. m. except**

**on Sundays and Holidays.**

# AMERICAN BANK NOTE COMPANY.

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

BUSINESS FOUNDED, 1795.

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

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

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

Estimates submitted on receipt of particulars or requirements.

REPRESENTATIVE IN BRAZIL:

— L. C. IRVINE —

Rua 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,

AGENTS

Booth & Co. - Pará.

Booth & Co. - Maranhão.

Booth & Co. - Manáos.

Salgado Rogers & Co. - Ceará

Booth & Co. - Iquitos.

T. S. Boadle & Co. - Buenos Ayres --- 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.

# 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

Branches at: HAMBURG, BUENOS AIRES, VALPARAISO, SANTIAGO (Chile), MEXICO, TORREÓN (Mexico).

**CAPITAL FULLY PAID: M 20.000.000**

THE BANK DRAWS ON ALL CITIES IN GERMANY AND ALSO ON THE FOLLOWING  
BANKS AND BANKERS:

#### LONDON:

Dresdner Bank.  
London County & Westminster Bank Ltd.  
J. Henry Schröder & Co.  
Kleinwort Sons & Co.  
Royal Bank of Scotland.  
Soligman Bros.  
W. Ladenburg & Co.  
C. J. Hambro & Son.  
German Bank of London Ltd.  
London & Hanseatic 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 25; Curitiba.

Agencies: Ribeirão Preto, São Carlos, Botucatu, Espírito Santo do Pinhal, Moçoca, São José do Rio Pardo, Jahú and Ponta Grossa.

Telegraphic Address: — "SUDAMERIS."

Capital subscribed..... Fcs. 25,000,000  
Reserve fund..... " 7,569,000

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.

S. Paulo      Santos

Public Warehousemen.

Custom House and General Forwarding Agents.

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

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

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

### Banco Mercantil do Rio de Janeiro

67, PRIMEIRO DE MARÇO, 67.

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

#### Business.

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

#### RATES OF INTEREST.

Accounts current.....		3 per cen
Deposits at fixed dates	3 months.....	3 » »
	6 » .....	5 » »
	9 » .....	6 » »
	12 » .....	7 » »
	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.	Crédit Lyonnais—Spain.
Société Générale—Paris and Branches.	Anglo-Oesterreichische Bank—Austria-Hungary. (Anglo-Austrian Bank).
Messrs. Joh. Berenberg, Gossler & Co.—Hamburg.	Banco de Portugal—Portugal.
Credito Italiano—Italy.	Imperial Ottoman Bank—Turkey, &c.

### CORRESPONDENTS.

The Bank has Agents or Correspondents in all the principal Ports and Cities of Brazil, Uruguay, Argentina, and 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, Cordoba, 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: "ALLENBANK."

**CORRESPONDENTS IN :** Pará, Manáos, Maranhão, Ceará, Pernambuco, Maceió, Parahyba do Norte, Victoria, Rio Grande do Sul, Pelotas, Curityba, Paranagua, Santa Catharina, etc.

Draws on:—

Germany . . . { Direction der Disconto Gesellschaft, Berlin, and Branches } and correspondents.  
 { Norddeutsche Bank in Hamburg, Hamburg }

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

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

Italy . . . . . { Credito Italiano }  
 { Societa Bancaria Italiana }  
 Portugal—Banco Lisboa & Agores and correspondents  
 Spain—Banco Hispano Americano.  
 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,**  
**SUENOS AIRES, MONTEVIDEO and**  
**ROSARIO.**

**SANTOS AGENTS:—**

F. S. Hampshire & Co., Limited.

Correspondents in:—Pernambuco, Pará, Maranhão, Ceará, Victoria, Maceló, Maranhão,

Santa Catharina, Paranaíba, 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.

Societá 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.

## BANCO ALLEMÃO TRANSATLANTICO

Capital..... 30,000,000 Marks  
Reserve Fund..... 7,500,000 "

Founded in 1886 by the Deutsche Bank of Berlin.

HEAD OFFICE: BERLIN

Rua da Alfandega, 11 — Rio de Janeiro — P. O. Box. 1386

The Bank is agent of the **Deutsche Bank of Berlin** (Capital and Reserves 300,000,000 Marks.)  
and draws on the following Banks and Bankers:

**LONDON:**

National Provincial Bank of England Ltd.  
Union of London & Smith's Bank Ltd.  
Capital & Counties Bank Ltd.  
Deutsche Bank (Berlin) London Agency.

**PARIS:**

Comptoir National d'Escompte de Paris  
Crédit Lyonnais.  
De Neufville & Co.  
Banque Française pour le Commerce et  
l'Industrie.

**GERMANY:**

Deutsche Bank of Berlin and Branches.

**ITALY:**

Credito Italiano, Milan and Branches.

**SPAIN:**

Banco de España, Madrid and Branches.

**PORTUGAL:**

Banco Lisboa e Açores, Lisbon and Branches.  
J. M. Fernandes Guimarães & Co. Oporto.

**NEW YORK:**

National City Bank of New York.  
Müller Schall & Co.

and also on its own Branches in:—

**ARGENTINA**

Bahia Blanca, Buenos Aires, Cordoba,  
Mendoza, Rosario de Santa Fé, Tucuman.

**BOLIVIA**

La Paz, Oruro.

**CHILE**

Antofagasta, Concepcion, Iquique, Osorno  
Santiago, Temuco, Valdivia, Valparaiso.

**PERU**

Arequipa, Callao, Lima, Trujillo.

**URUGUAY**

Montevideo.

**SPAIN**

Barcelona, Madrid.

## Zenha Ramos & C.

73, RUA PRIMEIRO DE MARÇO, 73

RIO DE JANEIRO

Importers, Exporters and Commissarios

Steamship Agents.

Draw on the principal foreign markets, Collection  
undertaken Telegraphic Remittances,  
Stock Exchange business transacted etc.,

Caixa do Correio (P. O. BOX) 964 Telegrams:—"HOMERO" Rio

## 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., of  
The Verger, Mr. Strube, at the British Library, Rua Gonçalves Dias No. 2  
First Floor.

YOU CAN SEE IT WORK

In Every Family a Hundred Uses For  
**Dioxogen**  
H<sub>2</sub>O<sub>2</sub> 3%

Read The Third Kind of Cleanliness in each Package.

**WATCH IT BUBBLE**

A POWERFUL ANTISEPTIC AND DISINFECTANT FOR INTERNAL AND EXTERNAL USES AND HARMLESS TO THE SKIN AND CHEMICALS.

Samples and circulars free upon request.

Sole Agents for Brazil:

**Paul J. Christoph Co.**

⊙ RIO DE JANEIRO and SÃO PAULO ⊙

## Rubber

**Telegram from London.** Spot quotation on November 3rd for fine hard Pará was 4s 3d as against 4s 4d on October 27th, 4s 6d on October 20th and 4s 5d on October 13th.

**Stock of Rubber.** According to the official figures given at last week's Cabinet Meeting the stock of Rubber at Pará on October 28th was 3,233 tons and at Manáos 290 tons, a total of 3,523 tons. As compared with Saturday, October 14th (no figures being available for October 21st) there is a net decrease of 43 tons, as stock increased 117 tons at Pará and decreased 160 tons at Manáos.

**What Higher Rubber Means.** "The India Rubber World" says:— At no time in the history of the rubber trade could rubber manufacturers view a fifty per cent. export duty on Brazilian rubber, and a restriction of the Acre product with greater calmness. Factory stocks have accumulated, reclaimed rubber is understood and manufactured on a greatly increased scale here and abroad, plastics, such as mineral rubber, are utilized the world over, and plantation receipts are constantly growing.

If Brazil does as she plans, as she certainly has every right to do, rubber will undoubtedly be higher for a time. The result however, will be a tremendous increase in planting, a further exploitation of the lesser rubber producers, the substitution of many plastics for rubber wherever it is possible, and the final disappearance from the market of all wild rubber, the cost of collection of which is above 50 cents a pound.

**Brazilian Plans.** The London correspondent of the India Rubber World writes to his journal as follows:— Planters in the East will no doubt be much interested in what the editor says in "The India Rubber World" for August 1 regarding the measures Brazil is taking to maintain her threatened supre-

macy in the rubber market. Leaving the financial proposals on one side, I note with interest that it is proposed to wash rubber before sale and transport and to export only one quality — the best. I am not sure, however, that this is altogether a step in the right direction; at any rate it is a move that should not be undertaken without the expressed approval of the principal manufacturers of the world. There are many who hold the opinion that rubber travels all the better when it contains 10 to 15 per cent. of water in its pores. Of course in the present days of quick ocean transit this consideration is of less importance than it was formerly, and in addition there is the saving in freight to be considered. Still the manufacturer has a great desire to see his rubber in the raw state and to wash and dry it according to his own ideal. This is more particularly as regards fine Pará. With respect to lower grades of Pará, especially negrohead, I do not see any objection to a partial purification before export so as to produce a more standard grade. Possibly, too, the removal of the bulk of the albuminous matter would tend to produce a better rubber.

## Dividends

**The Amazon Telegraph Company** is paying a dividend of 4 per cent. A sum of £63,580 is carried forward.

**Pacific Steam Navigation.** The directors of the Pacific Steam Navigation Company, Limited, have declared an interim dividend of 10s.

**Rio Claro S. Paulo Railway.** The directors of the Rio Claro S. Paulo Railway Company, Ltd., have declared an interim dividend at the rate of 13 1/2 per cent per annum for the six months ended 30th ult.

## New Issues

**Companhia de Pescarias.** By Decree No. 9069 of October 25th, 1911 this concern has been authorised to operate in the Republic. The domicile is in the City of Rio de Janeiro. The capital is 500,000\$000, divided into 2,500 shares of 200\$ each. The object of the company is to exploit the fishing industry.

**The City of S. Paulo Improvements and Freehold Land Company.** A Telegram from Paris states that an issue of 60,000 500 francs 5 per cent. debentures of this Company were to be issued in Paris on the 1st inst. The issue was to be made simultaneously in London and Paris at 497 francs 50.

## Railway News

### THE LEOPOLDINA RAILWAY COMPANY.

#### ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year.	Week Ended.	Receipts For Week			Total from 1st January.
		Currency.	Exch.	Sterling.	
1911	28th Oct.	492,000\$	16 3/16	£ 33,784	£ 1,114,876
1911	29th Oct.	417,000\$	17 1/4	£ 29,972	£ 1,058,866
Increase....	—	75,000\$	—	£ 3,212	£ 56,011
Decrease ..	—	—	1 1/16	—	—

**Rio Claro — S. Paulo Railway.** At a meeting held in London on Monday, October 9th, the scheme referred to in our last number was discussed and the following resolution passed:

"That the scheme for extending the powers of the company rearranging, increasing, and converting the nominal and loan capital of the company, as set forth in the circular from the directors, dated September 25, 1911, be referred to a committee for consideration and report to an adjourned meeting, with such powers to devise, or consider, such alterations and amendments, if any, as may be desirable, with a view to general approval of a suitable scheme; that the meeting do stand adjourned, to a day and place to be fixed by the directors, after consultation with the committee".

— The S. Paulo Railway Company has purchased for a sum 336,135\$500 a site in the Rua Anchieta, in the Capital of S. Paulo, for the establishment of an agency.

— The new local Board of Management of the Leopoldina Railway is to consist of Dr. João Teixeira Soares, as Chairman; Dr. Oscar Weinschenk, as consulting Engineer, and Mr. J. McC. Miller as General Manager.

— In view of the impending departure of Mr. A. H. A. Knox-Little for Paris, the Directors of the Great Western of Brazil Railway have invited General F. M. de Souza Aguiar, ex-Prefect of the Federal District, to act with Sr. Carlos Americo dos Santos as joint Representative of that Railway in Rio de Janeiro.

— The Great Western of Brazil Railway Company has brought a successful action with regard to the collection of the 2 per cent. gold tax for the port works at Pernambuco levied on material imported by it for maintenance purposes, which material is by contract free of duty. The Minister of Finance has given orders to the Custom House at Pernambuco to desist from the levying of the same.

— Dr. Raymundo Pereira da Silva has been interviewed by the "Imprensa" apropos of the railway which will eventually link up Rio and Belém, the capital of the State of Pará. He says that the 1st class fare by the Lloyd Brazileiro from Rio to Belém is 262\$000, but that with extras this comes to a minimum of 350\$000. By the new railway line he anticipates that the fare will be 134\$000, but, in addition to this, luggage, such as is ordinarily carried by a passenger, say about 80 to 100 kilos, will cost 14\$300. Besides this charge there will be 30\$000 for a sleeping berth and about 15\$000 for food, making a total of 293\$300 or about 56\$700 less than by sea. The real economy, however, will be in the saving of time, for the journey from Rio to Belém will be reduced to three days. The total length of the line will be 3,300 kilometres.

## Notes

**Revenue at the Port of Rio de Janeiro** for the month of October, amounted to 3,599,653\$ gold and 5,407,884\$ paper equivalent at 16d to £765,485.

**Municipal Estimates.** The Budget Committee of the Municipal Council has presented its report on the Prefect's Budget proposals for 1912. The bill as now presented places Revenue at 34,411,377\$, a slight increase over the estimate of the Prefect which was 34,369,840,000. Estimated Expenditure remains at 34,362,406\$793, the surplus being this placed at 48,970\$000.

**British Foreign Trade.** The following are the figures for British Foreign Trade for the nine months January — September, 1911.

Imports, nine months .....	£489,498,971
Increase on 1910 .....	£ 2,251,811
Exports, nine months .....	£331,177,887
Increase on 1910 .....	£ 12,600,843
Re-exports, nine months .....	£ 7,533,614
Decrease on 1910 .....	907,674

**Manáos Improvements Ltd.** A telegram from London states that an offer has been made to this Company by the representatives of the Municipality of Manáos for the purchase of the undertaking, but that the Directors are not inclined to consider the proposal with much favour. The Company was very badly treated by the Amazonas Government — indeed its contract was practically torn up and it was only after months of wearying negotiations that the Governor was induced to revoke his own decree and grant some measure of justice to the concern.

It is high handed procedure such as this that frightens capital away from this country, for a State guarantee carries with it no obligation on the Federal Government as the latter has so often declared in season and out of season, and investors would do well to bear this fact in mind.

We notice that Mr. Collet has been elected Managing Director of the Company. He it was who worked so unceasingly in the interests of the concern and tackled the almost unsurmountable obstacles placed in his way by the Amazonas Administration.

Considering the difficulties it has encountered the fact that the concern shows a net balance of £13,161 is really creditable.

At the meeting, the Directors were authorised to raise a temporary loan of £500,000.

**Inconvertible Notes in Circulation** on October 31st amounted to 613,518,990\$ as compared with 614,570,794\$ on September 30th, a reduction of 1,051,804\$. On August 31st, 1898, inconvertible notes in circulation amounted to 788,364,614\$500, so that up to October 31st the total withdrawn is ..... 174,845,624\$500. Convertible notes in circulation at the end of October amounted to 341,107,195\$900, so that the paper money (convertible and inconvertible) in circulation amounted at the close of last month to 954,626,185\$900, equivalent at 16d to £63,651,745 or £151,393 more than at the end of September.

**Cholera?** The German S.S. Würzburg arrived at Bahia a few days ago with several cases of illness, supposed to be cholera, on board. The curious part of the matter is that, before the cases were reported, by some oversight passenger's friends, stevedores and Custom House officials were allowed to go on board the vessel. So soon, however, as the suspicions of the port doctor were aroused he ordered the gangways to be drawn up and refused to allow anyone to leave the ship. He then went ashore himself and reported the matter by cable to Rio. Instructions came back to the effect that a thorough disinfection of the ship was to be made at Bahia. The proposal was admirable, but unfortunately there was no means of carrying it out at Bahia, so meagre are the sanitary arrangements at this and most of the ports along the coast. The result was that the vessel was ordered off to Ilha Grande, taking with her passengers' friends, stevedores, Custom House officials et hoc genus omne, much to their disgust.

This incident, from which we hope no evil effects will spring, only shows that though we have made Rio, Santos and, lately, Pará, healthy ports, much still remains to be done at other towns whence infection may easily be introduced to others where clean bills of health are available. The strength of the chain is equivalent to that of its weakest link, and now that Dr. Oswaldo Cruz is with us once more we look to him to forge such a chain



along the ports as will keep us ever immune from such dangers as threaten at this moment. The bare thought of the introduction of cholera to this country, especially at this season of the year, is too terrible to contemplate and we fervently hope that the measures that have been so promptly taken will be effective.

# Money Market

QUOTATIONS DURING THE WEEK ENDING, November 3rd, 1911

AS FOLLOWS

(Compiled, by Permission, from the figures given daily in the

"Journal de Commercio.")

Official Rates	90 d/s		30 d/s		90 d/s		30 d/s	
	London	Hamburg	London	Hamburg	London	Hamburg	London	Hamburg
Official Rates	d.	réis	d.	réis	d.	réis	d.	réis
90 d/s	16 3/16	589	16 3/16	589	16 3/16	589	16 3/16	589
30 d/s	16 3/16	589	16 3/16	589	16 3/16	589	16 3/16	589
90 d/s	16 3/16	589	16 3/16	589	16 3/16	589	16 3/16	589
30 d/s	16 3/16	589	16 3/16	589	16 3/16	589	16 3/16	589

**Monday, October 30th.** Counter drawing rates at 16 3/16d in all banks. Banks were drawing at 16 13/64d to 16 7/32d with bills at 16 1/4d to 16 17/64d.

**Tuesday, October 31st.** No change.

**Wednesday, November 1st.** Holiday.

**Thursday, November 2nd.** Holiday.

**Friday, November 3rd.** Counter drawing rates at 16 3/16d in all banks. Banks were drawing at 16 3/16d to 16 7/32d with bills at 16 1/4d to 16 17/64d.

**Saturday, November 4th.** No change in drawing rates. Bills at 16 1/4d.

	30	31	1	2	3	4
<b>Bank Rates:</b>						
Bank of England	4 1/2%	4 1/2%	4 1/2%	4 1/2%	4 1/2%	4 1/2%
Bank of France	3 1/2%	3 1/2%	3 1/2%	3 1/2%	3 1/2%	3 1/2%
<b>Open Market Rates:</b>						
London	3 3/8%	3 9/16%	3 7/16%	3 3/8%	3 7/16%	3 7/16%
Paris	3 1/2%	3 1/2%	3 1/2%	3 1/2%	3 1/2%	3 3/8%
<b>Paris Cheque:</b>	25.16	25.16 1/2	25.16 1/2	25.16 1/2	25.16 1/2	25.16 1/2
<b>Brazilian Bonds:</b>						
5% 1889	88 1/4	88 1/4	88 1/4	88 1/2	88 1/2	88 1/2
5% 1895	102	102	102	102	102	102 1/2
» Funding	103 1/2	103 1/2	103 1/2	103 1/2	104	104
» 1903	104	104	104	104	104	104
5% Conversion						
1910	85 1/2	85 1/2	85 3/4	85 3/4	85 3/4	85 3/4
» 1908	101 1/2	101 1/2	101 1/2	102	102	102
São Paulo 1888	101	101	101	101	101	101
» 1899	102	102	102	102	102	102
» 1904	99	99	99	100	100	100
Leopoldina Ry. Co. Ltd. Ord.	70 1/2	68 1/2	68 1/2	67 1/2	67 1/2	67 1/2
S. Paulo Ry. Co. Ltd. Ord.	216	216	216	216	216	216
Paulista Loan 215,000,000	101 1/2	101 3/4	101 3/4	102	102	102

Rio Municipality 5 per cent.	98	98	98	99	99
Bello Horizonte 1905 0/0	102	102	102	102	103
Rio T. L. & Power Co. Ltd. Ord.	119 1/4	119	119 1/2	119 3/4	118 3/4
S. Paulo T. L. & Power Co. Ltd. Ord.	183 1/2	183 1/2	186	186	186
Dumont Coffee Co 7 1/2 Cum. Pref.	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
British Consols: 2 1/2 0/0	78 13/16	78 13/16	79 1/16	79 1/4	79 3/8

## THE BRAZILIAN REVIEW

Saturday, November 4th, 1911.

Exchange closed this afternoon with banks drawing at 16 3/16d to 16 7/32d with bills at 16 1/4d.

Rubber prices again declined 1d and closed last night in London at 4s 3d. The stock of Rubber at Manaus and Pará on October 28th was 3,523 tons, an increase of 43 tons as compared with October 14th, the last date for which figures are available.

Coffee at Rio and Santos for the week ending November 2nd gave £866,312, as against £656,496 for the corresponding week last year. For the crop it gave £18,912,580 or £3,062,647 more than last year.

Deposits at the Caixa de Conversão today amounted to £23,266,634, an increase of £523,274 as compared with last Saturday.

Messrs. J. Henry Schroder and Co. announce the receipt of a cable from their Santos agents advising them that they have further encashed £69,320 in respect of the surtax collected weekly for the service of the Five per Cent. State of S. Paulo Treasury bonds, making a total of £617,000 encashed since July 1st.

## QUOTATIONS ON THE PARIS BOURSE.

October 7th, 1911.

STATE AND MUNICIPAL LOANS.	Francs
Brazilian Gold Loan 4 1/2 0/0 1888	98
» 4 1/2 0/0 1888	97.70
» 4 1/2 0/0 1889	97
» 5 0/0 1895	101.30
» 5 0/0 1896 Funding	104.30
» 4 0/0 Reunion	87
» 5 0/0 1903 (Port of Rio)	103
» 5 0/0 1906 Brazil N. W. Railway	100.70
» 5 0/0 (Port of Pernambuco)	439
» 4 0/0 1910 (Goyaz Railway)	443
Alagoas, State 5 per cent. 1906	440
Amazonas, State 5 per cent. 1906	451.50
Bahia, State	509
Bahia, State 1910	499
Bahia, Municipal 5 per cent. 1905	464.75
Ceará State 5 0/0 1910	601
Espirito Santo, State 5 per cent. 1894	471
» 5 per cent. 1908	471
Maranhão State 1910	443.50
Minas State 1907	507
» 1910	465
Minas 1911	464.50
Pana, State 5 per cent.	188
Pará Municipality	425
Paraná, State 5 per cent.	467
Pernambuco, State 5 per cent. 1905	471
Pernambuco, State 5 per cent. priv.	475
Rio Grande do Norte State	435
S. Paulo, State 5 per cent. 1905	508
Do. 5 per cent. 1907	502
Do. 5 per cent. 1908	507
<b>RAILWAY PORTS, etc.</b>	
Brazil Railway (ord.)	347
Brazil Railway	497
» 4 1/2 0/0 deb.	457
Cie. General de Pernambuco	385
Cie. General de Rio de Janeiro	311
Brazilian Federal Railways 5 0/0	475
Goyaz Railway 5 per cent.	420
North of Brazil Railway 5 per cent.	390
North West of Brazil Railway 5 per cent.	425
Paraná Railway (North) 5 per cent.	410
S. Paulo Rio Grande Railway Bonds 1st series	470
ditto ditto 2nd series	445
ditto ditto 3rd series	448
ditto ditto 4th (Itararé) series	448
ditto ditto 5th (S. Francisco) series	448
South of Brazil	426.50
South of Brazil 5 0/0 2nd series	481
South West of Bahia 5 per cent.	497
Victoria and Minas bonds 1st series	460
Victoria and Minas bonds 2nd series	439
Curralinho to Diamantina	438
Rio de Janeiro Tramways	450.50
Port of Bahia 5 per cent.	425
Port of Para 5 per cent.	439.50
do. Prof. 6 0/0	328
do. (deb.)	459.50
do. ord.	540
Port of Rio Grande, priv. 600 fra.	440
Port of Rio Grande bonds	404
Penedeiros do S. Paulo	600
Suerries du Brésil	442
Unico Espanol del Rio de la Plata	351.50
Credit Foncier du Brésil	435
Do. do. do (deb.)	480
Banco Credit Hypothecario S. Paulo	480

Closing Quotations of Brazilian Stocks and Shares on the London Stock Exchange.

Closing Quotations of Brazilian Stocks and Shares on the London Stock Exchange (Cont.).

Table with columns: DESCRIPTION, October 12th, 1911. Sections include Government Securities, Municipal Bonds, Railways, Railway Obligations, Banks, Shipping, Mining, Telegraphs, and Miscellaneous.

Table with columns: DESCRIPTION, October 12th, 1911. Lists various stocks and shares including Par  Elect. Rys & Light, S o Paulo Tram Light & Power, and others.

BUSINESS DONE ON THE RIO STOCK EXCHANGE

DURING THE WEEK ENDED NOVEMBER 3rd, 1911.

Table with columns: Description, Sales, Highest, Lowest, Closing, Previous, Date. Sections include Government Securities, Banks, Insurance, Railways and Tramways, Cotton Mills, and Miscellaneous.

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

DURING THE WEEK ENDED OCTOBER 31st, 1911.

Table with columns: DESCRIPTION, Sales, Highest, Lowest, Closing, Previous, Date. Sections include Municipal Loans, Banks, Railways, and Miscellaneous.

**BALANCE OF THE CAIXA DE CONVERSAO**

SATURDAY, November 4th, 1911.

Net amount (total ready for emission) .....	59,019:3908000	
Subsidiary coin balance in hand .....	4:930822	
Cash, gold in deposit, £13,421,327-10-0 .....	201,314:9128500	
Francs, 62,195,490 .....	36,968:4748018	
Marks, 35,380,800 .....	26,708:86 8461	
Milreis gold (Brazilian) 251:5208000 .....	421:1408000	
Dollars, 26,839,705 .....	82,726:3648333	
Pesos (Argentine), 132,730 .....	394,6028334	
Crowns, 8,600 .....	5,3718107	
Pesetas (Spanish), 723,440 .....	430:2508300	
Liras, 300 .....	1788419	348,999:6138062
Government responsibility .....	18,999:3:58982	
Difference in gold .....	340:3808084	
		<b>424,363:6108000</b>
<b>Credit Balances.</b>		
Notes issued .....	523,682:1408000	
Less retired and replaced .....	154,355:9204000	
Notes in circulation .....	368,326:2204000	
in cash .....	56,019:3908000	
Subsidiary coin received from Treasury .....	18:0008000	
		<b>424,363:6108000</b>

The gold in the Caixa de Conversao on Saturday November 4th, 1911 amounted to 348,999:6138062 equivalent at the rate of 16d to £23,266,634 £333,274 more than on the previous Saturday.

**Bank Balances**

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

Capital, 75,000 shares, £30 each ..... £ 1,500,000  
 Capital paid up ..... 750,000  
 Reserve Fund ..... 800,000

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

<b>Assets.</b>	
Shares uncalled .....	6,666:666 80
Bills discounted .....	9,718:8228900
Loans, Accounts pledged, etc .....	18,250:1178500
Bills receivable .....	18,408:5388080
Accounts with Head Office and Branches .....	8,810:4808450
Securities pledged .....	38,162:18184 0
Sundry Accounts .....	266:3638510
Cash: in current money .....	12,764:7208340
	<b>113,027:8988580</b>
<b>Liabilities.</b>	
Capital .....	13,333:838330
Accounts current with and without interest .....	17,113:8568310
Accounts current with interest on notice .....	15,568:0188500
Deposits at fixed dates .....	4,181:0188310
Accounts with Head Office and Branches .....	3,816:0918560
Securities pledged and in deposit .....	36,160:1748940
Bills deposited .....	22,019:3438340
Bills payable .....	53:9058340
Sundry Accounts .....	756:5068310
	<b>113,027:8988580</b>

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

**BRASILIANISCHE BANK FÜR DEUTSCHLAND**

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

<b>Assets.</b>	
Accounts current guaranteed .....	18,941:9248814
Accounts with Head Office, Branches and Agencies .....	13,402:1318093
Bills discounted .....	11,641:3138028
Bills receivable .....	22,165:2418506
Securities and Bills pledged .....	17,279:098252
Securities in deposit .....	28,250:718630
Cash: in Currency .....	6,051:1148500
	<b>117,761:7858803</b>
<b>Liabilities.</b>	
Capital: 1 Mark equals 15000 .....	10,000:0008000
Accounts current, with and without interest .....	13,741:2948500
Accounts with head office, branches and correspondents .....	11,309:008766
Deposits, fixed dates and with advice .....	9,820:0178 06
Securities pledged in deposit and receivable on account of customers .....	67,725:3018278
Sundry Accounts .....	5,163:1028554
	<b>117,761:7858803</b>

E. & O. E. - Rio de Janeiro. John, Baumann (Directors).

**BANCO MERCANTIL DO RIO DE JANEIRO**

BALANCE ON October 31st 1911

<b>Assets</b>	
Shareholders .....	884,2608000
Shares pledged .....	89:0008000
Bills discounted .....	8,724:5518769
Bills receivable .....	1,363:9708345
Accounts current guaranteed .....	2,400:5578011
Securities pledged .....	4,877:5038401
Securities in deposit .....	2,828:8608600
Sundry accounts .....	991:0288885
Cash: in currency .....	6,050:0408872
	<b>28,290:8838087</b>
<b>Liabilities</b>	
Capital .....	5,000:0008000
Reserve Fund .....	22:0508216
Directors Caution .....	80:0008000
Accounts current at sight .....	7,676:6018513
Accounts current with advice .....	1,040:0818340
Accounts current at fixed dates .....	267:324 00
Bills with interest .....	4,506:4278107
Judicial deposits .....	28:0008000
Securities pledged and in deposit .....	7,706:748201
Sundry accounts .....	1,962:8308210
	<b>28,290:8838087</b>

Rio de Janeiro, November 4th 1911.

João Ribeiro de Oliveira e Souza, President.

G. Gonçalves, 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, October 31st 1911.**

<b>Assets.</b>	
Capital .....	8,838:658890
Bills discounted .....	3,422:1688500
Bills receivable .....	13,499:4588590
Head Office and Branches .....	11,410:1918630
Loans, Accounts current, etc. .....	2,673:4208350
Accounts current guaranteed and sundry securities .....	6,265:5478440
Securities deposited .....	55,390:9948000
Sundry Accounts .....	1,205:2618500
Cash: in current money .....	9,082:8668450
	<b>114,739:3178590</b>
<b>Liabilities.</b>	
Capital .....	17,777:7778770
Deposits:	
Accounts current without interest .....	9,465:1938310
Account current at short notice, with interest .....	2,056:5858380
Deposits at fixed date .....	4,661:2858600
	<b>16,213:0648370</b>
Accounts with Head Office and Branches .....	4,957:8528890
Securities pledged and in deposit .....	61,656:2418440
Sundry Accounts .....	14,048:3718500
Bills payable .....	86:9088420
	<b>114,739:3178590</b>

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

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

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

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

<b>Assets.</b>	
Bills discounted .....	1,112:673890
Bills receivable .....	4,023:96880 0
Loans, Accounts pledged, etc. .....	3,321:9758190
Accounts with Head Office, Branches and Agencies .....	1,133:758300
Sundry Accounts .....	58,1998350
Collaterals and Sundry Securities .....	20,168:943820
Cash: in current money in the safe of the Bank .....	1,565:9468480
	<b>31,888:2368450</b>
<b>Liabilities.</b>	
De voted capital of the branch .....	500:0008000
Deposits at fixed dates .....	1,591:803100
Accounts current with and without interest .....	2,102:2418040
Sundry Accounts .....	3,832:6428230
Deposits of Securities, etc. .....	20,168:943820
Bills payable .....	37:1758690
Accounts with Head Office, Branches and Agencies .....	3,422:1688500
	<b>31,888:2368450</b>

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

# Coffee Market

## COFFEE ENTRIES.

In bags of 60 kilos

Rio.	FOR THE WEEK ENDED			FOR THE CROP TO	
	Nov. 2 1911	Oct. 26 1911	Nov. 3 1910	Nov. 2 1911	Nov. 3 1910
Central R'y.....	42,946	63,388	46,191	1,001,697	889,735
Leopoldina R'y.....	—	—	—	—	—
Inland.....	1,584	967	3,325	18,893	153,327
Coastwise, discharged.....	6,474	8,289	2,742	65,955	83,300
<b>Total.....</b>	<b>49,104</b>	<b>67,644</b>	<b>52,261</b>	<b>1,086,565</b>	<b>1,056,562</b>
Transferred from Rio to Nietheroy.....	1,434	1,144	3,980	29,687	19,205
<b>Net Entries at Rio.....</b>	<b>47,670</b>	<b>66,500</b>	<b>48,281</b>	<b>1,056,898</b>	<b>1,037,157</b>
Coastwise, in transit	—	—	—	—	—
Nietheroy from Rio & Leopoldina R'y.....	9,872	12,223	16,865	181,977	194,478
<b>Total Rio, including Nietheroy &amp; transit.....</b>	<b>57,542</b>	<b>78,723</b>	<b>65,146</b>	<b>1,238,875</b>	<b>1,231,635</b>
<b>Total Santos:</b>	<b>277,336</b>	<b>445,443</b>	<b>169,431</b>	<b>6,226,305</b>	<b>5,776,651</b>
<b>Total Rio &amp; Santos.....</b>	<b>334,778</b>	<b>524,166</b>	<b>234,580</b>	<b>7,465,180</b>	<b>7,008,286</b>

The coast arrivals for the week ended November 2nd 1911, were from:

Victoria.....	4,060
Macahé.....	550
Piama.....	400
Arohleta.....	400
Iguape.....	72
Panama.....	52
<b>Total.....</b>	<b>5,474</b>

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

	Past	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1911/1912	6,808,735	493,340	6,261,075	6,226,305	34,770
1910/1911	5,204,782	568,632	5,773,474	7,008,286	—

## COFFEE SAILED

DURING THE WEEK ENDING Nov. 2nd, WERE CONSIGNED TO THE FOLLOWING DESTINATIONS:—  
In Bags of 60 kilos.

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP DATE
Rio.....	23,372	2,993	3,427	1,650	575	—	32,019	1,068,854
Santos.....	114,466	27,601	—	685	—	—	142,752	3,993,714
<b>1911/1912</b>	<b>137,838</b>	<b>30,596</b>	<b>3,427</b>	<b>2,335</b>	<b>575</b>	<b>—</b>	<b>174,771</b>	<b>5,062,568</b>
<b>1910/1911</b>	<b>83,745</b>	<b>75,467</b>	<b>4,072</b>	<b>3,333</b>	<b>23,075</b>	<b>—</b>	<b>189,592</b>	<b>5,916,349</b>

## FOREIGN STOCKS

In Bags of 60 kilos

	October, 28/1911	Oct. 21/1911	Oct. 29/1910
United States Ports.....	1,797,001	1,801,000	2,378,000
Havre.....	2,238,000	2,249,000	2,580,000
Both.....	4,035,000	4,050,000	4,958,000
Interim United States Visible Supply at United States ports.....	129,000	117,000	110,000
	2,229,000	2,178,000	2,756,000

## SALES OF COFFEE.

DURING THE WEEK ENDING November 2nd, 1911.

	November, 2/1911	Oct., 26/1911	Nov. 3/1911
Rio.....	21,450	16,188	70,217
Santos.....	14,888	50,806	220,813
<b>Total.....</b>	<b>36,338</b>	<b>66,994</b>	<b>291,030</b>

## Value of Coffee cleared for Foreign Ports:

DURING THE WEEK ENDING November 2nd, 1911.

	Nov. 2	Oct. 26	Nov. 2	Oct. 26	Crop to Nov. 2	
	Bags.	Bags.	£	£	Bags	£
Rio.....	28,593	48,853	113,172	198,261	973,938	3,412,576
Santos.....	142,752	303,176	602,756	1,292,257	3,993,554	14,888,817
<b>Total 1911/1912.....</b>	<b>171,344</b>	<b>352,028</b>	<b>714,928</b>	<b>1,490,518</b>	<b>4,967,492</b>	<b>18,306,393</b>
do. 1910/1911.....	185,520	207,664	556,850	506,045	5,806,228	15,335,928

## COFFEE LOADED (EMBARQUES).

In bags of 60 kilos.

DURING THE WEEK ENDING Nov. 2nd, 1911.

	DURING WEEK ENDED			FOR THE CROP TO	
	1911 Nov. 2	1911 Oct. 26	1910 Nov. 3	1911 Nov. 2	1910 Nov. 3
Rio.....	26,759	37,758	61,099	948,800	930,225
Nietheroy.....	6,290	11,482	8,558	185,631	111,848
In transit.....	—	—	—	—	—
<b>Total Rio including Nietheroy &amp; transit.....</b>	<b>33,049</b>	<b>49,240</b>	<b>69,657</b>	<b>1,134,431</b>	<b>1,042,073</b>
Santos.....	174,483	268,518	153,828	4,182,392	5,034,921
<b>Total Rio &amp; Santos.....</b>	<b>207,532</b>	<b>317,758</b>	<b>223,485</b>	<b>5,217,824</b>	<b>6,097,694</b>

Up to November 2nd, entries for the last ten years were as follows:—

1902-03.....	6,310,579
1903-04.....	6,545,512
1904-05.....	6,151,723
1905-06.....	5,995,874
1906-07.....	6,320,935
1907-08.....	6,749,091
1908-09.....	6,884,467
1909-10.....	10,332,264
1910-11.....	6,945,786
1911-12.....	7,415,180

## OUR OWN STOCK.

IN BAGS OF 60 KILOS.

RIO: Stock on Oct. 26th.....	263,210
Entries during week ended November, 2nd.....	47,677
Loaded «Embarques» for the week.....	310,887
STOCK IN RIO ON November 2nd.....	26,759
Stock at Nietheroy and Porto da Madama on Oct. 26th.....	28,896
« Afloat on Oct. 26th.....	—
Entries at Nietheroy plus total «embarques» including transit.....	29,862
	42,921
	101,178
Deduct: «embarques» at Nietheroy, Porto da Madama and Vianna and sailings during the week.....	39,511
<b>STOCK IN NITHEROY AND AFLOAT ON November 2nd.....</b>	<b>61,664</b>
<b>STOCK IN 1st and 2nd HANDS AND THOSE AT NITHEROY AND AFLOAT ON November 2nd.....</b>	<b>845,792</b>
SANTOS Stock on Oct. 26th.....	2,594,801
Entries for week ended Nov. 2nd.....	27,236
	2,622,037
Loaded «embarques» during same week.....	174,483
<b>STOCK IN SANTOS ON November 2nd.....</b>	<b>2,697,574</b>
Stock in Rio and Santos on November 2nd, 1911.....	3,043,366
do do on October 26th, 1911.....	2,916,269
do do on November 3rd, 1910.....	3,074,063

Entries at Rio and Santos for the week ending November 2nd were 334,778 bags as against 524,166 last week and 234,580 last year. For the crop up to November 2nd they amounted to 7,465,180 bags as compared with 7,008,286 bags last year.

Shipments at Rio and Santos during the week ending November 2nd were 207,512 bags as against 313,758 last week and 223,485 last year. For the crop, «embarques» amounted to 5,217,824 bags as against 6,097,694 last year.

F. O. B. Value of shipments at Rio and Santos amounted to £866,312 as against £1,328,233 last week and £656,496 last year. For the crop the value amounted to £18,912,580 as against £15,849,933 last year.

Sales of 36,338 bags were declared at Rio and Santos during the week ending November 2nd, as against 66,994 last week and 291,030 last year.

Average Prices for the week were as follows:—

	Nov. 2nd 1911.	Oct. 26th 1911.	Nov. 3rd 1911.
Rio No. 7, 10 kilos.....	9\$163	9\$501	5\$889
Superior Santos.....	9\$100	9\$200	5\$712
New York No. 7 (cts.).....	15.46	15.75	10.94

Stock at Rio and Santos on November 2nd was 3,043,366 bags as against 2,916,269 bags last week and..... 3,074,063 bags last year.

	World's Visible Supply of Coffee ON THE 1ST OF EACH MONTH					Deliveries in Europe				Deliveries in the United States			
	1911-1912	1910-1911	1909-1910	1908-1909	1907-1908	1911-1912	1910-1911	1909-1910	1908-1909	1911-1912	1910-1911	1909-1910	1908-1909
July.....	11,070,422	13,719,530	12,841,057	14,126,227	16,399,954	844,105	653,787	785,175	822,879	475,830	864,070	298,061	550,813
August.....	10,584,862	14,253,617	13,788,997	14,307,604	16,075,812	854,209	1,052,199	699,230	840,751	515,220	850,332	554,467	825,717
September.....	11,463,544	14,250,584	15,359,241	15,092,241	16,004,000	1,087,897	1,093,104	1,069,512	934,577	646,931	847,602	652,617	983,301
October.....	12,367,884	14,757,792	16,530,671	16,862,071	16,550,134	1,096,425	1,206,560	872,622	1,101,521	1,108,677	568,750	744,750	574,318
November.....	14,741,976	17,554,624	16,311,876	16,910,858	16,313,226	994,531	1,125,097	957,544	929,718	954,116	622,706	848,015	655,569
December.....	14,165,640	16,069,273	15,730,282	16,758,279	16,017,855	764,664	768,007	929,718	954,116	954,116	735,377	876,341	879,792
January.....	13,574,214	15,755,029	16,341,489	16,313,226	16,017,855	692,058	700,684	964,116	1,169,810	1,169,810	415,357	557,452	949,546
February.....	13,346,553	16,321,538	14,916,237	16,017,855	16,017,855	675,962	787,851	1,169,810	1,169,810	1,169,810	415,357	557,452	949,546
March.....	13,069,728	14,359,692	13,932,904	15,490,689	15,490,689	639,545	933,670	950,877	950,877	950,877	383,778	420,306	578,104
April.....	13,648,312	14,570,248	13,814,623	14,949,668	14,949,668	1,026,572	772,517	799,294	799,294	799,294	472,585	385,906	3,575,66
May.....	11,864,570	14,228,000	12,835,629	14,567,283	14,567,283	922,852	771,644	777,880	777,880	777,880	555,274	444,269	372,896
June.....													
Total.....						2,766,301	10,492,582	10,811,074	11,129,948	1,637,781	7,015,321	7,287,400	7,519,659

MONTHLY ENTRIES.

Including Nictheroy, Porto de Madama and Ilha de Vianna.  
In bags of 60 kilos.

MONTHS	RIO		SANTOS		BOTH	
	1911-1912	1910-1911	1911-1912	1910-1911	1909-1912	1910-1911
July.....	295,378	227,908	795,891	1,041,439	1,032,259	1,269,345
August.....	294,204	280,471	1,415,283	1,475,108	1,709,487	1,765,579
September.....	367,061	376,562	2,035,785	1,858,497	2,400,836	2,284,059
October.....	353,183	318,645	1,931,316	1,322,053	2,314,539	1,641,736
November.....		269,230		922,539		1,185,769
December.....		205,113		509,392		864,605
January.....		194,237		234,088		433,325
February.....		123,514		138,687		297,201
March.....		99,463		117,608		216,998
April.....		74,495		84,658		159,153
May.....		86,149		95,990		183,139
June.....		136,903		218,566		354,717
Total 4 months	1,230,816	1,212,584	6,228,305	5,727,607	7,467,121	6,940,281
Total for crop.		2,494,908		8,110,145		10,605,048

Throughout the week, reports have been coming in from reliable houses in Brazil, reducing estimates on the present and next crops, and the best opinion now seems to be that the present crop of Santos Coffee will approximate 9,000,000 bags, and the next crop 8,000,000 to 8,500,000 bags. The market took on fresh bullish energy today, on reports from Brazil that weather conditions are damaging the October flowering.

The visible supply of the world on the 1st of October was estimate. We can only say that the bullish enthusiasm seems 904,000 bags. This was considered natural by the trade and the market advanced immediately after the publication of this estimate. We can only say that the bullish enthusiasm seems to be increasing every day and the bears seem unable to find any comfort in the situation.

With regard to the large increase in the Visible Supply the New York Journal of Commerce says:—

Commenting upon this phase of the situation a prominent roaster said: "The big interests here, in Brazil and Europe may temporarily control the available supply, thanks to their millions, but they do not have command over the demand. The consumer has been mulcted badly the past fifteen months by the 6 cent advance in coffee, even though part of this was absorbed by the distributor. To-day he has a weapon which may be employed effectively to thwart the bull clique — curtailment of consumption — and from all accounts this is already in full swing.

"The falling off in consumption has been fully 20 per cent. in my opinion, substitutes and compound coffee being drunk to a large extent. Ten times as much chicory is used as a year ago, and its sale is growing rapidly.

"The bulls on coffee might well consider whether by their manipulation they are not killing the goose that lays the golden egg. Once let the consumer get the taste for chicory coffee and he will never come back to the unadulterated brew. As a proof of this fact, it might be noted that all high class restaurants use chicory in making coffee."

Another member of the trade, talking along the same lines, said that the full effects of valorisation were now being felt by the American consumer, and no real market need be expected until the last bag had been sold by the bankers' committee. "We were told", he went on, "that valorisation would keep prices down by distributing the bumper crop in times of scarcity. Last year the Santos crop was small, and the surplus was bought up by the big interests with plentiful cash resources, who are now putting on the screws. Why does not the Brazil Government order a million more bags sold of its holdings in bankers' hands, and thus check the manipulation? The answer is easy — for those who fostered valorisation are the ones reaping the harvest from prevailing high prices".

The chicory business, according to a prominent house selling the article, is growing rapidly, the consumption being conservatively five times what it was two years ago. The South is an active buyer, one firm, for instance, who formerly bought 750 pounds every six months, now taking 36,000 pounds every sixty days.

Visible Supply.

According to Messrs. Duuring and Zoon the World's Visible Supply of Coffee on November 1st, 1911 was 13,122,000, an increase of 739,000 bags as compared with October 1st. Last year during October the Visible Supply rose only 91,000 bags.

During the holidays last week, of which there were two, prices at New York and Havre rose fairly appreciably, but at Hamburg there was but little alteration.

Of the S. Paulo flowering the news is very meagre. Some people say it is fairly good, others that it is fair and the rest that it is bad. At anyrate there is a consensus of opinion against it being really "good". The trees have in many instances run to leaf, which is prejudicial to the flowering, as shading the buds from the sun's rays. As a matter of fact we are inclined to think that it is rather too early as yet to form any definite opinion with regard to the coming crop though, as we have said before, there is no doubt that it cannot be large.

A rumour is current to the effect that a strong group in Paris is forming a Syndicate for the purpose of buying up 500,000 bags of November coffee. As presumably such a move is intended to keep the market up, it does not show any very great confidence in the actual situation.

The present crop looks like being smaller than was anticipated and estimates are being revised in many cases.

The Visible Supply rose by 739,000 bags from Oct. 1 — Nov. 1, or 648,000 bags more than the increase Oct. 1 — Nov. 1, 1910. In ordinary circumstances this would have knocked a good deal of the bottom out of the market, but this year it has had hardly an appreciable effect.

Present high prices look like reducing consumption and the extracts given below bear out this supposition.

Messrs. E. B. Harra under date of Oct. 7th, 1911.

The coffee market has been excited during the past week and at the close today shows an advance, as compared with last Saturday, of 55 to 63 points on the near months and 95 to 98 points on the far months. The spot market has been greatly excited by the continued free purchases of all coffees, instore and afloat, available at reasonable prices, by the largest roasting interest in New York. Those firms who have sold their spots and afloats now find it necessary to pay much higher prices to Brazil, in order to replace.

**COFFEE PRICE CURRENT.**

During the Week ending November 2nd, 1911.

DESCRIPTION	Oct. 27	Oct. 28	Oct. 30	Oct. 31	Nov. 1	Nov. 2	Average
<b>RIO—</b>							
Market N.6. 10 kilo	9.430	9.396	9.226	9.291	—	—	9.265
" N.7. " "	9.325	9.291	9.124	9.192	—	—	9.168
" N.8. " "	9.192	9.158	9.021	9.055	—	—	9.038
" N.9. " "	8.987	8.953	8.855	8.819	—	—	8.856
" N.9. " "	—	—	8.749	8.715	—	—	—
<b>SANTOS—</b>							
Superior per 10 kilos...	9.100	—	8.600	8.600	—	—	9.100
Good Average.....	8.600	—	8.600	8.600	—	—	8.600
<b>N. YORK, per lb.</b>							
Spot N. 7..... cent.	15 5/8	15 3/8	15 3/8	15 3/8	15 3/8	15 5/8	15.46
" 8..... " "	15 1/2	15 1/4	15 1/4	15 1/4	15 1/4	15 1/4	15.29
<b>Options—</b>							
" Dec.... " "	14.45	14.28	14.06	14.29	14.52	14.79	14.39
" March.. " "	13.42	13.25	13.10	13.51	13.51	13.89	13.44
" May.... " "	18.33	13.20	13.00	18.43	13.41	13.81	13.36
<b>HAVRE, per 50 kilos</b>							
Options..... francs.							
" Dec.... " "	85.75	85.50	83.75	83.75	—	87.25	85.20
" March.. " "	82.50	82.50	80.50	82.50	—	84.00	82.40
" May.... " "	82.50	82.25	80.50	82.50	—	83.75	82.30
<b>HAMBURG per 1/2 c.</b>							
Options..... pfennigs							
" Dec.... " "	69.25	69.50	67.75	69.00	68.50	69.00	68.83
" March.. " "	67.75	68.00	66.25	67.75	67.25	68.00	67.50
" May.... " "	68.00	68.00	66.25	67.50	67.25	68.00	67.50
<b>LONDON, per cwt.</b>							
options..... shillings							
" Dec.... " "	64 1/3	64/-	62/9	64/3	63/9	65/-	64/-
" March.. " "	62 1/6	62/6	60/9	62/-	62/9	63/2	63/2
" May.... " "	62 1/8	62/3	60/6	62/-	61/6	62/6	61/10

**MANIFESTS OF COFFEE**

**RIO DE JANEIRO**

DURING THE WEEK ENDING NOVEMBER 2nd, 1911.

Date.	Vessel and Destination.	Shippers	Bags	Total
October.				
27.—SANTOS—Hamburg opt.		Louis Boher.....	500	
" Ditto—		Norton Megaw & Co.....	250	
" Ditto—Leixões		Adriano Telles & Co.....	200	950
28.—S. PAULO—N. York		Pinto & Co.....	—	1 750
31.—CHINESE PRINCE—N. York		Pinto & Co.....	5,277	
" Ditto—		Hard, Rand & Co.....	2,565	
" Ditto—		Ad. Schmidt & Filho	1,000	
" Ditto—		Louis Boher.....	1,000	
" Ditto—		Ornstein & Co.....	1,000	
" Ditto—		Castro Silva & Co.....	250	11,122
ARAGUAYA—Montevideo		Pinto & Co.....	50	
" Ditto—		Zenia Ramos & Co.....	300	
" Ditto—		Hard, Rand & Co.....	300	
" Ditto—Buenos Aires		Hard, Rand & Co.....	300	
" Ditto—		Ad. Schmidt & Filho	200	
" Ditto—		Castro Silva & Co.....	500	1,650
FLODDEN—N. Orleans		Mc. K. Schmidt & Co.....	4,250	
" Ditto—		Hard, Rand & Co.....	2,250	
" Ditto—		Pinto & Co.....	2,000	
" Ditto—		Ornstein & Co.....	1,500	
" Ditto—		Pinheiro & Ladeira.....	500	10,500
November.				
1.—GUBRUNE—Durban		Clarkson & Co.....	100	
" Ditto—Cape Town		Clarkson & Co.....	100	
" Ditto—Algoa Bay		Castro Silva & Co.....	375	375
2.—BALATON—Oran		Ornstein & Co.....	200	
" Ditto—		Hard, Rand & Co.....	125	
" Ditto—Malta		Hard, Rand & Co.....	250	
" Ditto—		Ornstein & Co.....	313	
" Ditto—Fiume		Theodor Wille & Co.....	750	
" Ditto—Trieste		Ornstein & Co.....	357	2,045
Total Exterior...				28,502
October.				
28.—ITAUBA—R. Grande		Sequeira & Co.....	434	
" Ditto—Pelotas		Ad. Schmidt & Filho	100	
" Ditto—		Pinto & Co.....	50	
" Ditto—P. Alegre		Ad. Schmidt & Filho	1,550	
" Ditto—		Castro Silva & Co.....	100	1,934
27.—ANNA—Laguna		Queiroz Moreira & Co.....	—	100
30.—BRASIL—Tutoya		Sequeira & Co.....	20	
" Ditto—Maranhão		Pinto & Co.....	15	
" Ditto—		Theodor Wille & Co.....	110	
" Ditto—		Sequeira & Co.....	20	
" Ditto—Itacoatiara		Eugen Urban & Co.....	20	
" Ditto—Santarem		Pinheiro & Ladeira.....	20	
" Ditto—Mandoc		Theodor Wille & Co.....	170	
" Ditto—		Eugen Urban & Co.....	20	
" Ditto—		Zenia Ramos & Co.....	180	
" Ditto—Natal		Sequeira & Co.....	13	638
31.—JAGUARIBE—Pará		Eugen Urban & Co.....	70	
" Ditto—		Ornstein & Co.....	150	
" Ditto—Maranhão		Eugen Urban & Co.....	380	550

November.			
1.—ITAUBA—R. Grande	Eugen Urban & Co.....	50	
" Ditto—Pelotas	Mc. K. Schmidt & Filho	30	
" Ditto—	Pinto & Co.....	25	
" Ditto—P. Alegre	Ad. Schmidt & Filho	100	
" Ditto—	Castro Silva & Co.....	60	255
2.—SATURNO—Corumbá	Teixeira Borges & Co.....	—	50
Total Coastwise... 8,427			

**SANTOS**

DURING THE WEEK ENDING NOVEMBER 2nd, 1911.

October.			
27.—C. OF GALICIA—S. Francisco	Leon Israel & Bros.....	500	
" Ditto—Vancouver	Hard, Rand & Co.....	250	750
BRASILE—Genoa	Prado Chaves & Co.....	1,750	
" Ditto—	Krische & Co.....	375	
" Ditto—	Michaelsen Wright & Co.....	250	
" Ditto—	F. Macchiorelli.....	246	
" Ditto—Naples	Ernesto Whitaker & Co.....	4	2,625
28.—CHINESE PRINCE—N. York	Prado Chaves & Co.....	25,000	
" Ditto—	C. F. Lima & Co.....	10,720	
" Ditto—	Naumann Gepp & Co.....	7,500	
" Ditto—	Companhia E. de Café	5,500	
" Ditto—	Michaelsen Wright & Co.....	1,500	
" Ditto—	Theodor Wille & Co.....	4,000	
" Ditto—	Leon Israel & Bros.....	3,000	
" Ditto—	G. Trinks & Co.....	1,933	
" Ditto—	Leme Ferreira & Co.....	1,500	
" Ditto—	Nossack & Co.....	250	61,662
FLODDEN—N. Orleans	Naumann Gepp & Co.....	14,750	
" Ditto—	Prado Chaves & Co.....	7,000	
" Ditto—	Companhia E. de Café	5,907	
" Ditto—	Theodor Wille & Co.....	5,000	
" Ditto—	Krische & Co.....	4,000	
" Ditto—	Hollworthy Ellis & Co.....	3,500	
" Ditto—	Leon Israel & Bros.....	3,000	
" Ditto—	C. Heiberg & Co.....	3,000	
" Ditto—	Roxo & Co.....	2,000	
" Ditto—	Hard, Rand & Co.....	1,257	
" Ditto—	Michaelsen Wright & Co.....	1,250	
" Ditto—	Nossack & Co.....	750	
" Ditto—	Whitaker Brotero & Co.....	250	52,054
30.—COLUMBIA—B. Ayres	Prado Chaves & Co.....	300	
" Ditto—	Gustav Trinks & Co.....	135	
" Ditto—Montevideo	Prado Chaves & Co.....	250	685
31.—ARAGON—Londres	Geo. W. Emmer.....	5,600	
" Ditto—	Prado Chaves & Co.....	4,000	
" Ditto—	Geo. Rosenheim.....	1,000	
" Ditto—Southampton	Geo. Rosenheim.....	500	
" Ditto—Lisbon	Janquira Netto & Co.....	1	11,101
31.—BALATON—Trieste	Prado Chaves & Co.....	5,000	
" Ditto—	Krische & Co.....	1,500	
" Ditto—	Companhia E. de Café	1,250	
" Ditto—	Hard, Rand & Co.....	625	
" Ditto—	Leon Israel & Bros.....	500	
" Ditto—Fiume	Naumann Gepp & Co.....	3,500	
" Ditto—	Ed. Johnston & Co.....	500	
" Ditto—	Michaelsen Wright & Co.....	250	
" Ditto—Venice	Michaelsen Wright & Co.....	500	
" Ditto—	Naumann Gepp & Co.....	250	13,875
Total Exterior... 142,752			

Pernambuco, October 26th, 1911.

Entries so far this month are 193,000 bags but far the greatest proportion is Demeraras of which steamers now loading have already on board about 54,000 bags. The home markets have been easier and Praça prices have been decidedly weak for Planters, but past few days a change has come over things and today market is firm with some qualities showing rises of 100 a 300 réis. About 3,000 bags of Demeraras were sold early in the week at 3\$350 and are going to New York and now a further 8,000 bags are reported as sold at 3\$400, these latter being destined for Liverpool. Bruto secco has also been sold for States at 2\$450 and today 2\$500 is offered and this for anything but prime quality but sellers are now demanding 2\$600, and with such prices obtainable for export it will not be long ere the price for home consumption is once more up to 3\$000 at least.

Today's quotations are as under and market firm thereat.

	per 15 kilos on shore
Usinas	5\$800 to 5\$900
Crystal (White)...	5\$000 to 5\$200
do. (Yellow) ...	3\$350 to 3\$400 export value
Whites 3a. Boa ...	4\$900 to 5\$200 very scarce
Somenos	3\$700 to 3\$800
Bruto Secco	2\$700 to 2\$800
Bruto Mellado ...	1\$900 to 2\$000

Shipments during the fortnight have been Rio 25,938 bags. Santos 13,000 bags. Rio Grande Ports 1,500 bags. Pará etc. 14,850 bags. Liverpool 1,191 bags.

# Cotton

Pernambuco, October 26th, 1911.

Business has been very limited during past fortnight and almost confined to Fabricas here, last week about 2,000 bags were sold at 10\$500 to Fabricas and this week another has taken about 1,200 bags at from 10\$500 up to 11\$000 and a Santos buyer took 300 Mediums at 10\$000 — this being a re-sale. Today there are plenty of sellers at 11\$000 and a few at 10\$800 with Fabricas offering 10\$500 and Rio shippers only 10\$000. The Liverpool market keeps weak and the advices today of quantity of American cotton ginned to date is enormous. Here Country folk still hold back their stuff dreaming of better prices later on but where these are to come from they do not say, in meantime apparently all the other growing Cotton States are selling to Rio below prices asked here and when people here awake and want to realize will most likely find that can no longer sell except at far lower prices than refused when stored and took up money against same — the accounts from Country are by no means bad and generally it is expected that entries next month and in December will be on a very large scale and if we get rains in Nov./Dec. as was the case last year the plants will go on flowering and bearing all along.

Clearances during the fortnight have been Rio 1,168 bags and 8 Pressed bales. Santos 1,284 bags and 700 bales. Rio Grande 247 bales. Bahia 400 bags. Liverpool 1,350 bales and 10 bags.

# Market Reports

Pernambuco, October 26th, 1911.

**COFFEE.** The entry in Sept. was 16,200 bags and this month so far about 17,000 bags have come in — prices were firm and advanced to 13\$500 at which considerable sales were made, estimated at over 12,000 bags — this was high water mark and prices have since come down and the largest buyer resold about 6,000 bags at 13\$200 and then 1,000 at 13\$000 and past two days a further 3,000 at 12\$700 — but the country sellers have only disposed of what has actually arrived down at this latter figure and only yesterday did they give in and sell some 2,000 bags, which were taken by Hamburg shippers but this afternoon advices are reported as less firm there and 12\$500 is now only spoken of as value.

**BEANS.** Market unchanged at 17\$000 to 19\$000 and fair arrivals past week from Southern ports.

**MILHO.** This market has weakened off owing to larger receipts and today's value only 7\$500 to 7\$600 per bag. Receipts last month were 18,000 bags and so far this month 21,000 bags have come to market.

**FARINHA** on speculative buying advanced to 6\$500 but this disappearing market is once more weak at 5\$000 to 5\$500 per bag. Entries last month were 10,000 bags and 9,000 bags so far come in this month.

**FREIGHTS** unaltered and cargo not over abundant.

**EXCHANGE** 16 3/32d cobrança and 16 3/16d for business with very little doing.

# Shipping

## THE FREIGHT MARKET

**British.**—"Fair play" of October 12th, says:—

The freight market generally is very firm, but it is really becoming difficult to quote from day to day what is really obtainable as freights in many directions are widely fluctuating. For instance, only a day or two ago Black Sea berth rates for London or Rotterdam touched 9s 9d, and looked like going still better, then news was cabled from Odessa that the Turkish Government had put a prohibition upon grain, which, for the time being, stopped all grain business, and consequently brought chartering to about a standstill. We can scarcely conceive the Ottoman Government taking such unusual

or uncalled for action, and, in the meantime, without official news upon the point, we can only hope that the scare is without foundation. (Since the above was written owners and grain merchants are relieved to find that the prohibition does not apply to neutral boats). Coal rates from Wales have been very strong, more or less, all round, but especially so for Italy, as high as 9s to 9s 6d having been paid for the West Coast ports. Of course coal is contraband of war, but, in the absence of other powers being brought into the war, there is no risk. At the same time Austria is not viewing the Italian operations at all favourably, so that owners must keep in mind the contingency of Austria confronting Italy, in which case it would be very risky business to be taking coal to Italian ports. This year is evidently going to be a record one for embarrassment to shipowners, for, what with strikes and political troubles, it has been almost impossible to guard against the contingencies that occur. Higher rates of freight have certainly come, which is the only safeguard that owners have, but even now they are not high enough by a long way to protect owners, in many cases, for the risks they run in regard to delay.

**Coal Rates** from Wales to Rio were quoted at 16s 6d and the following fixtures were made to Rio: S.S. Hillmere, 16s 6d (500); S.S. Killin, 16s 9d (500).

## PERSONAL NEWS.

### Arrivals and Departures

#### Arrivals

By the S.S. Araguaya from Southampton on October 30th: H. E. Pullen, J. E. B. Guild, Miss M. Lancaster, E. Cross, L. Henry, Miss E. Gibbs, D. Haggard.

By the S.S. Aragon from Buenos Aires on November 1st: C. F. Lightner, L. Andrews, H. E. Harvey, H. S. Fellowes, H. Bennet, R. Lex, C. James, T. H. Allworthy.

By the S.S. Orion from Montevideo on November 2nd: L. Hart, G. H. Craig.

#### Departures

By the S.S. Araguaya for Buenos Aires on October 31st: D. G. L. Goelzer, M. J. Bergen, E. W. Thomson, G. Roth, J. Miller, G. Stinson, P. Boylan, C. Sullivan, D. W. Trimm, H. Nelson, E. J. Johnson, J. O. Willcox, O. R. Arnold, W. H. Palmer, E. W. Greenwich, G. F. Knowles, Mr. and Mrs. Applin, L. C. Ayres, A. A. Adams.

By the S.S. Aragon for Southampton etc. on November 1st: A. J. Hewitt, R. B. Bowen, A. T. Connor, H. Tattam, J. F. Walmsley, J. K. Napier, S. S. Buxton.

## ARRIVALS AT PORT OF RIO DE JANEIRO

During the week ending November 2nd, 1911.

- Oct. 27.—SANTOS, German s.s. 3114 tons, from Santos.
- 27.—BRASIL, Brazilian s.s. 1999 tons, from Manaus.
- 27.—PAMPA, French s.s. 2878 tons, from Marseilles.
- 27.—CAROLINA, Brazilian s.s. 383 tons, from Caravelas.
- 27.—COMPETIDOR, Brazilian lugger, 195 tons, from Itabajana.
- 27.—ESPAGNE, French s.s. 2478 tons, from Marseilles.
- 27.—CARANGOLA, Brazilian s.s. 253 tons, from S. J. da Barra.
- 28.—ITAPOANA, Brazilian s.s. 512 tons, from Pernambuco.
- 28.—LAGUNA, Brazilian s.s. 320 tons, from Laguna.
- 28.—CABO FRIO, Brazilian s.s. 747 tons, from Aracajá.
- 28.—CALDERON, British s.s. 2643 tons, from Manchester.
- 28.—COLTIBUS, German barque, 174 tons, from Cadiz.
- 28.—SANTOS, Uruguayan s.s. 1604 tons, from Buenos Aires.
- 28.—CLOTILDE, Brazilian yacht, 34 tons, from Cabo Frio.
- 28.—COLUMBA, Austrian s.s. 2555 tons, from Trieste.
- 28.—TENNYSO, British s.s. 2532 tons, from New York.
- 28.—ITAJUBA, Brazilian s.s. 955 tons, from Porto Alegre.
- 28.—CAP VERDE, German s.s. 3759 tons, from Hamburg.
- 28.—BRASILE, Italian s.s. 3020 tons, from Buenos Aires.
- 29.—STAGPOOL, British s.s. 2092 tons, from Cardiff.
- 29.—GUTRINE, German s.s. 1915 tons, from Rio Grande do Sul.
- 29.—CAP ORTEGAL, German s.s. 3136 tons, from Hamburg.
- 29.—O. MONARCH, British s.s. 2945 tons, from Tocapillo.
- 29.—ITAQUI, Brazilian s.s. 512 tons, from Porto Alegre.
- 30.—ARGENTINA, Italian s.s. 3047 tons, from Genoa.
- 30.—RAGHAYA, British s.s. 3034 tons, from Southampton.
- 30.—ITAPEMA, Brazilian s.s. 825 tons, from Porto Alegre.
- 30.—FLODDEN, British s.s. 2733 tons, from Santos.
- 30.—CHINESE PRINCE, British s.s. 3529 tons, from Buenos Aires.
- 30.—STRATHDON, British s.s. 2340 tons, from Valparaiso.
- 30.—CLARA, Portuguese barque, 600 tons, from Oporto.
- 31.—MANAOS, Brazilian s.s. 1520 tons, from Manaus.
- 31.—ARAGON, British s.s. 5933 tons, from Buenos Aires.
- Nov. 1.—LAURA, Austrian s.s. 4129 tons, from Trieste.
- 1.—GARCIA, Brazilian s.s. 129 tons, from Paraty.
- 1.—ROSELEA, British s.s. 2190 tons, from Rio Grande do Sul.
- 1.—HARPALZEE, British s.s. 3194 tons, from Tallal.
- 1.—ESSAY ABBEY, British s.s. 2190 tons, from Cardiff.
- 1.—CUBATAO, Brazilian s.s. 234 tons, from Pará.
- 1.—PARANA, Brazilian s.s. 1210 tons, from Areia Branca.
- 2.—BALATON, Austrian s.s. 1824 tons, from Santos.

- 2.—MAROM, Brazilian s.s. 779 tons, from Porto Alegre.  
 2.—P. INGEBORG, Swedish s.s. 2159 tons, from Buenos Aires.  
 2.—HOHENSTAUFEN, German s.s. 4086 tons, from Santos.  
 2.—ORION, Brazilian s.s. 640 tons, from Montevideo.  
 2.—FRISIA, Dutch s.s. 4608 tons, from Buenos Aires.

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

During the week ending November 2nd, 1911.

- Oct. 27.—ANNA, Brazilian s.s. 364 tons, for Florianopolis.  
 27.—ITAPACY, Brazilian s.s. 717 tons, for Pernambuco.  
 27.—ITANEMA, Brazilian s.s. 553 tons, for Porto Alegre.  
 27.—SANTOS, German s.s. 3114 tons, for Hamburg.  
 28.—PORT STANLEY, Norwegian tug, 61 tons, for Falkland Islands.  
 28.—MOERDS, Norwegian tug, for Falkland Islands.  
 28.—ITAUBA, Brazilian s.s. 878 tons, for Porto Alegre.  
 28.—TAMAR, British s.s. 2065 tons, for Las Palmas.  
 28.—NOVILLO, Argentine s.s. 1491 tons, for Paranaguá.  
 28.—GAMA III, Brazilian yacht 34 tons, for Cabo Frio.  
 28.—AURORA, Brazilian yacht 33 tons, for Cabo Frio.  
 28.—THEMIS, Brazilian yacht 58 tons, for Cabo Frio.  
 28.—S. PAULO, Brazilian s.s. 2213 tons, for New York.  
 28.—CAP ORTEGAL, German s.s. 3130 tons, for Buenos Aires.  
 28.—JUPITER, Brazilian s.s. 1800 tons, for Paranaguá.  
 28.—KINGSLAND, British s.s. 1792 tons, for Rio Grande do Sul.  
 28.—ESTRELLA DO NORTE, Brazilian yacht, 34 tons, for Cabo Frio.  
 28.—VENCEDOR, Brazilian yacht 33 tons, for Cabo Frio.  
 30.—STRATHDON, British s.s. 2840 tons, for Santa Lucia.  
 30.—ITAPOAN, Brazilian s.s. 512 tons, for Porto Alegre.  
 30.—SATELLITE, Brazilian s.s. 892 tons, for Villa Nova.  
 30.—BRASIL, Brazilian s.s. 1999 tons, for Manaus.  
 30.—ITAQUI, Brazilian s.s. 512 tons, for Pernambuco.  
 30.—IBIAPABA, Brazilian s.s. 1082 tons, for Pará.  
 30.—VANOUVER, British s.s. 3560 tons, for Sta. Lucia.  
 30.—ARBEYNA, Italian s.s. 3047 tons, for Buenos Aires.  
 31.—GUTRINE, German s.s. 1915 tons, for Hamburg.  
 31.—CANOE, Brazilian s.s. 1699 tons, for Santos.  
 31.—JAGUARIBE, Brazilian s.s. 1003 tons, for Pará.  
 31.—CHINESE PRINCE, British s.s. 302 tons, for New York.  
 31.—VOLNAY, British s.s. 2928 tons, for Durban.  
 31.—FLODDEN, British s.s. 2733 tons, for New Orleans.  
 31.—ARAQUAYA, British s.s. 6634 tons, for Buenos Aires.  
 Nov. 1.—ITAUBA, Brazilian s.s. 869 tons, for Rio de Janeiro.  
 1.—ARAGON, British s.s. 5938 tons, for Southampton.  
 1.—BALATON, Austrian s.s. 1524 tons, for Trieste.  
 1.—JULIO MACEDO, Brazilian yacht 33 tons, for Cabo Frio.  
 1.—AMELIA CLARA, Brazilian yacht, 50 tons, for Cabo Frio.  
 1.—S. SEBASTIAO, Brazilian s.s. 25 tons, for Cabo Frio.  
 1.—CLOTILDE, Brazilian yacht 30 tons, for Cabo Frio.  
 1.—ESPERANCA, Brazilian yacht 33 tons, for Cabo Frio.  
 1.—BRAEMONT, British s.s. 2207 tons, for Rio Grande do Sul.  
 1.—ELLERSLIE, British s.s. 2190 tons, for Rio Grande do Sul.  
 1.—RYLANDS, British s.s. 3528 tons, for Trinidad.  
 1.—DUENDES, British s.s. 2860 tons, for Galveston.  
 1.—TENNYSON, British s.s. 2532 tons, for Santos.

#### ARRIVALS AT THE PORT OF SANTOS

During the week ending November 2nd, 1911.

- Oct. 27.—OCEANO, Dutch tug, 370 tons, from Amsterdam.  
 27.—CAVOUR, British s.s. 3157 tons, from Liverpool.  
 27.—ITAUBA, Brazilian s.s. 869 tons, from Rio de Janeiro.  
 27.—SIRIO, Brazilian s.s. 554 tons, from Rio de Janeiro.  
 27.—BRASILE, Italian s.s. 3026 tons, from Buenos Aires.  
 27.—INVERAR, British s.s. 1758 tons, from Liverpool.  
 28.—CUBATAO, Brazilian s.s. 882 tons, from Rio de Janeiro.  
 28.—MONKBARS, British brig 1771 tons, from Hamburg.  
 28.—ANNA, Brazilian s.s. 247 tons, from Rio de Janeiro.  
 28.—PAMPA, French s.s. 2812 tons, from Marseilles.  
 28.—HIGHLAND MONARCH, British s.s. 2545 tons, from Havre.  
 28.—PAULISTA, Brazilian s.s. 668 tons, from Rio de Janeiro.  
 29.—ITAUBA, Brazilian s.s. 825 tons, from Rio de Janeiro.  
 29.—WESTGATE, British s.s. 1814 tons, from Liverpool.  
 30.—COLUMBIA, Austrian s.s. 3558 tons, from Trieste.  
 30.—P. INGEBORG, Swedish s.s. 2159 tons, from Buenos Aires.  
 30.—CREFFELD, German s.s. 2444 tons, from Bremen.  
 31.—ARAGON, British s.s. 5938 tons, from Buenos Aires.  
 31.—BALATON, Austrian s.s. 1524 tons, from Trieste.  
 31.—ITAPOAN, Brazilian s.s. 512 tons, from Rio de Janeiro.  
 31.—MAROM, Brazilian s.s. 779 tons, from Rio de Janeiro.  
 31.—ARGENTINA, Italian s.s. 3047 tons, from Buenos Aires.  
 31.—ESPAGNE, French s.s. 2478 tons, from Buenos Aires.

#### SAILINGS FROM THE PORT OF SANTOS

During the week ending November 2nd, 1911.

- Oct. 27.—C. OF GALICIA, British s.s. 3139 tons, for Vancouver.  
 27.—ITAUBA, Brazilian s.s. 869 tons, for Rio de Janeiro.  
 27.—SIRIO, Brazilian s.s. 554 tons, for Barbadoes.  
 27.—SALFARDA, British s.s. 2865 tons, for Barbadoes.  
 27.—BRASILE, Italian s.s. 3026 tons, for Genoa.  
 27.—STRATHAY, British s.s. 3550 tons, for Buenos Aires.  
 28.—ANNA, Brazilian s.s. 247 tons, for Florianopolis.  
 28.—FLODDEN, British s.s. 2733 tons, for New Orleans.  
 28.—PAMPA, French s.s. 2812 tons, for Buenos Aires.  
 28.—CHINESE PRINCE, British s.s. 3028 tons, for New York.  
 28.—OCEANO, Dutch tug, 370 tons, for Paranaguá.  
 28.—WELGUND, German s.s. 2620 tons, for Rio Grande do Sul.  
 28.—URSA MINOR, Norwegian barque, 576 tons, for Barbadoes.  
 29.—PAULISTA, Brazilian s.s. 668 tons, for Paranaguá.  
 29.—ITAUBA, Brazilian s.s. 825 tons, for Porto Alegre.  
 30.—COLUMBIA, Austrian s.s. 3558 tons, for Buenos Aires.  
 30.—CUBATAO, Brazilian s.s. 882 tons, for Rio de Janeiro.  
 30.—SAXBY, British s.s. 2552 tons, for Newcastle.  
 31.—ARAGON, British s.s. 5938 tons, for Southampton.  
 31.—BELLEVUE, British s.s. 2459 tons, for Buenos Aires.  
 31.—ITAPOAN, Brazilian s.s. 512 tons, for Pernambuco.  
 31.—MAROM, Brazilian s.s. 779 tons, for Porto Alegre.  
 31.—ARGENTINA, Italian s.s. 3047 tons, for Naples.  
 31.—RIO PARÁ, Brazilian s.s. 298 tons, for Paranaguá.  
 31.—ESPAGNE, French s.s. 2478 tons, for Marseilles.

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

On November 4th, 1911

- ALTAIR, British, Schooner, Capt. John Hughes, from Cardiff, order.  
 WHINLETTER, Norwegian, barque, Cap. Jensen, from Mobile, order, Arr. April 29th.  
 CANARA, Italian schooner, Capt. A. Giovanni, from Gulfport, Order, Arr. May 12th.  
 PORTO PARÁ, Portuguese, barque, Capt. Salão, from Oporto, B. Mofa, Arr. June 2nd.

- COLOMA, Norwegian, brig, Capt. G. Birjland, from Pensacola, Paulo Passos & C. Arr. Aug. 8th.  
 FRANCESCA, Italian barque, Capt. Oliveira, from Marseilles, Paulo Passos & C. Arr. Aug. 16th.  
 ARNO, Italian barque, Cap. Steria, from Marseilles, Paulo Passos & Co. Arr. Aug. 16th.  
 BORN, German barque, Capt. M. Jassén, from Hull, Domingos Joaquim da Silva. Arr. Sept. 19th.  
 AFON LARD, English barque, Capt. Jones, from Swansea, Order, Arr. Sept. 12th.  
 MARGRETTA, German brig, Capt. Vent, from Swansea, Order Arr. Sept. 19th.  
 AMIGAL HOLLAN, French barque, Capt. ullert from Antwerp, D. J. da Silva & Co. Arr. September 26th.  
 SYLEID, Russian brig, Capt. Engblom from London, Order Arr. September 26th.  
 GENERAL GORDON, Norwegian brig, Capt. Beolinsen, from Gulfport, Order. Arr. October 1st.  
 WANJA, Danish barque, Cap. Pearson, from Hamburg, Order, Arr. October 22nd.  
 BIEN, Norwegian barque, Capt. Olson, from Fray Bontos, J. de Moura & Co. Arr. October 25th.  
 COLUMBUS, German barque, Capt. Helmes, from Cadiz, Order, Arr. October 28th.  
 CLARA, Portuguese barque, Capt. Caldeira, from Oporto, Mustar, Arr. October 30th.  
 LAKE ERIE, Italian barque, Capt. Schiuffino, from Marseilles, Machado Bastos & Co. Arrived November 2nd.

## EUROPEAN CAPITAL.

Furnished for attractive enterprises in all substantial lines of business.

Railroads, Tractions, Water & Electric Powers Irrigations, Timber, Mining Agricultural & Industrial.

Bond, Debenture and Stock Issues Underwritten, Purchased or Sold.

Properties purchased for European exploitation and investment.

Financial Undertakings of all sorts handled.

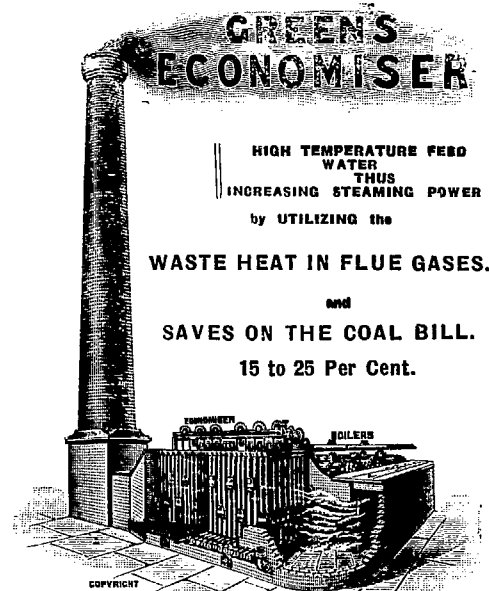
Miscellaneous commissions and orders of all characters accepted for execution in any European country.

Correspondence enclosing full details at first writing invited

## THE INTERNATIONAL BANKERS ALLIANCE

48, Mark Lane, London, England.

## APROFITABLE INVESTMENT



HIGH TEMPERATURE FEED WATER  
 THUS  
 INCREASING STEAMING POWER  
 by UTILIZING the  
 WASTE HEAT IN FLUE GASES.  
 and  
 SAVES ON THE COAL BILL.  
 15 to 25 Per Cent.

GREEN'S MODERN ECONOMISER IN OPERATION.

Write for full particulars to Original Patentees and Sole Makers:—

E. GREEN & SON, LTD., WAKEFIELD, ENGLAND.



# BRAZIL-ADRIATIC-LINE

Hamburg--Südamerikanische--Dampfschiffahrts--Gesellschaft

IN CONNECTION WITH THE

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

# HAMBURG--AMERIKA LINIE

TABLE OF DEPARTURES

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.

### Express service to Europe

CAP ORTEGAL . . . . .	19th November
CAP BLANCO . . . . .	29th November
K. WILHELM II . . . . .	6th December
CAP VILANO . . . . .	19th December

### Express service to R. Plate

CAP BLANCO . . . . .	9th November
K. WILHELM II . . . . .	17th November

### Intermediate service to Europe

MACEDONIA . . . . .	10th November
CAP VERDE . . . . .	16th November
SAN NICOLAS . . . . .	24th November

### NEXT DEPARTURES

#### FOR EUROPE:

* FRANCISCA . . . . .	8th November
* COLUMBIA . . . . .	15th »
* LAURA . . . . .	22nd »

#### FOR RIVER PLATE:

* EUGENIA . . . . .	18th November
* SOFIA HOHEMBERG . . . . .	15th December

\* 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 Inhauma, 84 or passages and further information to.

**Rombauer & Co.**

RUA VISCONDE DE INHAUMA No. 84—Rio de Janeiro  
RUA 11 DE JUNHO No. 1 A—Santos

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

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

## LINOTYPE MACHINIST

Wanted by first class North American Linotype Machinist a Position to take charge of any number of Linotype Machines, large daily newspaper preferred.

Willing to make contract for from 2 to 5 years giving bonded guarantee of competence 21 years of experience in America and other countries. Speaks Portuguese and Spanish. Answers to "Linotype" this paper.

Dr. Raul Leitão da Cunha. — Prof. of the Faculty of Medicine. Consulting hours 2.30 p. m., *Jornal do Commercio*, 2nd floor, rooms 7 and 9.

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

## 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	" " " . . . . .	5.40	" " " . . . . .	8.45
" " " . . . . .	10.45	" " " . . . . .	6.15	" " " . . . . .	12.00
		" " " . . . . .	8.00	" " " . . . . .	4.00
		" " " . . . . .		" " " . . . . .	5.40
		" " " . . . . .		" " " . . . . .	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
" " " . . . . .	9.00	" " " . . . . .	1.00	" " " . . . . .	9.30
" " " . . . . .	10.00	" " " . . . . .	2.00	" " " . . . . .	10.30
" " " . . . . .	11.00	" " " . . . . .	3.00	" " " . . . . .	11.30
		" " " . . . . .	4.00	" " " . . . . .	12.30
		" " " . . . . .	5.00	" " " . . . . .	1.30
		" " " . . . . .	6.00	" " " . . . . .	2.30
		" " " . . . . .	7.00	" " " . . . . .	3.30
		" " " . . . . .	8.00	" " " . . . . .	4.30
		" " " . . . . .		" " " . . . . .	5.30
		" " " . . . . .		" " " . . . . .	6.30
		" " " . . . . .		" " " . . . . .	7.30
		" " " . . . . .		" " " . . . . .	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.

Rio, December 1910.

The above is approved by Dr. ALVARO RODOVALHO M. DOS REIS Fiscal Engineer

**CURRENT COFFEE FREIGHT RATES**

IN FORCE SINCE Jan. 15th, 1911.

	Rio.	Santos.
Aden "via Trieste".....	54/- in full.	54/- in full.
Aguilões.....	73,50 frcs. in full.	76,50 frcs. in full.
Alexandretta**.....	71,50 frcs. in full.	71 frcs. in full.
Aivali**.....	64 frcs. in full.	64 frcs. in full.
Alexandria**.....	62 frcs. in full.	62 frcs. in full.
Algiers**.....	56 frcs. in full.	56 frcs. in full.
Alicante.....	50 frcs. in full.	50 frcs. in full.
Almeria.....	45/- & 5 %.	40/- & 5 %.
Amsterdam.....	68 frcs. in full.	65 frcs. in full.
Ancona**.....	45/- & 5 %.	40/- & 5 %.
Antwerp 1,000 kilos.....	76 frcs. in full.	76 frcs. in full.
Avilés.....	56 frcs. in full.	56 frcs. in full.
Barcelona.....	108 frcs. in full.	108 frcs. in full.
Bassorah**.....	69 frcs. in full.	69 frcs. in full.
Bejrout**.....	65 frcs. in full.	65 frcs. in full.
Bilbao.....	54/- in full.	54/- in full.
Bombay "via" Trieste.....	45 frcs. & 10 %.	45 frcs. & 10 %.
Bordeaux, 900 kilos.....	71,50 frcs. in full.	71,50 frcs. & 10 %.
Braila**.....	45/- & 5 %.	40/- & 5 %.
Bremen.....	60 frcs. in full.	60 frcs. in full.
Brindisi**.....	18300.	18300.
Buenos Aires per bag 60 kilos.....	56 frcs. in full.	56 frcs. in full.
Cadiz (Spanish line).....	60/- in full.	60/- in full.
Calcutta "via" Trieste.....	56 frcs. in full.	56 frcs. in full.
Carthagena.....	65,50 frcs. in full.	65,50 frcs. in full.
Cavala**.....	65,50 frcs. in full.	65,50 frcs. in full.
Cesme**.....	52/3 in full.	47/ in full.
Christiana.....	75 & 5 % in full.	60/- in full.
Cienfuegos "via" Antwerp & Bremen.....	60/- in full.	60/- in full.
Colombo.....	61,50 frcs. in full.	61,50 frcs. in full.
Constantinople**.....	47/8 & 5 %.	42/6 & 5 %.
Copenhagen.....	65,50 frcs. in full.	65,50 frcs. in full.
Corfu**.....	58 frcs. in full.	58 frcs. in full.
Corunna.....	60/- in full.	60/- in full.
Currachee.....	66,50 frcs. in full.	66,50 frcs. in full.
Dedeagatch**.....	40/- & 5 %.	35/- & 5 %.
Fiume.....	1,50 in full.	71,50 frcs. in full.
Galata**.....	40 frcs. & 10 %.	40 frcs. & 10 %.
Genoa 1,000 kilos.....	50 frcs. in full.	50 frcs. in full.
Gibraltar.....	51/3 in full.	46/- in full.
Göteborg.....	45/- & 5 %.	40/- & 5 %.
Hamburg.....	65 frcs. in full.	65 frcs. in full.
Havana "via" Las Palmas, Malaga, Barcelona.....	52/- 8 %.	40 frcs. & 10 %.
Havana "via" Antwerp Bremen.....	45 frcs. & 10 %.	60/- in full.
Havre, 900 kilos.....	60/- in full.	60/- in full.
Hongkong "via" Trieste.....	56 frcs. in full.	56 frcs. in full.
Huelva.....	60/- in full.	60/- in full.
Kobe "via" Trieste.....	69 frcs. in full.	69 frcs. in full.
Kustendje**.....	35/- & 5 %.	40/- & 5 %.
Lisbon.....	45/- & 5 %.	40/- & 5 %.
Liverpool.....	45/- & 5 %.	40/- & 5 %.
London cargo s. s.....	45/- & 5 %.	40/- & 5 %.
Do mail s. s.....	45/- & 5 %.	40/- & 5 %.
London opt. cargoes.....	60/- in full.	60/- in full.
Madras.....	50 frcs. in full.	50 frcs. in full.
Malaga.....	62/3 in full.	47/- in full.
Malme.....	62 frcs. in full.	62 frcs. in full.
Malta**.....	80/- & 8 %.	40 frcs. & 10 %.
Manilla "via" Antwerp Bremen.....	40 frcs. & 10 %.	69 frcs. in full.
Marseilles 1,000 kilos.....	69 frcs. in full.	69 frcs. in full.
Mersina.....	71,50 in full.	73,50 frcs. in full.
Messina**.....	18200.	18300.
Metelino**.....	64 frcs. in full.	64 frcs. in full.
Monte Video per bag 60 kilos.....	54 frcs. in full.	54 frcs. in full.
Mostagenem**.....	40 cts. & 5 %.	40 cts. & 5 %.
Naples**.....	40 cts. & 5 %.	40 cts. & 5 %.
New York per bag.....	60,50 frcs. in full.	60,50 frcs. in full.
New Orleans per bag.....	62 frcs. in full.	62 frcs. in full.
Odesa**.....	58 frcs. in full.	66 frcs. in full.
Oran**.....	66,50 frcs. in full.	66,50 frcs. in full.
Palermo**.....	60/- in full.	60/- in full.
Patras**.....	61,50 frcs. in full.	61,50 frcs. in full.
Penang.....	64 frcs. in full.	64 frcs. in full.
Piræus**.....	60/- in full.	60/- in full.
Port Said**.....	45/- & 5 %.	40/- & 5 %.
Bangoon "via" Trieste.....	60/- in full.	60/- in full.
Rotterdam.....	60 frcs. in full.	60 frcs. in full.
Santander.....	66,50 frcs. in full.	66,50 frcs. in full.
San Sebastian.....	60 frcs. in full.	60 frcs. in full.
Sansoun**.....	61,50 frcs. in full.	61,50 frcs. in full.
Salonica**.....	56 frcs. in full.	56 frcs. in full.
Seville.....	60/- in full.	60/- in full.
Shanghai via Trieste.....	61,60 in full.	61,60 in full.
Singapore "via" Trieste.....	45/- & 5 %.	45/- & 5 %.
Smyrna**.....	45/- & 5 %.	40/- & 5 %.
Southampton (opt.) Mail.....	51/3 in full.	49/- in full.
Do cargoes.....	64 frcs. in full.	64 frcs. in full.
Stockholm.....	69 frcs. in full.	69 frcs. in full.
Suez**.....	66 frcs. in full.	66 frcs. in full.
Sulina**.....	56 frcs. in full.	56 frcs. in full.
Tangier.....	66,50 frcs. in full.	66,50 frcs. in full.
Taragonne.....	40/- & 5 %.	35/- & 5 %.
Treblzon**.....	69 frcs. in full.	69 frcs. in full.
Trieste.....	62 frcs. in full.	62 frcs. in full.
Tripoli**.....	56 frcs. in full.	56 frcs. in full.
Tunis**.....	45/8 & 5 %.	66,50 frcs. in full.
Valencia.....	60 frcs. in full.	60 frcs. in full.
Valparaiso (options).....	60/- in full.	60/- in full.
Varna**.....	60/- & 2 1/2 %.	Per ton of 1,000 kilos
Vigo.....	60/- & 2 1/2 %.	
Yokohama "via" Trieste.....	60/- & 2 1/2 %.	
Algoa Bay and Captown.....	60/- & 2 1/2 %.	
Mossel Bay.....	60/- & 2 1/2 %.	
East London.....	60/- & 2 1/2 %.	
Durban.....	70/- & 2 1/2 %.	
Delagoa Bay.....	60/- & 2 1/2 %.	

\* To Delagoa Bay & Beira the freight must be paid here or in Hamburg via Liverpool the freights must be paid here or in Liverpool.  
 \*\* Conferences rates via Marseilles, and Genoa or Trieste.

**Fowler, Scroggie & Co.**

(THE OLDEST ESTABLISHED FIRM OF ENGLISH ACCOUNTANTS IN SOUTH AMERICA.)

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

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

And a large staff of Competent Assistants and Experts

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

HEAD OFFICE:

Northern Insurance Building  
 441 Bartolome Mitre, Buenos Aires

A. C. B. A. 1. & Lieber's Codes,

Cable Address, "QUITTANCE"

**E. JOHNSTON & Co. Ltd.**

**SANTOS**

COFFEE EXPORTERS. STEAMSHIP AGENTS.

GENERAL COMMISSION AGENTS.

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

S. Paulo  
 S. José do Rio Paré  
 Espirito Santo do Pinhal  
 Ribeirão Preto  
 Taubaté  
 Jaboticabal  
 Amparo.  
 S. Carlos do Pinhal  
 S. Manoel  
 Jahu

Open to accept sole representation of manufacturers  
 General Agents in Brazil for the

Hamburg Südamerikanische Dampfschiffahrts.  
 Gesellschaft.

REPRESENTATIVES

The Guardian Assurance Company, Ltd., London; The Sack Filling and Sewing Machine Syndicate, Ltd., London;  
 The State of S. Paulo (Brazil) Pure Coffee Co., Ltd.  
 W. & T. Avery, Ltd. (Patent Automatic Weighers).

HEAD OFFICE:  
 6, GREAT ST. HELEN'S  
 LONDON, E. C.

**LAMPORT & HOLT  
LINE.**

Passenger Service for New York.

**BRAZIL AND RIVER PLATE.**

through passage. Rio to New York: 17 days.  
VOLTAIRE..... 18th Nov.  
BYRON..... 3rd Dec.  
VERDI..... 16th »  
TENNYSON..... 3rd, Jan.

**TENNYSON**

Sails on 8th November for

BAHIA, TRINIDAD, BARBADOS  
and NEW YORK.

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

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

All these steamers are fitted with wireless  
Telegraph

For freight apply to the broker:

61, RUA DE S. PEDRO

For passages and further information apply to the  
Agents: **NORTON, MEGAW & Co., Ltd.**

112, RUA PRIMEIRO DE MARÇO.

Rio de Janeiro.

**F. S. HAMPSHIRE & Co., Ltd.**

Caixa No. 10, SANTOS.

**F. BERN & SON, BAHIA**

THE PACIFIC STEAM NAVIGATION CO

**P.S.N.C.**

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

Fortnightly sailings:—

To Europe.

ORCOMA..... 9th Nov.  
ORIANA..... 22nd »  
ORISSA..... 7th Dec.  
ORTEGA..... 20th »  
OROPESA..... 4th Jan.  
ORITA..... 17th »  
ORAVIA..... 1st Feb.  
ORONSA..... 14th »  
ORCOMA..... 19th »  
ORIANA..... 13th Mar.

To River Plate, Chile and Peru.

OROPESA..... 7th Nov.  
ORITA..... 22nd »  
ORAVIA..... 5th Dec.  
ORONSA..... 20th »  
ORCOMA..... 2nd Jan.  
ORIANA..... 17th »

Wireless telegraphy.

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

For all information apply to

**E. L. HARRISON, Representative.**

AVENIDA CENTRAL, 53-55,

RIO DE JANEIRO.

**Rederiaktiebolaget**

**Nordstjernen**

**JOHNSON LINE**

Regular monthly service between  
Scandinavia,

Brazil and the River Plate

Next Departures for: Chris-  
tiania, Gothenburg, Stockholm  
Malmö, and all other Swedish  
and Norwegian Ports:—

FOR EUROPE.

Princessan Ingeborg..... beg. Nov.  
AXEL JOHNSON..... beg. Dec.

FOR THE PLATE.

AXEL JOHNSON..... 13th Nov.

For further information apply to  
Luiz Campos, Agent -- 84 Visconde  
Inhauma.

**ROYAL HOLLAND  
LLOYD**

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

Sailings of the new Twin-screw  
Steamers

**HOLLANDIA, FRISIA  
and ZEELANDIA**

FOR EUROPE:

(Lisbon, Vigo, Boulogne, Dover and Amsterdam)

23rd Nov.—s.s. ZEELANDIA

14th Dec.—s.s. HOLLANDIA

FOR THE RIVER PLATE

(Santos, Montevideo and Buenos Aires)

27th Nov.—s.s. HOLLANDIA

18th Dec.—s.s. FRISIA

DIRECT TICKETS TO PARIS AND LONDON.

For Passages and other information apply to—

SOCIEDADE ANONYMA MARTINELLI

23, Rua Primeiro de  
Março, 23.

For Freight. Apply to—

Sr. CAMPOS, Rua Visconde de Inhauma, No. 84.

**NORDDEUTSCHER LLOYD,  
BREMEN.**

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

NEXT DEPARTURES.

Date.	Steamer.	Destination
Nov. 10	«Crotolo»	Bahia, Madeira, Lisbon, Leixões, Antwerp and Bremen
» 24	«Wurzburg»	Rotterdam, Antwerp, and Bremen.

Passengers & Cargo accepted.

Passenger routes.	Cabin.	Steerage.
Rio—Rotterdam, Antwerp, Bremen	Marks 400	130/000
Rio—Madeira, Lisbon Leixões	£ 17-10-0	85/000

and 50% tax

For further information apply to

**HERM, STOLTZ & Co., Agents.**

AVENIDA CENTRAL, 66-74.

**SOCIÉTÉ GÉNÉRALE**

DE

Transports Maritimes à Vapeur de  
Marseille.

DEPARTURES OF STEAMERS

FOR EUROPE.

ESPAGNE ..... 9th, Nov.  
PAMPA ..... 12th »

for

Marseilles, Barcelona and Genoa direct

f. gold.

Through fares to Paris, 1st. class..... 72-  
do do 2nd. class..... 56-0  
do do 3rd. class..... 189  
Through fares to Paris (return), 1st. class... 1,149  
do do 2nd. class..... 88  
do do 3rd. class..... 36

Marseilles, Genoa, 3rd class..... 117/000  
Barcelona 3rd class..... 120/000

Agents—ANTUNES DOS SANTOS & Co.,

Rio de Janeiro, Avenida Central, 14,

S. Paulo.—23, Rua S. Bento.

Santos.—Praça da Republica, 33.

**PRINCE LINE**

Regular Sailings to the United States.

Splendid passenger service.

DEPARTURES

FOR NEW YORK

EASTERN PRINCE..... 12th November

FOR NEW ORLEANS.

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.
Nov. 13	«Amazon»	Santos, Montevideo, Buenos Ayres.
» 15	«Araguaya»	Bahia, Pernambuco, S. Vincent Madeira, Lisbon, Leixões, Vigo, Cherbourg, and South- ampton.
» 21	«Danube»	Santos, Montevideo & Buenos Ayres.
» 27	«Asturias»	Santos, Montevideo, & Buenos. Ayres.
» 29	«Amazon»	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg, & Southampton.
Dec. 4	«Clyde»	Buenos Ayres Direct
» 6	«Danube»	Bahia, Pernambuco, S. Vincent Lisbon, Leixões, Vigo, Cher- bourg, and Southampton.
» 11	«Avon»	Santos, Montevideo, Buenos Ayres.
» 13	«Asturias»	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg, Southampton
» 19	«Nil»	Santos, Montevideo, and Bue- nos Ayres
» 20	«Clyde»	Bahia, Pernambuco, S. Vincent Madeira, Lisbon, Leixões, Vigo, Cherbourg, and South- ampton.
» 25	«Aragón»	Santos, Montevideo & Buenos Ayres.
» 27	«Avon»	Bahia, Pernambuco, Madeira Lisbon, Vigo, Cherbourg and Southampton.

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

For freight, passages, and other information  
apply:—

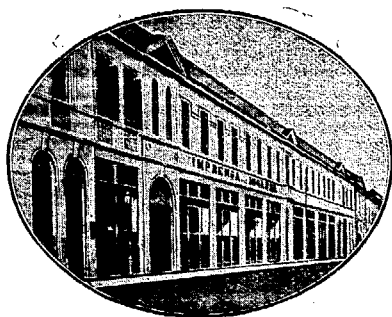
Avenida Central, Nos. 55 and 56

**E. L. HARRISON, Representative**

Avenida Central

Rio de Janeiro

# IMPrensa INGLEZA



## WORKS & OFFICES

61-75, Rua Camerino, 61-75 -- (ex-Rua Imperatriz)

TAKE TRAMS TO PRAIA FORMOSA, SAUDE OR PALMEIRAS, VIA CAMERINO  
POST OFFICE Box 472 — Telegraph. Address, "REVIEW" — RIO

== CODE IN USE, A. B. C. 5TH EDITION ==

== THE ONLY ENGLISH PRINTING WORKS IN BRAZIL ==

== Is the most up-to-date establishment in Rio de Janeiro : ==

== mounted with the best and most modern ==

== PRINTING & RULING MACHINERY AND LINOTYPES ==

== that enable jobs to be executed with accuracy and despatch ==

### A LARGE STOCK OF BEST ENGLISH PAPERS ALWAYS ON HAND

== both Printing & Writing Purposes ==

== Book Printing, Account Books, Loose Ledgers, Invoices, ==

== Bills of Lading, Tabular Work, Railway Tariffs, ==

== Time Tables, and Statistical Work ==

== SEND FOR ESTIMATES FOR ANY MATTER YOU MAY REQUIRE: ==

== THEY WILL BE FURNISHED FREE WITHIN 24 HOURS ==

Having greatly enlarged our premises and plant, we are now in a position to execute any kind of Printing, Ruling and Binding with despatch.

Though the cost of printing here is somewhat higher than in Europe, that is far outweighed by the enormous difference between the duties on PAPER — the raw material — and PRINTED MATTER — the finished article — which compare as follows :

ON PAPER duties, reduced to currency, rule per kilo from Rs. 0\$020 to Rs. 0\$490 kilo.

ON PRINTED MATTER duties, reduced to currency, for ONE COLOURED printing are Rs. 5\$355 per kilo (at 15d exch').

On TWO COLOURED printing Rs. 9\$360 per kilo.

Taking even the maximum rate of duty for paper, i.e. 490 reis per kilo for coloured paper, very seldom used, THE DIFFERENCE compared with one coloured printed matter is Rs. 4\$865, or 993 per cent, and for two coloured matter amounts to Rs. 8\$870 or 1,810 per cent !

Duties on COMMERCIAL BOOKS are the same as for printed matter, (including the covers) i.e. Rs. 5\$355 per kilogram with exchange at 15d.

A large ledger weighing 10 kilos would, therefore, pay Rs. 53\$550 in duties alone : whilst if printed here would cost, according to the character of the binding, from 14\$000 upwards.

A contract lately executed for an important English Company that previously used to import all its stationary, showed the following results. —

Cost of importing 12,000 kilos of printed matter.....	R\$	76.697\$
Cost of same executed here.....	Rs.	16.434\$
Saving.....	Rs.	60.263\$

The Saving in this case amounted to 76 per cent !

Having a number of English operatives on the staff we are able to undertake work in English on terms that no one else can approach, and guarantee accuracy and prompt delivery.