

# The Brazilian Review

VOL. XV

RIO DE JANEIRO, TUESDAY, January 30th, 1912

No. 5

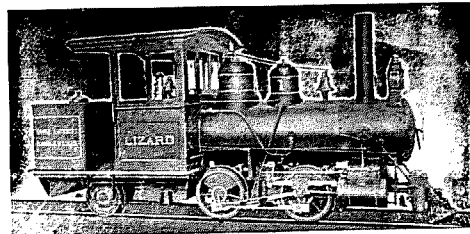
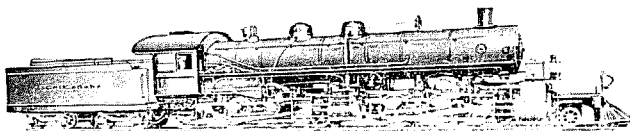
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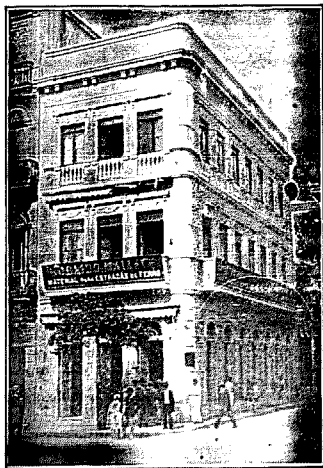
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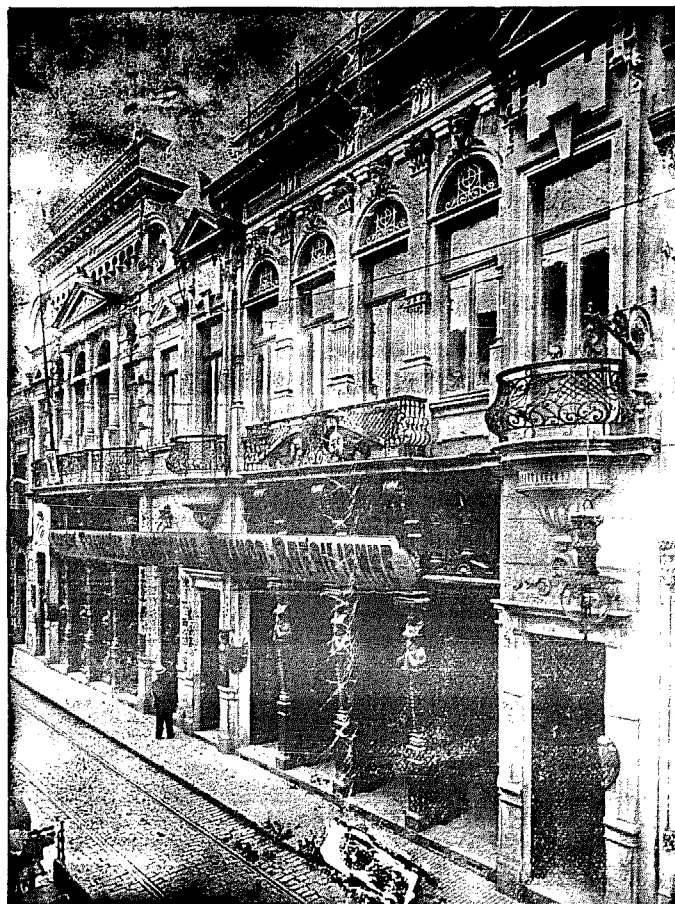
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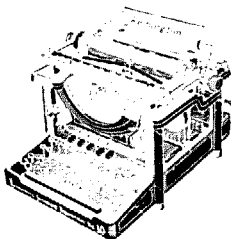
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General Agent for Brazil.

No. 5

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# The Brazilian Review

Editor—J. P. WILEMAN

OFFICES—RUA CAMERINO No. 51.

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" 7.—AMAZON, Royal Mail, for Southampton.  
" 9.—CAP BLANCO, H.S.D.G., for Hamburg.  
" 13.—CORDILLERE, Mess. Mar., for Bordeaux.  
" 13.—VANDYCK, Lamport and Holt, for Liverpool.  
" 14.—ORONSA, P.S.N.C., for Liverpool.  
" 15.—HOLLANDIA, Royal Holland Lloyd, for Amsterdam.  
" 19.—K. WILHELM II, H. A. L. for Hamburg.  
" 21.—ASTURIAS, Royal Mail, for Southampton.  
" 27.—AMAZONE, Mess. Mar., for Bordeaux.  
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Mar. 6.—AVON, Royal Mail, for Southampton.  
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Mar. 3.—TENNYSON, Lamport & Holt, for New York.

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RUA RIO BRANCO, 215  
BAHIA:  
RUA FORMOSA, 13.  
RUA CHILL, 17.  
S. PAULO:  
RUA 15 DE NOVEMBRO, 45  
RUA S. BENTO, 18  
AVENIDA R. PESTANA, 233  
SANTOS:  
RUA FREI GASPAR, 12  
PERNAMBUCO:  
RUA BARAO DA VICTORIA, 31.  
PORTO ALEGRE:  
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Advertisement Page

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LYDE.—At the Maternity Hospital Bahia on the 8th inst., the wife of William West Lyde of a daughter.

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

**Dr. Charles Speers — (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 January 20th, 1912, are as follows:— Yellow fever, 0; bubonic plague, 0; smallpox, 0; measles, 4; scarlet fever, 0; whooping cough, 10; diphtheria, 0; influenza, 13; typhoid fever, 0; dysentery, 1; beriberi, 1; leprosy, 1; erysipelas, 2; marsh fevers, 4; pulmonary diseases, 72. Total deaths from all causes, 373, equal to an annual rate of 21.15 per thousand inhabitants. Mortality of infectious diseases to total number of deaths, 31.63 per cent. Under treatment in hospitals: Yellow fever, 0; smallpox, 0; bubonic plague, 0; under observation, 0.

— During the week the main topic of interest as far as the telegrams from Europe was concerned was the incident which arose between France and Italy on account of the seizure of the French s.s. Carthage by an Italian warship and its detention for some time. The fact that there was an aeroplane on board seems to have caused a good deal of trouble as apparently flying machines are, tentatively, considered as contraband of war. Public opinion has been running very high in both France and Italy and it is sincerely to be hoped that the incident will have been satisfactorily settled by the time this issue comes out. — In Germany the Socialists have done even better after the second scrutiny and are now the strongest independent party in the Reichstag. So strong are they indeed that they are demanding that one of the Vice-presidents of Parliament shall be chosen from their party or at anyrate shall be in sympathy with its aims. Except to a German we fancy that the distribution of parties in the Fatherland must be most perplexing. In order to get a bill passed it is usually necessary to get the support of two or three different parties and in this way each party is able to get its own particular policy considered by Government in return for support. At least so it looks to a layman. — There is a Cadet crisis in Spain, while the revolution in China does not seem to have come to an end as yet though it looks as though the Emperor will abdicate and the President of the Chinese Republic be definitely elected.

— In Rio politics are somewhat less exciting, and the duller they are the better for trade and economic conditions generally. When there is so much unrest the financiers on the other side are apt to become somewhat desconfiado and the flow of capital might suddenly be dammed, a consummation devoutly to be deprecated at the present moment.

— During the week the weather was rather gloomy for the most part and a good deal of rain fell. The number of deaths in the Federal District was 373 as against 378 last week and 376 for the week before that. There was a large number of deaths from tuberculosis as this disease carried off no fewer than 72 people. The highest temperature recorded at the Observatory was 28.3° Centigrade or 82.94° Fahrenheit, the lowest 20.5° Centigrade or 68.9° Fahrenheit and the average 23.7° Centigrade or 76.66° Fahrenheit.

— The figures for immigration to this country for the last 12 years are now available and show the following movement:—

1900	40,300
1901	85,306
1902	52,204
1903	34,062
1904	46,164
1905	70,295
1906	73,672
1907	67,787
1908	94,695
1909	85,410
1910	88,564
1911	115,722

These figures in point of fact include all third class passengers landing in this country. During the course of last year the number of immigrants landing in Rio de Janeiro was 72,972 while the number entering the State of S. Paulo was 41,938, of whom 31,949 came of their own accord while 9,989 were subsidised by Government. The immigrants landing in this port were sent to different States of the Union and work provided for them with all despatch. The large increase in immigration during the last year would appear to be the result of the prosperity of the country generally.

— Telegrams have been arriving from Europe stating that Argentine agents have been diverting a considerable flow of Portuguese and Spanish immigration from Brazil to Argentina. This is perfectly fair we should imagine and the Brazilian agents instead of wringing their hands and weeping over the fact should dry their tears and take action and meet competition with competition. Possibly a little more money judiciously spent in propaganda on the other side in the way of advertising would not be amiss.

— Truly the ways of the Post Office are mysterious. On December 14th last a letter was sent from this office clearly addressed to Bello Horizonte. For some reason or another it was not delivered. It came back again on the 21st inst., having been lying in the Post Office at Bello Horizonte, 12 hours away, for more than a month. It would have been thought that being undelivered it would have been sent back at once, but that apparently is not a policy that appeals to our quidnuncs in the Post Office.

— A telegram from London states that the s.s. Calderon of the Lamport and Holt line was sunk in collision with the s.s. Musketeer off the English coast last week. It is not stated whether there was any loss of life. The Calderon is well known on this coast and was on her way to Rio when the accident occurred. We beg to extend our sympathy to the owners.

— The telegrams which arrived three weeks ago about the «dusting» which the s.s. Amazon got in the Bay seem to have been somewhat exaggerated so far as the actual safety of the ship was concerned. She got into a very nasty storm and for some time had to slow down, but we do not believe that there was ever any real danger to the ship. The worst part of it was that about 10.30 one morning the watch was engaged in making fast a hawser on the fore-castle when a huge wave struck the vessel and a spar attached to the deck got adrift and swept into the group of men at work at the point in question. One man had his back broken and another his thigh. The first officer was badly hurt, but really had a marvellous escape. He was on the sick list until two days from Rio however, while 6 men had to be landed at Corunna.

— The flying week in Rio was a distinct success and came to an end on Tuesday night with a banquet given to the «aviators» at the Strangers Hotel. Garros made a good flight on the Sunday to the Military Settlement at Deodoro carrying with him a message for the President of the Republic. Apparently one of the results of the meeting is that the Minister of War has decided to send several officers to France to learn the art of flying. This will doubtless be followed by the acquisition by the Brazilian Army of a fleet of airships.

— One of the provisions of the Budget for the current year is the creation of a Permanent Committee under the Presidency of the Minister of Agriculture for the arrangement of annual Exhibitions in this capital. Other members of the Committee are the Presidents of the National Agricultural Society and the Centro Industrial do Brasil and the Director of the Commercial Museum. The annual exhibitions will be of fruit, flowers, vegetables etc. while every three years there will be a show on a large scale



and with greater scope. Every six years there will be a mining, textile and foodstuff exhibition. It will be arranged that conferences will take place simultaneously with the shows, while foreign goods will also be allowed to be shown and will be admitted free of duty, though if they are subsequently sold they will then have to pay the duty. Foreigners will have to pay for the space occupied by them at the exhibitions but national goods will be given space free. It is stated that the first exhibition will be arranged ere long and that in all probability it will be held at the Quinta da Boa Vista.

— The new Director General of Public Health has declared that his first action will be to commence the campaign against tuberculosis. His attention will be directed not only to the sanitation of the poorer parts of the City but also to the high prices now ruling for the necessities of life which cause much misery to the poorest members of the community, while the under-nourishing of children is laying up all kinds of seeds of disease. The Director points out that, so soon as he can do so, he will urge on Government the necessity of collecting as many of the patients as possible into hospitals to be erected for the treatment of consumption. At present there are more than 400 people suffering from tuberculosis in the Santa Casa. During the year 1911 the mortality in Rio from this disease was 3,566 persons or an average of 300 deaths per month. With regard to the possible smallpox outbreak (it is the cycle year for this in Rio) the Director is doing all in his power to push vaccination. He is also determined to keep up the mosquito brigade. From his programme it looks as though Dr. Seidl would follow the excellent example which Dr. Cruz has set to all his successors in this City.

— The new law for the closing of business houses at a certain hour was causing all sorts of anomalies and unless something had been done to amend it merchants and shopkeepers seemed likely to suffer considerable loss. As a matter of fact the Prefect has now so modified the reading of the law as to permit of the removal of most of the anomalies and of the general acceptance of the situation.

— From the monthly bulletin issued by the Health Department it appears that during the month of December last the number of deaths in the Federal District was 1,576 as against 1,420 in November and 1,554 in October. The average mortality was 50.83 per diem and the annual coefficient per 1,000 inhabitants 20.12. In spite of the fact that the mortality was slightly higher than in the previous month the health of the City may be described as good, though deaths from tuberculosis rose from 296 to 352. The highest temperature recorded at the Observatory was 33.7° Centigrade or 92.66° Fahrenheit, the lowest 20.7° Centigrade or 69.26° Fahrenheit and the average 25.39° Centigrade or 77.70° Fahrenheit. The number of births was 2,175 so that these exceeded deaths by 599. The number of marriages was 710.

— The new Lamport and Holt liner *Vauban* was launched at Belfast on the 20th inst. The *Vauban* is one of the ships of the Vandyck type and is of 12,000 tons. She is intended for the Brazil and River Plate trade and has accommodation for 400 first and second class passengers. She will have large accommodation for the carrying of frozen meat. Her speed will be 15 knots. The splendid new steamers being put on the route by the Lamport and Holt Line are becoming deservedly popular. The next vessel to be launched after this is, we understand the *Vestris*.

— Shipping Illustrated says:— The newly-opened river traffic on the Amazon River, in South America, by the Port of Pará Navigation Co., and the flattering wages and employment offered have led many Ohio River steamboat men to sign contracts for a period of two years with the company. The majority of the boats that will be used are of the lake steamer type, and will be fitted out for the accommodation of passengers, but the principal business of the company will be the handling of freight, consisting of rubber, coffee and rice.

— There has just been issued as a British Parliamentary paper the contract, dated November 4th, 1911, between the British Postmaster-General and the Royal Mail Steam Packet Co. for the conveyance of mails from England to the West Indies. The agreement provides for a fortnightly service in each direction. The master and officers of every mail ship, and a least three-fourths of the crew, are to be British subjects, and the company are not to give any undue preference to the disadvantage of British shippers. The Admiralty is to have power to pur-

chase any mail ship. The yearly subsidy provided for is £63,000 per annum, and the agreement is to continue until August 9th, 1917. Of the total of £63,000, £40,000 is ultimately payable by the Imperial Government, £16,300 by Trinidad, £2,700 by British Guiana, and £4,000 by Barbados.

— Sr. Alvaro Ribeiro Graça, former agent at New York for the Lloyd Brasileiro has filed an attachment against the line for \$34,893, representing the amount due to him for salary and commissions. He said in his complaint that he was engaged last July for a period of three years. Mr. Joseph J. Schleeta is now general agent of the company in New York.

— Apropos of the Brazilian Syndicate of which we spoke last week, it appears that the headquarters will be at Santos — Considerable interest has been aroused by the scheme in New York and our contemporary the Journal of Commerce of that City says:— «The syndicate is expected to work in harmony with other similar American enterprises in South America, and to make no attempt to send meat to the United States. In fact, prices are higher in Europe than here, and Argentina now sends abroad about 200,000 tons of chilled beef, valued at \$25,000,000, a year. South American live cattle have long been excluded from European markets on account of the former prevalence of the foot and mouth disease, but it is hoped by careful breeding and scientific care to remove the ban. Formerly only frozen meat was shipped, but lately the chilling process has been successfully applied for carrying on long voyages, and it is expected to conduct a profitable business from the South American ranges. It is the purpose to establish a special line of steamers with every facility for refrigeration. The export of live cattle and of beef from this country has been diminishing in recent years, as the wild lands of the West have been taken up, fenced in and put to more profitable use than pasturing large herds, and as domestic consumption has largely increased. We are not likely to have much surplus for export in the time to come, and the raising of large supplies for Europe on the Southern Continent will prevent what might otherwise be a considerable rise in prices. That will be an advantage to all the people, except those who raise cattle for the meat markets, and more this country will have to devote itself to other industries than raising food and raw materials for others, and make a larger demand for these at home, depending for exports upon the products of more labor and skill. This affords another reason for stimulating diversified industries, not by confining their products to the home market, but by economizing and improving their production until they can compete successfully in the markets of the world».

— The late Papal Nuncio to Brazil, Monsignor Bava, who was recently transferred to Vienna, has just died in that Capital. It will be remembered that he was President of the Commission which sat to decide various questions between Bolivia and Brazil in connection with the Treaty of Petropolis. He was very popular in this Capital and at Petropolis and his death will cause sorrow to a large circle of friends. So many diplomats who have left Brazil lately have died almost immediately afterwards that those who are now here are, we believe, anxious to have their missions extended.

— Mr. Rider Haggard, the well known novelist and brother of His Britannic Majesty's Minister to Brazil, Sir William Haggard, figures amongst the New Year Honours with a well deserved knighthood.

— The new Booth liner *Aidan* which sailed from Liverpool early in December on her maiden voyage to Pará and Manaus via Penarth, Leixões and Lisbon, is from all accounts a very fine steamer indeed. She was built by the Tyne Shipbuilding Company Limited, Willington Quay-Tyne. In her design and construction the builders have largely drawn on their experience gained in the building of an earlier Booth liner — the «Christopher» — and they have also had the benefit of the wide experience and knowledge of the technical advisers of the Booth Steamship Co. The «Aidan» is a steel screw steamer of the shelter-deck type, with long bridge, and having two decks below the shelter deck, built to the highest requirements of Lloyd's Register, the British Board of Trade and U. S. regulations for passenger and emigrant carrying. A cellular double bottom extends the full length of the vessel, and subdivision of the hull is effected by eight steel watertight bulkheads extending to the upper deck. The propelling machinery is placed amidships, and there are in all six cargo holds as well as insulated spaces with refrigerating plant for the carriage of provisions. The first-class pas-

senger accommodation is all amidships, and the third-class passengers are provided for aft, while the officers and engineers are berthed amidships, and the crew and firemen forward. The following are the leading particulars of the vessel: Length over all 390 ft.; length between perpendiculars, 376 ft.; breadth moulded, 50 ft.; depth moulded to upper deck, 26 ft.; depth moulded to shelter deck, 33 ft. 9 in.; load draught, 23 ft. 6 in.; deadweight capacity, 6,300 tons; gross tonnage, 4,550; net tonnage, 2,880. The «Aidan» has fine passenger accommodation and the public rooms comprise a dining saloon, smokingroom, lounge and bar. The saloon is 8 feet high and has large square windows. There is accommodation for about 100 third class passengers. There are insulated chambers for the carry of fresh food while the ship is fitted with wireless apparatus. Altogether the «Aidan» is a very worthy addition to the already excellent fleet of the Booth line.

— We hear from subscribers at Pernambuco that the Review is delivered very erratically in that port. For instance the issue of December 19th was not delivered until January 19th. A wrapper holding one of these has been sent on to us and it is to be noticed that the Pernambuco Post Office has omitted to put any post mark on it so that there is no guide at all. The papers are duly posted here in time for the Northern mail and after that the rest is with the Post Office. We notice that complaints have also been somewhat frequent about the delivery of the *Jornal do Commercio*.

— Apropos of the delivery of newspapers in Rio the Postmaster has inaugurated a special service of messengers to make a house to house delivery every morning. This is an excellent innovation and one which will greatly please and convenience the public.

— During the week there were 536 births, 128 marriages and 373 deaths in the Federal District.

— The troubles at Bahia do not seem to be over yet and last week three newspaper offices were burned by the opposition rioters and their issues stopped. This is a most serious fact and the *Jornal do Commercio* very rightly protests against the interference with the liberty of the press and calls upon the President of the Republic to punish the offenders with all the rigour that the law allows.

— Apropos of things American and the Pan-American Doctrine in particular, a telegram from Washington states that Mr. Knox, the Secretary of State, made a speech a few days ago in which he stated that although the United States had assumed the heavy responsibility of helping the Latin American countries and satisfying their respective obligations this promise would not be stretched so far as to permit the Union to enter on a war to prevent foreign nations from collecting their just debt. He added that the responsibility of the United States was decreasing in proportion to the progress of the Latin American Nations. He admitted, however, that there would be a certain

element of danger in the event of foreign intervention in Central America.

— The Pan American Bureau is organising an excursion on a large scale to South America and the s.s. Blucher, which was down here last year on the same errand, has once more been chartered for the trip. The route followed will be much the same as last year.

— There was a great falling off in movement of the Parcels Post Department during the year 1911. The number of parcels handled in 1910 was 70,042 and in 1911 only 45,969. The revenue collected in 1910 was 1,248,942\$582 and in 1911 1,008,191\$832. In a recent interview the Postmaster General attributed the falling off to the greatly improved methods of fiscalisation now adopted which check what has been a regular channel for smuggling.

## RIO DE JANEIRO.

— The Budget for 1912 of the State of Rio de Janeiro estimates Revenue at 9,047,528\$036 and Expenditure at 8,977,668\$238, a surplus being thus expected of 69,859\$798.

## S. PAULO.

— The figures for immigration to S. Paulo during the past year are somewhat different from those issued by the Federal authorities. The movement, according to the State statistics, was 50,957 entries and 27,318 departures. The largest immigration was from Italy and Portugal, which together gave 13,796, while the number of Spaniards entering was 11,276. Turks numbered 1,286; Germans 786; Russians 667; French 256 and so on. The number of English was 49, of North Americans 14 and of Canadians 2.

## SANTA CATHARINA.

— The Board of Trade are notified by the Foreign Office that a British Vice-Consul (Mr. R. O'N. Addison) has been appointed at S. Francisco, in the State of Santa Catharina, Brazil.

## RIO GRANDE DO SUL.

— Exports of hides from this State from January 1st to December 31st for the last six years were as follows:—

Year	Salted Hides		Dry Hides		Total
	Europe	U.S.A.	Europe	U.S.A.	
1911	446,643	—	265,357	—	712,000
1910	551,523	—	254,552	600	806,675
1909	573,649	—	384,695	12,100	970,444
1908	470,719	—	275,674	20,100	766,493
1907	500,543	—	235,465	10,000	746,008
1906	417,742	—	385,378	28,000	861,120

## The British Subscription Library

The Committee beg to announce that the Library re-opened at 105, Rua Ouvidor (Entrance Rua Sachet 39) on Saturday the 23rd December.

The new passenger list will be working shortly.

HOURS 8.-10.30 & 12.-7

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

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in Brazil, Avenida Central, Rio de Janeiro

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# LAMPORT & HOLT LINE

**New Passenger Service to Southampton and Liverpool via Madeira, Lisbon, Vigo and Cherbourg**

VANDYCK.....	13th February
VANDYCK.....	23rd April
VAUBAN.....	18th June
VANDYCK.....	16th July
VESTRIS (Building).....	

The above mentioned new twin-screw liners are appointed to sail from Rio de Janeiro on dates quoted carrying First, Second and Third Class passengers.

Cabines de luxe - Staterooms with private bath, etc. - Single-berth Cabins.

All passenger steamers are equipped with the latest system of wireless telegraphy.

**Mail and Passenger Service between New York, Brazil and River Plate.**

**Average Passage, Rio to New York, 17 days.**

BYRON.....	3rd February
VOLTAIRE.....	16th "
TENNYSON.....	3rd March.
VERDI.....	16th "
BYRON.....	3rd April.
VASARI.....	16th "

From the River Plate via Santos, Rio de Janeiro Bahia, Trinidad (W. I.) and Barbadoes for New York with First, Second and Third Class passengers.

Tickets issued for the circular trip from Rio to New York and thence to Liverpool, Southampton, London, Hamburg and Bremen, by the Cunard, White Star and American Liners and back to Rio de Janeiro by the new twin-screw passenger steamers of the Brazil-River Plate service.

**Regular departures of fast cargo steamers from:-**

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**Glasgow and Liverpool to the River Plate.**

**Antwerp and London to Brazil and River Plate.**

**Glasgow and Liverpool to Chili, Peru and Ecuador.**

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## CORCOVADO RAILWAY

Time table for ordinary days

UP			DOWN		
A. M.		P. M.	A. M.		P. M.
Cosme Velho for Paineiras.....	6.15	Cosme Velho for top of Corcovado	2.00	Paineiras for Cosme Velho.....	2.00
" " " "	8.00	" " Paineiras.....	3.00	" " " "	4.00
" " " "	10.45	" " " "	5.15	" " " "	5.40
		" " " "	8.00	" " " "	8.30

**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.....	2.30
" " " " top of Corcovado	9.00	" " " "	1.00	" " " "	3.30
" " " "	10.00	" " " "	2.00	" " " "	4.30
" " " "	11.00	" " " "	3.00	" " " "	5.30
		" " " "	4.00	" " " "	6.30
		" " " "	5.00	" " " "	7.30
		" " Paineiras.....	6.00	" " " "	8.30
		" " " "	7.00		
		" " " "	8.00		

**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 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

# THE MARVELLOUS AUTO-PIANO

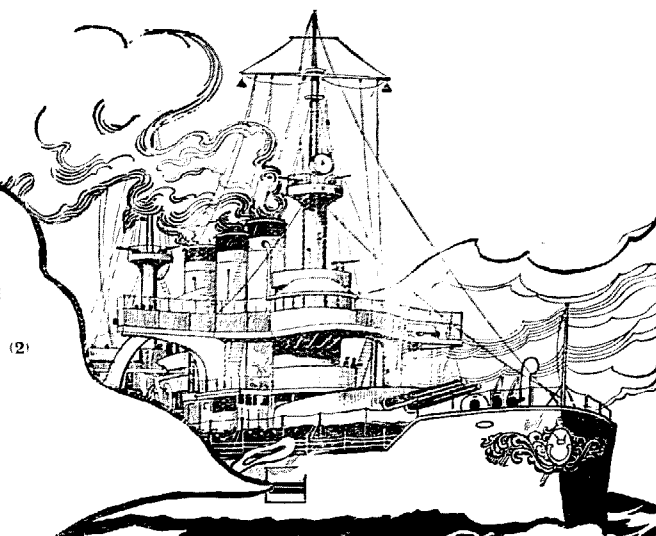
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are now enjoying THE AUTOPIANO

a list of some men-of-war:

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H. M. S. "Essex"	Albany	Ohio
H. M. S. "Forth"	Buffalo	Relief
H. M. S. "Implacable"	California (2)	Rhode Island
H. M. S. "Thames"	Chattanooga	So. Carolina
H. M. S. "Warrior"	Chicago	Salem
	Connecticut	South Dakota (2)
	Colorado	St. Louis
	Kentucky	Tacoma (2)
	Maryland	Vermont
	Montana	
	Montgomery	
	New Orleans (2)	

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Wisconsin  
Yorktown  
Reserve Torpedo Flotilla  
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writes about THE AUTOPIANO.

U. S. S. New York.  
Navy Yard, Philadelphia, Pa.  
January 7th, 1910

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Gentlemen:

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All praise the tone of the piano and it surely has proved a good advertisement for you having it on board.

Very truly,  
(signed) Spencer S. Wood,  
Commander U. S. Navy, Commanding.

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(Signed) Giacomo Puccini.

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

## CHRIST CHURCH, RUA EVARISTO DA VEIGA, NO 61

(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.

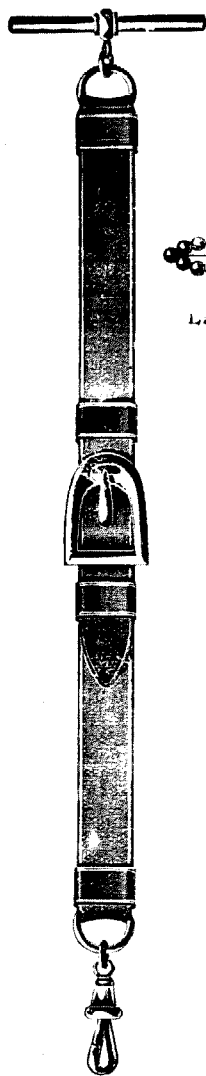
By Previous Arrangement with the Chaplain, the Rev. W. Graham M. A. of The Verger, Mr. Strube, at the British Library, Rua Gonçalves Dias No 2 First Floor.

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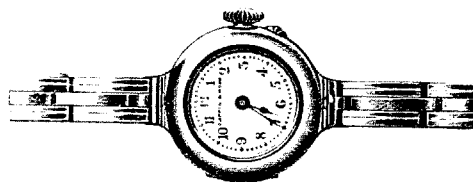


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# Rubber

## ENTRIES OF RUBBER.

According to Messrs. Gruner and Co.'s report for the month of December.

The comparative entries of rubber in tons are as follows:—

	1907-08	1908-09	1909-10	1910-11	1911-12
July .....	1,370	1,300	1,400	2,840	1,410
August .....	1,500	1,890	1,870	1,870	1,590
September .....	2,410	2,355	2,020	1,980	2,630
October .....	3,200	3,480	3,265	3,170	2,990
November .....	3,200	3,430	4,610	3,790	3,550
December .....	2,560	5,300	3,510	2,640	3,830
January .....	4,960	5,480	5,409	4,130	—
February .....	5,340	5,040	4,760	5,705	—
March .....	4,240	4,140	5,290	3,540	—
April .....	3,100	3,760	3,600	3,490	—
May .....	3,210	2,340	2,170	3,060	—
June .....	1,660	1,570	1,220	1,725	—
Total for 6 months.....	14,240	16,735	16,705	15,830	15,900
Total 12 months.....	36,656	38,085	39,165	37,530	—

## EXPORTS.

	1906	1907	1908	1909	1910
To Europe .....	18,575,451	19,378,263	20,623,909	19,805,228	22,379,328
To United States ..	16,192,394	16,587,321	17,539,442	19,646,980	15,000,490
Total—kilos .....	34,767,755	35,965,584	38,163,351	39,452,208	38,039,818

**Telegram from London.** Spot quotation on January 26th for fine hard Pará was 4s 8d as against 4s 6d on January 19th, 4s 5d on January 12th and 4s 5d on January 5th.

**Stock of Rubber.** According to the official figures given at last week's Cabinet Meeting the stock of Rubber at Pará on January 20th was 2,945 tons; and at Manaus 60 tons a total of 3,005 tons. As compared with Saturday, January 13th, there is a decrease of 92 tons at Pará. We are unable to give a comparison for Manaus as no figures were available on January 13th.

**Plantation Versus Hard Pará.** The «India Rubber World» states that:— «Plantation rubber passed into consumption while Pará sorts were piling up in the ports; it is rapidly encroaching upon the once undisputed field of fine hard Pará, and bids fair before long to be an even greater supply than is the present standard grade. It is harvested throughout the year, admitting no periods of scarcity; is sold in public auction, or can be contracted for in advance, and it has never been threatened that it will be the subject of valorisation proposals. In fact, in the expressive American phrase, which can be used here with special appropriateness, Plantation rubber is IT».

**Rubber Supplies.** Many interesting figures of rubber supplies and consumption are given in Messrs. S. Figgis and Company's valuable review of the rubber market in 1911. At the present time it is estimated that there are 850,000 acres under rubber cultivation in the East. Part of this may revert to jungle again, but, on the other hand, it is probable that of the 100 million trees not 15 per cent. have yet been tapped, leaving a wide margin for the extension of supplies in future. An interesting point in production figures is the decline of some of the «wild medium» grades; Guayule, for instance, decreased to 9,200 tons. No figures are given for reclaimed rubber, but the amount manufactured has been enormous. Taking the figures of the world's supply, the principal sources of production are Amazonas and Brazil with 39,000 tons, West Africa with 15,000 tons and the East with 14,200 tons. The proportion of the last named to the Brazilian supply shows a large increase. The circular contains some useful advice to planters on the preparation of rubber and the necessity for, as far as possible, standardising the grades is again insisted upon. The total supply from all sources was 76,000 tons, or, including Guayule and Jelutong, 88,000 tons, the whole of which was taken into consumption. Stocks in London at the end of the year stood at only 1,120 tons.

# Railway News

## THE LEOPOLDINA RAILWAY COMPANY.

### ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year.	Week End-d.	Receipts for Week			Total from 1st January
		Currency	Exch.	Sterling.	
1912	20th Jan.	373,000	16 3/32	£ 25,012	£ 70,717
1911	21st "	347,000	16 1/8	£ 23,314	£ 68,100
Increase...	—	26,000	—	£ 1,698	£ 2,617
Decrease ..	—	—	1/32	—	—

# New Issues

**Rio de Janeiro Lighterage Company, Ltd.** The following registration is recorded at Somerset House:— 28th December. £300,000, in £1 shares. Business: Shipowners, lightermen, stevedores, ship, boat and barge builders, etc., and to adopt agreements (1) with a company of the same name and J. Mackenzie, the liquidator thereof, and (2) with Wilson Sons and Co., Ltd. The signatories are:—

R. E. Johnston, 6, Great St. Helen's, E.C.; C. E. Johnston, 6, Great St. Helen's, E.C.; C. W. Haskell, 6, Great St. Helen's, E.C.; J. Mackenzie, 7, Union-court, Old Broad-street, E.C.; F. N. Chapple, 80, Bishopsgate, E.C.; E. Richardson, 16, Oakfield-road, Southgate, N.; W. B. Pipkin, 33, Linden-avenue, Kensal Rise, W. (one share each).

Private company. First directors (to number not less than two nor more than seven) are J. Deussen, J. Gordon, A. Harley, R. E. Johnston and C. E. Johnston. Qualification, 500 shares. Remuneration (except managing director), £1,500 per annum.

**The Minas Geraes Espirito Santo Exploration Company.** A telegram from London states that this Company has been registered in that Capital with a capital of £150,000 for the purpose of purchasing land, waterfalls, railways etc. in the State of Minas Geraes or elsewhere and to carry on business as planters, constructors, miners, railway contractors etc. etc. The first directors are stated in the telegram to be Messrs. J. B. de Almeida, P. G. de Oliveira and Ruffier.

**Société Financière au Brésil.** A telegram from Paris states that this Company has been formed in that Capital and that it will be a branch of the Crédit Mobilier Français. Amongst the Directors are Dr. Demétrio Ribeiro and Messrs. J. B. Merier, and Charlat.

# Notes

**Treasury Remittances.** On Wednesday last the Treasury remitted to their agents in London, Messrs. N. M. Rothschild and Sons, the sum of £300,000.

**Consular Invoices.** The following changes are made in Consular Invoices by the Budget for 1912.

1. The weight declared on the invoice shall exactly tally with that verified in the Custom House on the arrival of the goods.

2. The number of pieces enumerated on the invoice shall exactly tally with that verified by the Custom House authorities on arrival of the goods.

3. The quality specified on the invoice shall be recognised by the Custom House inspectors as tallying exactly with the actual quality of the goods.

4. The value shown on the invoice shall tally exactly with the valuation made by the Brazilian Custom House Inspectors.

Any infraction of these regulations will subject the consignee to a fine of double the duties.

Clause No. 4 seems to us to be extremely arbitrary but we suppose that it is too late to talk about a Budget which after all crept into 1912 like a thief in the night with hardly

any discussion. It is a half-baked and ill considered measure and as the year goes on the clamour against it will grow louder and longer.

**Politics.** What went thou out to the wilderness to see?

A reed shaken by the wind.

A political weathercock veering with every breeze, Hermes is scarcely the sort Cromwells are made of.

To believe that Bahia was bombarded without his consent or connivance and that, he was misled (illudido) by his most cherished advisors speaks, at least, but poorly for his judgment or capacity, seeing that the two ministers directly responsible for that barbarity — Seabra and Menna Barreto — have not yet resigned nor apparently intend to.

The policy of shilly shally — of alternately playing politicians off against the military and the military against politicians — might in stronger hands have its advantages, so long as neither were allowed to get the best of it. But with the politicians triumphant in the South and the military all over the North and, apparently, denominating the situation here at Rio, what is a poor, perplexed President to do?

That the military element will accept the humiliating defeat so astutely engineered by Pinheiro Machado without protest, or consent for long to be lectured and hectorred and to be bidden to do and undo, to trouble and cease, to trouble the political waters, to depose governors and to put them back again, all at his own sweet will or that of the advisors who for the moment have his ear, seems scarcely likely.

For good or for ill the military are a power in the land.

The devil once raised is hard to lay!

So politically all is chaos, but even so it is as nothing compared with the pandemonium that may be expected when, the elections over, the flood of political eloquence breaks all bounds and the President with nothing to hope and everything to fear, has to face the music.

Seabra resigned after this was written, on Saturday, but it still remains to be seen whether his resignation is real or *para inglês ver*.

## The Platform of Dr. RODRIGUES ALVES

Gentlemen: The vote of the convention that met in the Capital on 28th September last for selection of candidates for the Presidency and Vice-presidency of this State during the coming quadriennium profoundly affected opinion all over the country. Whilst asserting the autonomy of that respected assembly as regards the direction of the highest interests of our State, this memorable political event served most opportunely to ratify in the most indisputable manner the principles of peace and of order that animated men's minds and constitute at this moment the supreme aspiration of the Nation.

In this manifestation the most notable feature was the moral stature of the illustrious personages who, in spite of divergence of opinions and sympathies, knew how to sacrifice personal and long standing differences and to unite as one man to lend weight and significance to the solution, in their opinion, most advantageous to the interests of the State.

Honoured by the unanimous vote of the Convention and profoundly grateful for the deference displayed to Dr. Carlos Guimarães and myself, we could not fail to respond to an appeal so generous nor to assure our partisans of our best and most active cooperation.

The moment is particularly opportune for exchange of ideas between politicians and those who devote themselves to affairs of the State must always rejoice to be afforded an opportunity for performance of this duty, a courtesy for which we are profoundly grateful.

It was during this period that I had the honour of directing the Government of the Republic when in consequence of consecutive monster crops the crisis in coffee prices and their consequent fall in the markets of the

world reached its climax. This blow to the principal source of our wealth naturally created a profound impression and gave rise to a truly patriotic and resolute determination to face and conquer obstacles.

The solution in this State of the problem of the valorisation of coffee is one of the greatest achievements of modern times, not only on account of the audacity of its conception and achievement but from the point of view of the magnitude of the operation itself.

I, unfortunately, was not in agreement with the plans as originally designed to secure that solution: this, however, far from signified censure of those who undertook it or desire to abandon the chief source of the wealth in this State to its fate in so serious a crisis.

The practice of administration must always vary with the economic convictions of Statesmen, the obligations they entail or may be assumed in different phases of their careers.

Such divergencies, howsoever profound and radical, do not imply loss of dignity; howsoever we may disagree as to the best way to attain it, we, one all, accept the ideal.

Once accepted by me, no embarrassments were placed in the way of valorisation; on the contrary, by measures of another order, that seemed at the moment likely to improve the price of coffee, and by personally calling the attention of financiers in Europe to the advisability of assisting the State with their capital, I, too, forwarded the realisation of the project.

This occurred precisely when the state of negotiations were most critical and my vote might have exercised a decisive influence on the disposition of Bankers.

I trust that the revelation may not seem pretentious on my part intended as it is purely as a deference to the many friends who in this State now meet together with an ideal common to all — to those who accepted and those who combated the plan of valorisation — bound, too, as I am in duty to disavow rumours that have found echo even in the highest official regions and, perchance, reached your ears, that attributed to me unpatriotic intentions with regard to the financial operation then projected.

The murmurs current when the basis of Valorisation was first established were unjust. My own hopes as those of its initiators and indeed of all Brazilians could only be for its success. Today when the passions it gave rise to are extinct and the facts can be serenely appreciated, it is as well to call to mind; because, surprise is even still expressed in some quarters that after such extraordinary developments we should again find ourselves battling for a common cause.

To those who so reason, community of ideas with those responsible for the conception and execution of Valorisation would seem impracticable.

Such reasoning, however, is unfounded.

Institutions founded on laws, under the shade of which numerous legal rights have been created, contracts and engagements entered into and companies and industries started, could not without grave offence to the judgment of dissentients be called in question or any doubt be entertained as to whether the general situation thus created would or would not be respected.

This, some of our friends, who despite marked divergencies of opinion have judged me worthy to administer this great State, perfectly understood, doing justice to my character.

When a State has enjoyed the happiness of being for years administered by Governments, under which the most honourable traditions of devotion to the public welfare have been continuous and public services been developed in order and discipline, all the administrator has to

do to fulfil his duty is to stick to the routine experience shows to have been so beneficent.

The important public services of public communications, public health, immigration, education and all those concerned in Government, are in this State already methodically and regularly organised in a form that now only requires further development.

The marvellous growth of the Capital in extent as well as in wealth and industries, increasing day by day, obliges its administrators to ceaseless vigilance so as not to be surprised by any sudden exigency of progress and development of population.

This capital is destined within a brief period to become an important manufacturing centre and one of the great cities of America.

A powerful agent of progress is elementary education stimulating initiative and educating the mind to ever-fresh conquests in the field of human activities.

Only when education is generally diffused will universal suffrage be really efficacious.

From the commencement of my career as a public man, primary education greatly interested me, as the annals of the former Province can show.

As regards Agriculture, just at present enjoying high prices for its products, the question of labour seems to me to be a subject for the utmost solicitude of both governors and legislators. The immigration service, however, depends less on ourselves than on the action of the Federal authorities, but a rational policy backed by an intelligent cooperation on the part of agriculturists themselves, whilst ensuring the tranquility and compensations due to the working man, would create a sympathetic and healthy atmosphere throughout the territory and render it a centre of attraction to all such as search in foreign lands for remunerative and regular employment.

Our State has been blessed with a rich soil, intense cultivation and abundant elements of wealth and moral value. For progress all that is wanted is to work and to produce. Forward then! the road is open, the guide posts firmly fixed. I for my part can promise that I will not fail in my duty as leader.

I should perhaps, close this speech with a toast to the State of S. Paulo and the honourable president who with such notable ability has directed its affairs, but in that case should scarcely have responded to the exigencies of the present situation or the confidence of fellow citizens did I show myself indifferent to the fortunes of our country just when the most serious questions of public order are in one way or another agitating different social strata.

The events that characterised the election for president on 1st March last are still fresh to memory. Two parties were constituted, each by reputable politicians to dispute the investiture to the office of president of the Republic, the more numerous desirous, for the honour of the military classes, that they should abstain from intervention in politics and gave all their attention to the noble task confided to them of defence of the nation.

Such was the lesson that, after the glorious struggle for independence, the farseeing mind of Washington inculcated and our most eminent contemporaries insist on.

In that famous struggle none could complain of violence or of their right of vote being sacrificed.

Once the election was ended and the result proclaimed, this State nobly laid down its arms as a leading journalist remarked, and declining to dispute for victory set calmly and loyally about the work of administration, endeavouring meanwhile to pacify restive spirits and maintain unaltered an attitude of tolerance and equity.

This worthy attitude, moreover, corresponded to the general sentiment of the State, opposed to sterile agitation and anxious through labour to grow rich, in peace and in quietness.

But, unfortunately, an atmosphere of unrest and suspicion was created by the narrow views of a party that proposed to force a solution by armed intervention in this pacific and laborious section of the Union.

The choice by the Convention of 28th September of a member of the party who for sometime held himself aloof from militant politics, and moreover as ex-president of the Republic understood well the responsibility it entailed, was unquestionably intended to dissipate misunderstandings and assert respect for order.

This, indeed, was the general impression, although inharmonious voices were not lacking to attempt to upset the agreement come to and qualify your choice of candidates as reactionary.

No Sirs! neither am I an agitator or reactionary: nor ever was or ever shall be. On two occasions and during two vastly different situations I have acted as Minister of Finance. On both, but especially as secretary of that grand Brazilian — President Moraes of cherished memory — I observed how pernicious the political agitation, that sows terror and suspicion on the path of labour, really is to national progress.

You may trust one who already traversed the regions of Power where the winds of politics blow alternately hot and cold: who has experienced himself the burden of its responsibility and listened to the incessant clamour that re-echoes through all new countries for space and leave to expand: you may, believe me when I repeat that my Government will be always an element of order, of concord and of peace.

I never lost sight of the necessity of making the Republic popular and beloved by the exercise of justice and liberty. I, moreover, on one occasion insisted, and thus should be in every mouth, that the morality of the life of the Union under the actual constitution depends more than anything on the community of views between the Union and the States. That their respective attributes should be respected is today the sincere desire and aspiration of all those who, whilst helping one another, endeavour to tighten the bonds and strengthen the ties that unite them.

There is no need to add to or alter these words or the meaning they convey.

What the vote of the Convention aimed at was to assert unmistakably the right of each State of the Federation of being itself the judge of its political conveniences without pressure from without. Nor, indeed, could I consent to act as a disturbing agent in so delicate a political situation.

For the Statesmen responsible for the direction of affairs there can be no greater grief or one more disturbing than the disquiet of mind engendered by the mere suspicion of a disposition to practice arbitrary, illegal or violent measures or to sacrifice law and order.

Those who in virtue of political standing are the directors of opinion should see that their motives are really patriotic and avoid National action being perturbed by malevolent suspicions. It is, however, the duty of Government to be ever on the alert and vigilant to prevent parties from exorbitating their spheres of action and satisfy themselves that the counsels and suggestions of advisers aim solely at the welfare of the State and not merely personal aspirations. I believe, most sincerely, that the voice and sentiment of patriotism will win the day and that all will unite to avert from the Republic the evil days so often predicted. No State in the Union can indulge in the insane idea of insurging against the Fatherland or perturbing the development of its high functions: nor on the other hand can it be imagined that any Republican Government would deliberately offend the principles of Federation it holds sacred out of fear of empty party threats.

The Republic, said the President in his first message to Congress, is wearied of strife and wishes for peace, social, political and financial. This, indeed, is the supreme aspiration, as essential for progress as for the credit and good name of the Country. To ensure normal conditions to labour and prevent anarchy in any of its multitudinous forms being implanted amongst us, it is essential that peace and tranquillity should be restored; this respect for law and institutions alone can ensure. Only in this way can peace be a reality — such peace as the reconstitution of our finances stands so sadly in need of.

I do not fear for the future or lament because during 22 years of republican régime we have not yet learned that truly democratic institutions are the best guarantee of liberties. It is certain that, once the fundamental principles of any régime begin to be questioned, through either the incapacity or ill faith of public men acting in purely party interests, the political situation must be precarious, should conservative elements fail to uphold the constitution. Those who make little of State autonomy and without due reflection, advocate armed intervention as a means of settling political differences can understand little of our true financial position, nor can they comprehend the influence that even the menace of disorder or internecine strife exercises on public credit: nor indeed, can they reflect that economically powerful States are the best guarantee possible for the finances of the Union. Let us, therefore, do our utmost to prevent the country's finances suffering from the effects of ill considered agitation.

It was the President himself who insisted that «the finances of the country should not be disturbed by adventures of any kind; and particularly by extravagant and criminal expenditure perilous to the future and honour of the country.»

Only recently the Chairman of the Budget Committee insisted in the Chamber of Deputies that the limit of taxation had already almost been reached, and that further aggravation would be unproductive. During the last three fiscal years, 1908, 1909 and 1910, deficits were accumulated to the value of 201,000,000\$, exclusive of that for the current year. Able as the management of affairs by the Minister of Finance may be, no efforts of his can avail without order and tranquillity in every State.

How blind are those who fail to understand the powerful influence exercised on foreign exchanges by the enormous value of the exports from this State; how federal revenues are benefited by our imports, manufactures and industries started and immigration stimulated with our capital; how blind, I repeat, must they be who would fain compromise credit and prosperity to favour personal interests!

I too have played my part in the national effort to promote and stimulate production.

Warned by long experience, it is today my duty to remind you that the sympathy of Capitalists we have so long enjoyed may be reversed and disappear should the country's leaders be careless of the country's peace and tranquillity.

Our race has the reputation of caring much for politics, but still more for the personalities of those who dispute for offices.

With no principles to elevate ideas, we are courting premature decadence, unless we react in time against a tendency that, here as everywhere, is the chief menace to democracies, old or new.

Politics, in the conception of a great thinker, «is the noblest of all the sciences and of the greatest importance to the general welfare, that above all others helps to strengthen and temper character».

But history, too, reminds us how, even under free institutions, privileges are sometimes betrayed by nations who failed to find in the spirit and character of their pub-

lic men the force to direct and give impetus to patriotism, devotion and loyalty.

It is in this way that politics are degraded and instead of leading and forming opinion, becomes an instrument of corruption and an impediment to good Government.

So politics become ephemeral and accidental, following events or the mere interests of managers.

I refer to purely party interests. But, for us, aspirations should rise higher — to raise and to educate the public spirit to a higher conception of the fatherland, great and powerful. Vast programmes of administration are of little value when the time allowed for execution is so circumscribed, and even that, almost invariably, largely taken up by the exigencies of party strife.

Should my voice find an echo outside this building, I would beg politicians to reflect most seriously on the financial situation and the urgent necessity of strengthening the navy.

We are yet far from being a powerful or well organised community, but if, freeing ourselves from the influence of personal and sterile struggles, the necessity of solving those two problems could be impressed on the public mind, we might face with firmness whatever difficulties we have to encounter.

To balance expenditure and revenue would be a true and worthy task for any government that had the courage to undertake it and by carefully revising processes vicious in their origin, relieve those in authority from a perpetual nightmare and restore the credit of the country in the financial markets of the World.

By the reconstitution of our navy we should not only encourage a noble class, rich in glorious traditions, but prepare for our country happier days, by maintaining and developing the broad international and traditional policy that gave Brazil a position so eminent amongst South American countries.

You too are all militant in politics; and well know how to make excuse for the expansions of one devoted to his country's welfare, who in spite of all errors, has yet faith in its future.

On this blessed soil, guardian of the most brilliant traditions of our political history, the republican propaganda was started from which the actual régime was evolved; many, in fact, of my listeners were directors or actors in that notable campaign.

Allow me to add one word. We must now show courage lest the task accomplished with such self sacrifice should now be falsified. As a Brazilian I shall rejoice if we the representatives of this, one of the greatest of the States of the Republic, should by severe and unswerving exercise of constitutional principles confirm and ensure the results of that propaganda.

If only we could form amongst us some school of politics by which all should be brought to comprehend the significance of their rights and of individual responsibility in a truly democratic scheme of liberty, respect for order and contempt for anarchy: a school in which the dogma of State autonomy should be respected and so firmly established that no one, whatsoever his social or political standing, could venture to disturb or interfere with political or economic development of any of the States: a school for training in civic duties, for which the motto should be — respect for labour, for law and for liberty!

Let us, then, set about it at once and lay the foundations of a noble edifice of electoral liberty, and trust, meanwhile, in the impartiality and honesty of those charged with the task of verifying the results of elections, the supreme guarantee of the votes of the people. Nothing more impairs the prestige of any régime than intrigue and partiality on the part of the misnamed «politicians» charg-

ed with verification of the validity of elections. This function if exercised with justice and serenity would be an irresistible moral force and be a restraint on local governments inclined to sacrifice principles to convenience the chief cause of political weakness amongst us.

This thought was uppermost in my mind when I promulgated the actual law of elections regarded at the time by legislators as absolutely necessary. This is confirmed in practice in our own State, where free expression of opinion by vote is assured already.

In 1907, the quadrennium of my administration of the Republic had terminated and the country peacefully entered on a period of expansion. Great public works were undertaken, North and South, thus proving our capacity for labour. At the Hague and later in Berlin our representative was listened to with attention and applause of the high moral and scientific value of their achievements. About that time I had the honour to be received at the principal European Courts and of hearing for myself from the lips of the sovereigns of those great nations references to Brazil as cordial as flattering to our pride as Americans.

What, however, most seemed to attract the attention of those Chancelleries was, as regards ourselves, our characteristic respect of individual rights, for legally constituted authority and above all love of order, and the disappearance amongst us of the revolutionary movements so common in South America.

A situation so honourable must not be sacrificed. Violence or excesses can only serve to demoralise the best of intentions and debase character.

May Providence inspire the leaders of the Republic to repudiate once for all such methods. On our part no effort shall be spared in favour of peace and constitutional order. The traditions and engagements of the republican *propaganda* and the political influence exercised by this State entail no slight responsibility on S. Paulo, as a member of the Brazilian Federation. For this reason manifestations of opinion, alien though they may be to the individual interests of the State, are here always discussed with interest and sympathy, particularly in moments of difficulty.

Fear-for or threats to institutions or laws must not, however, be misinterpreted or the intentions and desires of the people be misunderstood. Neither the protest against armed intervention and interference with the autonomy of the States nor, even, the tribulations suffered in other regions of the Republic can cause very grave anxiety because what we all ardently desire is peace, nor will this important centre of Brazilian opinion ever sacrifice the calm that is the real source of its power and prestige, nor abandon a legal for a tumultuous attitude.

Our voice may be one of protest or disapproval of methods that are offensive to order and republican principles and clamour for obedience and respect of these principles and the conservation of institutions. If anyone has doubts as to the nobility or lealty of our sentiments, let us assure him that on our side at least there is nothing to fear. Battling for realities and labouring for the purity of institutions, the aim we constantly keep in view is the prosperity and aggrandisement of the Republic as a whole.

## Secretaria de Agricultura, Commercio e Obras Publicas do Estado de S. Paulo.

### DIRECTORIA DE VIAÇÃO

#### Call for Tenders for a navigation service between Santos and ports of the Republic, and between

#### Santos and other ports of the State of S. Paulo.

By order of the Secretary of Agriculture, Commerce and Public Works, and in virtue of the authorisation conferred by art. 42 of law no. 1145 of 30th December, 1910 a call for tenders is hereby opened at this Directorate for the navigation service between the Port of Santos and other ports of the Republic as also between the Port of Santos and other ports of the State of S. Paulo, to which end tenders shall be received up to 31st May, 1912 and be opened at 2 p. m. on said date in presence of the tenderer.

Tenders will be received from any party, firm or company of satisfactory standing.

The party whose tender is accepted must previously conform with the conditions established by the Federal law 1145 of 31st December 1903, arts. 17, 18, 19.

Tenders must be delivered in closed envelopes indicating name and domicile of the tenderer together with a certificate of deposit in the State Treasury of the sum of five contos (5,000,000) as security for signature of the respective contract.

Receipts for said deposit shall be furnished up to 3 p. m. of 29th May, 1912. All tenders must be signed and dated and the signatures be duly verified. No corrections, erasures or interlineaments will be permitted unless duly initialed (rubricada).

As soon as a tender is accepted by the Government, orders shall be issued for refunding to unsuccessful tenderers the sums deposited as security as also in case of all the tenders being rejected.

The tenderer who fails to sign the respective contract fifteen days after advice of the tender being accepted shall forfeit to the Treasury the sum of five contos of reis (5,000,000) deposited as security for his tender.

If after signature of the contract commencement be not given to the Service within the period determined in the respective contract, the contractor shall forfeit said security except in case of *force majeure* determinable by Government.

Tenders shall be organised in conformity with the following clauses and conditions, and be incorporated as an integral part of the contract.

#### I

The navigation service for which tenders are invited will comprise the establishment and working of the following lines:

(a) Northern line between Santos and Mandos, and intermediate ports of Rio de Janeiro, Victoria, Bahia, Aracaju, Recife, Paralyba, Natal, Fortaleza, Amarração, S. Luiz, Belém, three round trips at least per month.

(b) Southern line:

1) From Santos to Corumbá, calling at the intermediate ports of Bom Abrigo, Paranaíba, Antonina, S. Francisco or Itajai, Florianópolis, Rio Grande, Pelotas, Porto Alegre, Montevideo, Buenos Aires and Asunción, making two round trips at least per month.

2) Santos to Porto Alegre, with the same calls, to Pelotas, making one round trip per month.

3) Santos to Porto Alegre, calling at the intermediate ports of Florianópolis and Rio Grande at least one round trip per month.

(c) Intermediate line between the port of Rio de Janeiro and the island of Bom Abrigo calling at the S. Paulo ports of Ilheus, Palmas, Villa Bella, S. Sebastião, Caraguatatuba, Saltoema, Iguaçu and Cananéia.

The number of trips shall be a subject for competition.

Government reserves the right of altering the ports of call enumerated above, increasing or diminishing their number or changing them without prejudice to the contractor.

The days of departure and arrival of the steamers from and at the different ports must be determined in the contract.

Trips of the intermediate line shall be all combination with those of the steamers calling at Ribeirão de Itaipu, as shall be agreed between the Government and the concessionaire or contractor.

All works necessary to secure said combination at Bom Abrigo shall be undertaken by the contractor as also the necessary expenditure for construction of a warehouse and mole for loading and discharge of cargo and the indispensable accessories, plans of which must previously be approved by the government, and be included in the capital to be guaranteed.

#### II

The steamers shall be mixed i. e. carrying both passengers and cargo. They shall be absolutely new and their conditions as regards safety and accommodation be of the most modern type, and before putting them into service the contractors must opportunistically submit to Government the respective plans and specifications in accordance with federal legislation.

For no steamer of the Northern and Southern lines can the speed be less than 15 miles an hour or 12 miles for the intermediate line.

The construction of all the steamers shall be such as to permit the stipulated speed being normally attained on each trip.

#### III

In addition to the trips contracted with stipulated dates for departure and arrival, trips between other Brazilian ports may be undertaken with government's approval.

In execution of the contract the contractor must acquire at least four (4) larger steamers for the line to Corumbá; four (4) more slightly smaller for the lines to Mandos and Porto Alegre and two (2) small steamers for the intermediate line.

The number of boats, lifebuoys, and the material and accessories for the service shall be annually determined by Government in agreement with the contractor before commencing the service.

The number of steamers as also their tonnage (capacity) shall be a subject of tender.

#### IV

All the steamers and material shall be insured by the contractor in reputable companies.

#### V

In case of loss of, or irreparable damage to any of the steamers the contractor shall immediately take steps for its substitution by another of not inferior conditions, excepting temporarily and with previous approval of the Government, within the period determined by Government at an audience.

All new material acquired shall be subject to the same rules and formalities as before, i. e. in accordance with this contract and federal legislation.

#### VI

Besides the laws already in force and police and other federal regulations the contractor must submit to any other of the same character regarding surveys, inspection and health that the Government may determine.

## VII

Tenderers shall state the maximum prices they propose to charge, as also what abatements they are willing to admit on transport on account of the State both of passengers, parcels, specie, merchandise, etc.

Tariffs determining prices shall be drawn up in the contract in two separate tables one for the North and South and another for the intermediate line and be subject to revision every three years, and to such modifications as the requirements of the region may demand, and their application be made effective without favour or prejudice to anyone whatsoever.

No alteration in said tariffs can be effected without previous approval of Government.

The contractor undertakes to interchange traffic with any and every other transport company or with Docks or any undertaking relating to transport, competing or no.

The respective prices and regulations shall be previously approved by government.

The maximum prices for transport are objects of competition.

## VIII

The contractors shall have preference for all government transport, but must undertake to carry the following free of charge:—the chief of the fiscalizing department and on his demand the other fiscals; on requisition one steerage and one first class passenger in each steamer; objects for the State Museum and for the agricultural schools and plants or seeds for their farms and studies as also specie consigned to the State, all at an abatement up to 30% on the general State tariff.

The mails for which special accommodation must be provided in separate compartments shall be carried free of cost as also a mail agent whenever necessary.

## IX

Within the period of the contract, which shall correspond to the guarantee of interest, Government may monopolize freight of the steamers of the company at the established tariff rates, which in this case would not be liable to fines for irregularity in the scheduled trips.

## X

The contractor's steamers shall have the preference in all the federal departments with right of entrance and clearance at any time and on any day, subject to federal laws and regulations.

## XI

The contractors shall, moreover, have preference on equal terms for establishment of other lines of ocean steamers that government may determine to establish.

## XII

Subject to previous approval by the Government of the State, the contractor may accept subventions or favours from the Federal or other State Governments in fulfilment of the services contracted.

## XIII

The contractor shall deposit in the Treasury of the State as security for execution of his contract the sum of one million in money or in Federal or State Bonds carrying 5% interest until the termination of the term of the contract.

If for any reason this sum were lessened in consequence of fines or for any other motive, the contractor shall be obliged to immediately make good the difference on pain of suspension of payment of the guaranteed interest and deductions from sums by Government, who may also recover executively.

## XIV

During a period that shall be a subject for competition and not exceed 35 years, Government shall pay to the contractor interest at the rate of 6% on the capital expended up to five thousand contos (one hundred million).

The capital shall be expended as follows:

a) on acquisition of steamers by the contractor for the lines and trips scheduled above;

b) on the addition of the port Bom Amigo as already determined, on the installation of the workshops necessary for repairs and cleaning of the steamers, in accordance with approved plans;

c) on fuel, harbours, other appliances, the duty on the mail and other services.

The regulations for the determination of the capital really employed shall be issued by Government.

Any surplus derived from the traffic of the navigation service shall be deducted from the interest payable by Government. The surplus shall be arrived at by taking the difference between the gross receipts and the expense of maintenance and working of the steamer service and of the installations mentioned under par. "b)", "c)" and "d)".

Government shall, moreover, issue the necessary regulations for liquidation of accounts of receipts and expenditure of the traffic and of works.

## XV

The interest paid by Government shall be regarded as an advance made to the contractor to be refunded out of whatever surplus profits may result and after division between Government and the contractor of all profits in excess of 5% per annum on the capital established in accordance with Clause XIV.

Subventions or grants in aid received from the Federal or other State Governments, duly authorised by that of S. Paulo, shall not be credited to Revenue account for effect of the guarantee of interest so long as net revenue shows a deficit. On the contrary, such subventions or grants in aid shall be regarded as revenue unless the contractor submits to an equivalent reduction in the tariffs.

## XVI

Should net profits (denominated surplus in Clause XIV) exceed 10% for two consecutive years, the contractor shall be obliged to reduce tariffs in such a manner that in view of statistics for the respective period, the reduction shall correspond to one half of the verified surplus.

## XVII

Apart from the obligatory reductions the contractor's tariffs shall be subject to revision from 3 to 3 years on which occasion government may demand the reduction of rates for transport of merchandise produced in the State, for which protection is considered advisable.

## XVIII

For the effects of this contract the two underlined lines—the one between ports of the State of S. Paulo and the other between Santos and other ports of the Republic—shall be treated as a unit, especially as regards the guarantee of interest: the two tariffs, notwithstanding, shall be independent and separate although subject to the same regulations.

## XIX

Excepting cases of *force majeure*, determined exclusively by the Government of the State, the fines enumerated below shall be applied by the Directory of Communications (Viscôa), or its substitute, or by the head of the respective administrative department:—

a) of two contos of reis for each month or fraction of same not less than 15 days for delay in entry of steamers over and above the specified time.

b) of five to ten contos of reis for failure to provide adequate accommodation in each steamer for passengers and cargo up to its full capacity.

c) of one to five contos of reis for failure to make scheduled trips or of double in case of recurrence.

d) of fifty mil to one conto of reis for any other infraction of the contract.

## XX

Without prejudice to the penalties specified in the preceding clause, the contract shall be rescinded, excepting in case of *force majeure*, to be determined exclusively by government, in the following instances:—

a) for failure to provide steamers for its service six month after the stipulated date.

b) in case of recurrence of failure to provide adequate accommodation, for which a fine of five to ten contos is established in the previous clause.

c) in case of total interruption of the service for fifteen days.

d) or of ditto for ninety days for any length of time.

In such case rescission shall be lawfully effected by simple act of the government independently of further formalities.

## XXI

In case of rescission of the contract, the contractor must pay into the Treasury of the State any sums for which he may be debtor and, in default, Government shall have the right to take possession of all or part of the steamers and material belonging to the contractor until payment is completed and to sell same at auction, unless an agreement be previously come to with the contractor. In case of rescission, his deposit of fifty contos will be forfeit to the State Treasury.

## XXII

For fifteen years after the commencement of the service the Government shall at any moment have the right to redeem the concession and acquire from the contractor the steamers, materials and works belonging to him on payment of their just value, determined by liquidation of accounts and consideration of the condition of the materials and works may be in at the time, plus a bonus of 30 per cent.

This bonus shall be a subject of competition.

## XXIII

Fiscalisation of the services of the contractor shall be on his account, for which he shall pay into the State Treasury half yearly the sum of six contos of reis in advance.

Government shall, in addition to the dispositions of federal legislation, issue the instructions necessary for regulating relations with the contractor as regards not only the approval of accounts of the first installation and working but also for the fiscalisation of the statistical service, of traffic and collection of freight and other rates, as also for policing and safeguarding of the steamers and the public.

## XXIV

Cases of disagreement between the Government and the Contractor as regards the interpretation of any clause of the contract shall be decided by arbitration in the form established in the contract.

## XXV

The seat and legal domicile of the contractor shall be at Santos, which shall be the starting and terminal point on all voyages and there shall be located the workshops and warehouses. A representative of the contractor with full powers to resolve promptly all and every question relating to the service or to any clause of the contract shall be in residence at Santos.

## XXVI

The government of the State shall do its best to obtain from that of the Union all the favours he may require, not only for initiation of the navigation service (acquisition of steamers, etc.) but also for the upkeep, working and maintenance of regular traffic on the different lines.

## XXVII

Any other advantages offered by the contractor besides those provided for in this Call for Tenders (such as the creation of navigation and mechanical classes and instruction of operatives and their children) shall be taken into due consideration.

## XXVIII

The contractor shall enjoy the right of expropriation within the State for objects of public utility.

## XXIX

Besides the favours already provided for the Government shall do all in its power to obtain from other companies and undertakings under its jurisdiction all possible facilities for interchange of traffic and of other services.

## XXX

At the end of the contract, which will be that of the guarantee of interest, should the contractor own nothing to Government full ownership of the steamers and installation will be granted.

A fresh contract for continuation of the Service will, however, depend on the new basis established in competition.

## XXXI

The contract cannot be transferred except on the special authorisation of the Government duly apprised of the motives of same, but in no case can capital be burdened by expenses of incorporation or by bonuses.

S. Paulo, December 30th, 1911.

Theophile de Souza, Director.

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

SOCIÉTÉ ANONYME.

HEAD OFFICE : PARIS, 73 Boulevard Haussmann.

BRANCHES : Rio de Janeiro, Caixa 121; São Paulo, Caixa 501; Santos, Caixa 25; Curitiba.

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

Telegraphic Address : — "SUDAMERI" —

Capital subscribed..... Fcs. 25,000,000  
Reserve fund..... " 7,560,000

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.

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

## Banco Mercantil do Rio de Janeiro.

67, PRIMEIRO DE MARÇO, 67.

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

### Business.

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

### RATES OF INTEREST.

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

## Money Market

QUOTATIONS DURING THE WEEK ENDING, January 29th 1912.

AS FOLLOWS

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

Official Rates.	30 d/s	90 d/s	Holidays	SIGHT			
				New York	Paris	Hamburg	Italy
Maximum and Minimum Bank Counter Drawing Rates.	New York	re/s		8.103			
	Portugal	o/o		3.115			
	Italy	re/s		597 312	597 312	597 312	597 312
	Hamburg	re/s		594 734	594 734	594 734	594 734
30 d/s	Paris	re/s		593 733	593 733	593 733	593 733
	Hamburg	re/s		594 734	594 734	594 734	594 734
	Italy	re/s		597 312	597 312	597 312	597 312
	London	d.		16 1/16	16 1/16	16 1/16	16 1/16
90 d/s	Paris	re/s		593 733	593 733	593 733	593 733
	Hamburg	re/s		594 734	594 734	594 734	594 734
	Italy	re/s		597 312	597 312	597 312	597 312
	London	d.		16 1/16	16 1/16	16 1/16	16 1/16
				Sat., 20	Mon., 23	Tues., 23	Wed., 24
				Thur., 25	Fri., 26	Avg. 1912	1911

Monday, January 22nd. Counter drawing rates at 16 1/16d to 16 3/32d at all Banks. The Bank of Brazil was drawing at 16 1/8d and the foreign banks at 16 3/32d to 16 1/8d. With bills at 16 5/32d to 16 3/16d.

Tuesday, January 23rd. No change.

Wednesday, January 24th. No change in drawing rates. Bills at 16 5/32d to 16 11/64d.

Thursday, January 25th. No change in counter drawing rates. The Bank of Brazil was drawing at 16 1/8d and the foreign banks at 16 1/16d to 16 3/32d with bills at 16 1/8d to 16 5/32d.

Friday, January 26th. No change in drawing rates. Bills at 16 1/8d and 16 9/64d.

Saturday, January 27th. No change in drawing rates. Bills at 16 9/64d.

	22	23	24	25	26	27
<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 11/16%	3 5/8%	3 5/8%	3 5/8%	3 5/8%	3 15/16%
Paris.....	3 3/8%	3 1/8%	3 1/8%	3 1/8%	3 1/8%	3 1/8%
<b>Paris Cheque:</b>	25.24 1/2	25.25	25.25	25.26	25.27 1/2	25.26 1/2

	22	23	24	25	26	27
<b>Brazilian Bonds:</b>						
5% 1889.....	87 1/2	87 1/2	87 1/2	87 1/4	87 1/4	87 1/4
5% 1895.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
5% Funding.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
5% 1903.....	102 1/4	102 1/2	102 1/2	102 1/2	102 1/2	102
4% Conversion 1910.....	86	85 3/4	85 3/4	85 3/4	85 3/4	85 3/4
5% 1908.....	100 1/2	100 1/2	100 3/4	100 3/4	100 3/4	100 3/4
Sao Paulo 1888.....	102	102	102	102	102	102
5% 1889.....	101	102	102	102	102	102
5% 1904.....	101	100	100	100	100	100
Leopoldina Ry. Co. Ltd. Ord.....	75 1/2	75 1/2	75 1/2	77	76 1/2	76 1/2
S. Paulo Ry. Co. Ltd. Ord.....	211	211	211	211	211	211
Paulista Loan \$15,000,000.....	101	101	101	101	101	101



Rio Municipality	101	100	100	101	101	101
5 per cent.....						
Bello Horizonte	105	105	105	105	105	105
1905 6 0/0.....						
Rio T. L. & Power	117 1/4	117	117	117	116 1/4	116
Co. Ltd. Ord.....						
S. Paulo T. L. &						
Power Co. Ltd.						
Ord.....	198	198	198	196	198	197
Dumont Coffee Co.						
7 1/2 Cum. Pref.	11	11	10 3/4	10 3/4	10 3/4	10 3/9
British Com-						
solim 2 1/2 0/0.	77 7/16	79 5/16	77 7/16	77 1/2	77 1/4	77 5/16

## THE BRAZILIAN REVIEW.

Saturday, January 27th, 1912.

Exchange closed this afternoon with the Bank of Brazil drawing at 16 1/8d and the foreign banks at 16 1/16d to 16 3/32d.

Rubber prices rose 2d and closed last night in London at 4s 8d. The Stock of Rubber at Pará and Manáos on January 20th was 3,005 tons.

Coffee at Rio and Santos for the week ending January 25th gave £913,656 as against £243,774 for the corresponding week last year. For the crop it gave £30,427,660 or £5,202,824 more than last year.

Deposits at the Caixa de Conversão amounted to £24,400,392 a decrease of £17,412 as compared with Friday, January 19th.

— Messrs. N. M. Rothschild and Sons announce that bonds of the Brazilian Five per Cent. Loan of 1895, amounting to £44,100 nominal capital, have been purchased for the sinking fund of February 1st.

— Messrs. J. Henry Schröder and Co. announce the receipt of a cable from their Santos agents, advising them that they have further encashed £43,200 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 £1,211,960 encashed since July 1st, 1911.

## BUSINESS DONE ON THE RIO STOCK EXCHANGE

DURING THE WEEK ENDED JANUARY 19th, 1912.

Description	Closing					
Government Securities.	Sales	Highest	Lowest	Closing	Previous	Date
Apollonia 5 %	755	1:01 1/2	1:00 0/4	1:01 0/4	1:01 5/8	Jan. 19
Loan (unión) 1909	604	1:01 1/2	1:00 5/8	1:01 1/2	1:01 0/4	"
Loan (unión) 1903	5	1:02 1/2	1:02 0/4	1:02 1/2	1:02 0/4	"
State of Rio 1 per cent.	473	97 1/2	97 1/2	97 1/2	96 5/8	"
Rio Municipality 1896	1331	20 1/2	20 1/2	20 1/2	20 1/2	"
Apollonia (2008)	6	1:01 1/2	1:01 1/2	1:01 1/2	1:01 1/2	Jan. 19
State of Minas	74	99 1/2	99 1/2	99 1/2	99 1/2	"
Apollonia (5 0/0)	3	1:02 1/2	1:01 1/2	1:02 1/2	1:02 1/2	Jan. 19
State Rio Grande do Sul 7 %	40	1:03 1/2	1:03 1/2	1:03 1/2	1:03 1/2	"
Rio Municipality 1900	12	30 1/2	30 1/2	30 1/2	30 1/2	"
Rio Municipality 1906 nom.	32	20 1/2	20 1/2	20 1/2	20 1/2	"
Rio Municipality 1907	47	20 1/2	20 1/2	20 1/2	20 1/2	"
Rio Municipality 1908	46	20 1/2	20 1/2	20 1/2	20 1/2	"
Niteroi Municipality	125	20 1/2	20 1/2	20 1/2	20 1/2	"
<b>Banks.</b>						
Brazil	649	22 1/2	21 1/2	22 1/2	21 1/2	Jan. 19
Commercial	47	22 1/2	21 1/2	22 1/2	21 1/2	"
Mercantil	841	25 1/2	24 1/2	25 1/2	25 1/2	Jan. 19
Lavoura e Commercio	13	18 1/2	18 1/2	18 1/2	18 1/2	"
Commercio	123	20 1/2	19 1/2	20 1/2	19 1/2	"
Brazil fractions	50/40	30 1/2	30 1/2	30 1/2	30 1/2	"
<b>Insurance.</b>						
Indemnizadora	230	21 1/2	21 1/2	21 1/2	21 1/2	"
Garantia	30	27 1/2	27 1/2	27 1/2	27 1/2	"
<b>Railways and Tramways.</b>						
Minas St. Jeronymo	100	23 1/2	23 1/2	23 1/2	23 1/2	Jan. 19
do do (v/c 30 de.)	200	24 1/2	24 1/2	24 1/2	24 1/2	"
<b>Cotton Mills.</b>						
Alliança	110	90 1/2	89 1/2	90 1/2	89 1/2	"
Brazil Industrial	24	32 1/2	32 1/2	32 1/2	32 1/2	"
Progresso Industrial	5	33 1/2	33 1/2	33 1/2	33 1/2	"
Santa Helena	50	20 1/2	20 1/2	20 1/2	20 1/2	"
<b>Miscellaneous.</b>						
Loterias Nacionais	100	44 1/2	44 1/2	44 1/2	44 1/2	"
Docas da Bahia	405 1/2	8 1/2	7 1/2	8 1/2	8 1/2	Jan. 19
Docas de Santos	294	53 1/2	52 1/2	53 1/2	52 1/2	"
Terras e Colonização	17000	112 1/2	109 1/2	112 1/2	112 1/2	Jan. 19
Docas da Bahia (v/c 30 de.)	30	55 1/2	55 1/2	55 1/2	55 1/2	"
Centros Pastorais	1300	25 1/2	25 1/2	25 1/2	25 1/2	"
Docas de Santos (nom.)	64	58 1/2	57 1/2	58 1/2	57 1/2	"
Transport. e Carruagem	90	92 1/2	92 1/2	92 1/2	92 1/2	"
Jornal do Brasil	150	100 1/2	100 1/2	100 1/2	100 1/2	"
<b>Debentures.</b>						
Docas de Santos	170	21 1/2	20 1/2	21 1/2	20 1/2	Jan. 19
Botafogo	44	20 1/2	20 1/2	20 1/2	20 1/2	"
S. Bernardo Fabril	70	20 1/2	20 1/2	20 1/2	20 1/2	"
Mercado Municipal	40	20 1/2	20 1/2	20 1/2	20 1/2	"
Brazil Industrial	30	20 1/2	20 1/2	20 1/2	20 1/2	"
Fabril Paulistano	100	20 1/2	20 1/2	20 1/2	20 1/2	"
Fabril Paulistano (nom.)	66	20 1/2	20 1/2	20 1/2	20 1/2	"
Luz Sincica	50	20 1/2	20 1/2	20 1/2	20 1/2	"
Santa Helena	20	21 1/2	21 1/2	21 1/2	21 1/2	"

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

DESCRIPTION.	January 4th 1912		
<b>Government Securities</b>			
Gold Loan 1883 4 1/2 %	95	—	97
do 1883 4 1/2 %	98	—	100
do 1889 4 %	86 1/2	—	87 1/2
do 1895 5 %	102	—	103
do 1903 5 %	101 1/2	—	102 1/2
do 1906 5 %	99 1/2	—	100 1/2
do 1910 4 % scrip	85 1/2	—	85 3/4
1911 Iss. at 92 % Scrip all pd.	91 3/4	—	92 1/4
New Funding Bonds 1888 5 1/2 %	103 1/2	—	104 1/2
Recession Bonds 1901-2-5 4 %	85	—	86
State of S. Paulo 5 % 1885	101	—	103
do do Bonds 5 %	101	—	103
do do Bonds 5 % 1904	99	—	101
do do Treasury Bds. Scrip fully pd.	100 1/2	—	101
State of Para 5 %	99	—	100
do 1907 all pd.	99	—	100
Bahia 5 % Gold Loan 1904	97	—	99
Comm. Lloyd Bras. 5 % 1903 Stg. bds.	101	—	103
Comp. Lloyd Bras. 4 % Stg. Bds 1910 Iss. 90	90 1/2	—	91 1/2
pd.	88	—	90
State of Alagoas 5 % Bonds	90	—	90
<b>Municipal Bonds</b>			
City of Rio de Janeiro 4 %	95	—	97
ditto 5 % gold bonds	99	—	100
ditto 5 % gold bonds Iss. at 92 %	101	—	103
City of Santos 5 %	102	—	104
do 1910 6 %	101	—	103
Bello Horizonte 5 % Bds Guar.	104	—	106
Manáos (C. of) 5 1/2 % Stg.	99	—	100
City of Belém (Para) 5 % Bds. of 1903	99	—	91
Petropolis (mun. of) 5 % Stg. loan of 1911	99	—	91
95 1/2 % Sc. All pd.	93	—	95
d. Paulo Gld. Lm. 6 % 1904	103	—	105
Porto Alegre Guar. Sterling. 5 % Gold bds.	95 1/2	—	96 1/2
Scrip. certis. 1914	94	—	96
City of Pernambuco 5 % Gld Lm.	92	—	93
Port of Bahia 5 % Gld Bds Red.	94 1/2	—	96 1/2
Port of Para 5 % Gld Bds	94 1/2	—	96 1/2
<b>Railways</b>			
Brazil Great Southern 7 % Cum. Pref.	6 1/2	—	7
Gt. Western of Brazil, Ord.	10 1/4	—	10 3/4
do do 6 % Non-Cum. Pref.	11 3/4	—	12 1/4
Leopoldina Limited	77	—	79
do do 5 1/2 % Pref.	10 5/8	—	10 7/8
Porto Alegre a Novo Hamburgo 7 % Pref.	0	—	1/2
Shares	24 1/2	—	25 1/2
Rio Claro, S. Paulo, Limited, Shares	207	—	209
S. Paulo, Limited	114	—	116
do do 5 % Non-Cum. Pref.	..	—	..
Araraquara (S. Paulo) Ry (Stg) 5 % 1st Debs	..	—	..
<b>Railway Obligations</b>			
Brazil Gt. Southern, 5 % Stl. Mt. Debs. 1893	100	—	102
do do 5 % Stl. Mt. Debs. Red.	102	—	104
do do 6 % Perm. Deb. Stock	100	—	102
Gt. Western of Brazil Stock 6 %	134	—	138
do do 4 % f. p.	24	—	25
Leopoldina 4 % Deb. Stk Red.	91	—	96
do do Term 0 % 1st Debs. Red., Iss. 98	101 1/2	—	102 1/2
Scrip. all pd.	95	—	97
Madeira-Mamoré Ry. 6 % Ord. Tr. 1st Mt. Bds. Red.	101	—	102
Mogyana 5 % Deb. Bonds. red.	101	—	102
Do. Sul Mineira Ext. 1st Mt. 5 % Stg. Bds. Sep.	101 1/2	—	102 1/2
fy. pd.	86	—	87
Brazil Ry Int. Bd. Certis. 4 1/2 %	123	—	125
S. Paulo, Ltd. 5 1/2 % Debentures Stock	115	—	117
do do 4 % do.	100	—	102
S. San Paulo 5 % Deb. Red., Sep. fully pd.	85	—	87
Rio Claro, S. Paulo a % Deb. stock	105	—	107
Brazil N. E. 6 % Deb. Red.	98	—	100
<b>Banks</b>			
British Bank of South America, Limited	25	—	25
London & Brazilian Bank, Limited	32	—	33
London & Brazil Bank Limited	48	—	49
Banco Español del Rio de la Plata	17 3/4	—	18 3/4
<b>Shipping</b>			
Royal Mail Steam Packet Co. ord.	103	—	106
ditto 5 0/0 0 - cum Pref. K.	95	—	97
ditto 4 1/2 0/0 1st. Deb. Red.	100 1/2	—	102 1/2
ditto 5 0/0 Deb. Red.	100	—	102
Pacific Steam Navigation Co.	24 1/2	—	24 1/2
Prince Line Ltd.	15/16	—	1 1/16
<b>Mining</b>			
Ouro Preto, ord.	15 1/2	—	1 1/4
St. John del Rey	25/32	—	27/32
do Pref. 10 %	1 3/16	—	1 5/16
<b>Telegraphs</b>			
Amexon Tel. Shares	7	—	7 1/2
Do 5 % Deb. Red., Sep. all paid	98	—	100
Western Tele. Co. shares	13 3/8	—	13 7/8
do do 4 % deb.	99	—	101
<b>Miscellaneous</b>			
Brazilian Warrant Co. 7 % cum. Part. Pf.	5 1/4	—	5 1/2
Cantareira Waterworks 5 % deb. 2nd Issue	100	—	103
City of Santos Imp. Ord.	11	—	11 1/2
do No. 50,001-70,000	10 1/2	—	11
do 6 % Cum Pref.	11	—	11 1/2
do 5 % Ist charge deb.	100	—	102
do 5 % (Trams Debs. Red.)	99	—	101
Rio de Janeiro City Imp. Limited	3 3/4	—	4
do do 5 % Deb. 1873-80	98	—	100
do do 1882-1901	98	—	100
do 5 % deb. Red. 1901	98	—	100
Rio de Janeiro Flour Mills Limited	2 15/16	—	3 1/16
do do Mort. deb.	100	—	102
S. Paulo Gas Co. Limited	10 1/2	—	11
do 6 % cum. pref.	11 1/2	—	12
do 5 % Deb. (Ragd.)	49	—	50
Dumont Coffee, ord.	12	—	12 1/2
do 7 1/2 Cum pref	11	—	11 1/2
do 5 1/2 % Ist. Mor. Deb.	101	—	103



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

DESCRIPTION.	January 4th, 1912.		
Rio de Janeiro Tram. Light & Power.....	116 1/2	—	117 1/2
Rio de J. Tram. Light & Power 1st Mt. 30...	101	—	102
do 5 1/2 Gld Bd 35.....	97 1/2	—	98 1/2
do 5 1/2 1st Mt. Bds. Red.....	6 7/8	—	7 1/4
Pará Elect. Rys & Light.....	5	—	5 1/2
do 6 1/2 Pref.....	57 1/2	—	58 1/2
do 5 1/2 Deb. stk.....	194	—	195 1/2
São Paulo Tram Light & Power (8100).....	101 1/2	—	103 1/2
do 5 1/2 Mt. Debt. Red (8500).....	102 1/2	—	104 1/2
do 5 1/2 Perp. Cons. Deb. Stk.....	47	—	52
Sao Paulo Match 6 1/2 1st. Mt. Db.....	90	—	92
Municipality of Pará improvements 6 1/2.....	3/16	—	5/16
N. Brazilian Sugar Factories.....	98	—	98
Mauoas Har. 5 1/2 Db. (Rg.) Rd.....	92 1/2	—	93 1/2
do. do. 6 1/2 2nd. Deb. Reg. Rd.....	7 1/2	—	8 1/2
do. Imp: 7 1/2 cum. Pref.....	90	—	93
do. 6 1/2 Dabs. Red.....	93 1/2	—	95 1/2
do Trams & Light Co.....	1 11/32	—	1 7/16
Mappin & Webb (1908) Ord.....	1 1/32	—	1 1/8
do. 5 1/2 1/2 Cum. Pref.....	100	—	102
do. 4 1/2 1/2 1st Mt. Deb. Red. Rd.....	97	—	99
Pernambuco Water. 6 1/2 1 Db.....	87	—	89
do. 6 1/2 2nd Deb. Stk. Rd.....	25	—	27
Cent. Bahia Rly. Reg. Trust 'A', Certs Red.....	6 1/4	—	6 3/4
ditto "B" Certs.....	100	—	102
S. Paulo Coffee 7 1/2 Cum. Pref.....	8 1/2	—	9
ditto 5 1/2 1st Mt. Deb. Red.....	9 3/8	—	9 7/8
Neuchatel Asphalte Ord.....	1	—	1 1/8
do 5 1/2 cum Pref.....	94	—	99
Val de Travers Asphalt Paving.....	—	—	—
do 5 1/2 Deb. Stk. Red.....	—	—	—

## BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

DURING THE WEEK ENDED JANUARY 24th, 1912.

DESCRIPTION.	Sales	Highest	Lowest	Closing	Previous Date
<b>Municipal Loans:</b>					
Limeira.....	137	958	958	—	—
<b>Banks.</b>					
S. Paulo.....	10	1588	1588	—	—
<b>Railways:</b>					
Paulista.....	913	4008	3988	—	—
Mogyant.....	921	3808	3808	—	—
<b>Debentures.</b>					
Cia Calçado Rocha.....	150	918	918	—	—
E. F. S. Paulo Goyaz.....	490	9 1/2	9 1/2	—	—
Com. Mac Hardy.....	74	938	938	—	—
Cia. Industrial.....	237	9085	9085	—	—
Luz e F. Jaboticabal.....	100	948	948	—	—
Campineira Tracção L. e F.....	800	9485	9485	—	—
Electricidade Araraquara.....	50	878	878	—	—
Cia. Paulista de Madeiras.....	200	808	808	—	—

## BALANCE OF THE CAIXA DE CONVERSAO

SATURDAY, January 27th, 1912.

Net amount (total ready for emission).....	33,504,220\$000
Subsidiary coin, balance in hand.....	13,950\$053
Cash, gold in deposit, £14,590,935-0-0.....	218,864,032\$500
Francs, 62,167,970.....	36,973,107\$070
Marks, 36,389,400.....	26,715,176\$124
Milreis gold (Brazilian), 290,050\$000.....	469,435\$375
Dollars, 27,089,315.....	53,166,423\$057
Pesos (Argentine), 181,575.....	391,255\$508
Crowns, 8,860.....	5,196\$015
Pesetas (Spanish), 723,475.....	430,271\$705
Liras, 1,030.....	612\$561
Government responsibility.....	18,999,305\$982
Difference in gold.....	340,336\$084
	420,213,840\$000

### Credit Balances.

Notes issued.....	555,197,310\$000
Less retired and replaced.....	168,505,090\$000
Notes in circulation.....	386,691,620\$000
In cash.....	33,504,220\$000
Subsidiary coin received from Treasury.....	18,000\$000
	420,213,840\$000

The gold in the Caixa de Conversão on Saturday, January 27th, 1912, amounted to 367,355,881\$931 equivalent at the rate of 154 to £24,490,392 or £73,412 less than on the previous Friday.

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

## Coffee Market

### COFFEE ENTRIES.

In bags of 60 kilos

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Jan. 25 1912	Jan. 18 1912	Jan. 25 1911	Jan. 25 1912	Jan. 18 1911
Central R'y.....	24,462	25,571	33,789	1,400,401	1,364,485
Leopoldina R'y.....	347	857	884	25,926	187,768
Island.....	11,270	5,214	7,390	135,736	117,929
Coastwise, discharged.....	—	—	—	—	—
Total.....	36,079	31,642	41,973	1,562,063	1,670,182
Transferred from Rio to Niteroy.....	331	1,363	688	43,006	32,221
Net Entries at Rio.....	35,748	30,279	41,285	1,519,057	1,637,961
Coastwise, in transit.....	—	—	—	—	—
Niteroy from Rio & Leopoldina, R'y.....	1,832	2,591	7,294	245,130	296,820
Total Rio, including Niteroy & transit.....	37,580	32,870	48,579	1,764,187	1,934,781
Total Santos.....	95,408	100,030	43,204	8,513,276	7,419,484
Total Rio & Santos.....	132,988	133,300	91,783	10,277,463	9,354,265

The coast arrivals for the week ended January 25th, 1912 were from:

Caravelas.....	7,754
Ilheus.....	1,000
Santos.....	1,050
Macahé.....	450
Alcoaba.....	16
Total.....	11,270

The total entries by the different S. Paulo Railways for the Crop to Jan. 25th, 1912 were as follows:

	Past Janduary	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo.
1911/1912	7,850,617	941,133	8,491,750	8,513,276	—
1910/1911	6,417,077	977,255	7,394,332	7,419,484	—

## COFFEE SAILED

DURING THE WEEK ENDING Jan. 25th, 1912 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 TO DATE
Rio.....	11,500	8,375	5,613	470	—	—	25,958	1,545,214
Santos.....	144,836	104,757	—	101	—	—	219,693	5,574,410
1911/1912	156,336	112,132	5,613	570	—	—	274,941	8,219,651
1910/1911	86,351	31,415	5,381	5,574	—	480	129,031	8,819,262

## FOREIGN STOCKS

In Bags of 60 kilos

	Jan. 20/1912	Jan. 13/1912	Jan. 21/1911
United States Ports.....	2,233,000	2,071,000	2,361,000
Havre.....	2,257,000	2,262,000	2,547,000
Both.....	4,490,000	4,333,000	4,908,000
Deliveries United States.....	96,000	111,000	179,000
Visible Supply at United States ports.....	2,582,000	2,586,000	2,716,000

## SALES OF COFFEE.

DURING THE WEEK ENDING January 25th, 1912.

	January, 25 1912	Jan. 18 1912	Jan. 26/1911
Rio.....	25,042	23,354	27,409
Santos.....	79,265	62,763	9,058
Total.....	104,307	111,522	36,467

Value of Coffee cleared for Foreign Ports.

DURING THE WEEK ENDING January 25th, 1912.

	Jan. 25	Jan. 18	Jan. 25	Jan. 18	Crop to Jan. 25
	Bags	Paga	£	£	Bags
Rio.....	20,345	20,561	70,556	70,804	1,395,013
Santos.....	248,983	72,506	921,225	281,805	6,674,250
Total 1911/1912.....	269,328	93,066	991,781	332,609	8,069,263
do 1910/1911.....	123,850	103,107	420,892	557,248	8,646,394

## COFFEE LOADED (EMBARQUES).

In bags of 60 kilos.

DURING THE WEEK ENDING Jan. 25th, 1912.

	DURING WEEK ENDING			FOR THE CROP TO	
	1912 Jan. 25	1912 Jan. 18	1911 Jan. 26	1912 Jan. 25	1911 Jan. 26
Rio.....	21,636	32,330	17,382	1,388,596	1,492,378
Nietheroy.....	4,413	2,000	6,191	186,202	187,566
In transit.....					
Total Rio including Nietheroy & transit.....	26,049	34,330	23,573	1,574,798	1,680,234
Santos.....	221,799	166,567	48,176	6,223,916	7,160,825
Total Rio & Santos.....	247,848	200,897	71,749	8,298,714	8,861,059

Up to January 25th, entries for the last ten years were as follows:

1902-03.....	8,942,667
1903-04.....	8,545,445
1904-05.....	8,301,994
1905-06.....	8,276,458
1906-07.....	13,860,376
1907-08.....	8,160,206
1908-09.....	10,282,937
1909-10.....	13,259,095
1910-11.....	9,334,196
1911-12.....	10,277,483

## OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO: Stock on Jan. 18th.....	292,380
Entries during week ended January 25th.....	35,748
Loaded (Embarques) for the week.....	324,128
STOCK IN RIO ON January 25th.....	21,636
Stock at Nietheroy and Porto da Madama on Jan. 18th.....	45,782
Afloat on Jan. 18th.....	—
Entries at Nietheroy plus total embarques including transit.....	44,177
Deduct: embarques at Nietheroy, Porto da Madama and Vianna and salinas during the week.....	27,881
STOCK IN NIETHEROY AND AFLOAT January 25th.....	117,810
STOCK IN SANTOS ON January 25th.....	30,371
STOCK IN 1st and 2nd HANDS and THOSE AT NIETHEROY and AFLOAT ON January 25th.....	87,439
SANTOS Stock on January 18th.....	995,931
Entries for week ended January 25th.....	2,521,015
Loaded (Embarques) during same week.....	6,408
STOCK IN SANTOS ON January 25th.....	2,616,423
Stock in Rio and Santos on January 25th 1912.....	2,629,008
do do on January 18th 1912.....	2,788,555
do do on January 10th 1911.....	2,903,324

**Entries at Rio and Santos for the week ending January 25th** were 132,988 bags as against 133,300 last week and 91,786 last year. For the crop up to January 25th they amounted to 10,277,463 bags as against 9,353,765 bags last year.

**Shipments at Rio and Santos for the week ending January 25th** were 217,848 bags as against 200,897 last week and 71,749 last year. For the crop up to January 25th embarques amounted to 8,298,714 bags as against 8,861,059 last year.

**F. O. B. Value** of shipments at Rio and Santos for the week ending January 25th amounted to £913,656 as against £712,810 last week and £243,774 last year. For the crop up to January 25th the value amounted to £30,427,660 as against £25,224,836 last year.

**Sales of 104,307** bags were declared at Rio and Santos for the week ending January 25th as against 111,522 bags last week and 36,467 bags last year.

**Average Prices** for the week were as follows:—

	Jan. 25th	Jan. 18th	Jan. 26th
	1912	1912	1911
Rio No. 7, 10 kilos ...	8\$024	7\$966	7\$610
Superior Santos .....	7\$633	7\$480	7\$200
New York No. 7 (cts) ..	13.75	13.81	13.25
Stock at Rio and Santos on January 25th was 2,788,555 bags as against 2,903,324 bags last week and 2,629,008 bags last year.			

The air has been cleared by the announcement that the total sales of Government coffee this year will be limited to 700,000 bags. On the 25th inst. the Associação Commercial of Santos received a telegram to the effect that the Committee had decided to sell 700,000 bags in 1912. In accordance with this decision 400,000 bags were sold in New York the same day while 300,000 are to be sold in Europe, viz., 120,000 in France, 100,000 in Germany, 30,000 at Rotterdam, 40,000 at Antwerp and 10,000 in Trieste. Samples will be on view in each market from February 5th to 9th. The Committee has received an offer for the whole 300,000 at 83 francs for Havre good average. This firm offer remains open until February 12th and the Committee may accept it in whole or part.

The result of this declaration was that prices firmed somewhat.

Receipts at Rio are smaller than they were this time last year and most people now estimate the Rio crop at about 2,500,000 bags while for the 1912-13 crop about the same figure is mentioned.

The present S. Paulo crop is now estimated at about 9,500,000 so that if these figures are realised the total crop would be 12,000,000 bags. Some bold spirits estimate the 1912-13 crop at from 8,000,000 to 8,500,000 bags in S. Paulo though it is rather a long way to look ahead. Further, many people say that there will be a bumper crop in 1913-14 but surely when no absolutely reliable estimate can be made for nearer crops this is pure speculation. We might have had a bumper crop during any of the last few years had conditions been favourable. They were not, so small crops have prevailed. Were conditions favourable there would certainly be a bumper two years hence but who is going to prophesy that they will be favourable?

Most of the flowering, such as it is, is now over, though there are still reports of blossom in the Sorocabana district. Generally speaking the flowering has been spasmodic and in no case large.

A New York correspondent writes under date of December 11th 1911:— «Just when it looked strongest, coffee was getting ready to react and it is now about two cents off from the highest. Bull interests are apparently willing to let the market take care of itself for a while. I do not think that prices will go very much lower although there are lots of bears».

## RAINFALL ON THE LEOPOLDINA RAILWAY

(In hundredths of an inch.)

Stations	DAYS						
	20	21	22	23	24	25	26
Cachoeiras.....	77	100	92	135	160	15	30
Frederico.....	100	140	30	30	146	440	20
Cordoeiro.....	105	115	30	40	118	31	..
Laranjeiras.....	99	140	18	90	80	40	..
Sumidouro.....	110	273	..	..	380	85	20
Capivary.....	68	125	150	..	110	20	20
Triunfo.....	88	100	116	..	80	..	..
Macahé.....	121	82	14	112	02	..	..
Campos.....	60	..	120	..	40	..	..
Taty.....	..	..	58	..	30	..	..
Trez Irmãos.....	90	73	100	55	68	8	..
Porto Novo.....	184	104	123	..	214	42	..
Volta Grande.....	107	127	116	..	120	30	..
Recreo.....	240	135	30	..	100	38	..
Cataguases.....	120	21	37	..	157	32	..
Mirahy.....	88	146	100	..	147	40	..
Palma.....	87	..	80	..	68	16	63
São Paulo.....	77	..	115	..	150	40	93
Porciuncula.....	100	40	122	..	65	..	..
Santa Luzia.....	45	50	75	..	65	69	..
Bocego.....	145	148	104	151	246	128	108
Mar de Espanha.....	..	..	..	..	..	..	20
Bicas.....	160	130	22	20	150	29	37
F. de Campos.....	91	250	..	260	110	150	110
Ligação.....	90	40	160	60	220	77	..
São Geraldo.....	125	69	258	120	250	65	90
Teófilas.....	40	..	201	8	180	140	81
Pto. Nova.....	16	30	340	40	199	80	..
Saudo.....	19	..	135	21	506	210	..
Arsl.....	125	120	100	25	..	60	122
Murundu.....	150	..	..	..	65	..	..
Muquy.....	..	28	50	..	..	..	..
Itapemirim.....	40	..	150	..	58	..	..
Mathilde.....	80	50	35	263	28	..	..
Victoria.....	81	104	..	23	..	49	..
Castello.....	..	10	120	..	40	..	..
Alagoas.....	48	..	82	..	100	18	..
Itaperuna.....	70	..	..	..	88	..	..

NOTE. — A "Pluviometro" has been installed at Mar de Espanha, on January 26th, and will record from that day onwards.



Ditto--	"	"	Eugen Urban & Co....	500
Ditto--	"	"	Rozo & Co.....	500
Ditto--	"	"	Hollworthy Ellis & Co..	1
Ditto--	"	"	Zerrenner Bülow & Co..	1 45.866
ZEELANDIA—Amsterdam .....				Société F. Bresilienne. 5.000
Ditto--	"	"	Prado Chaves & Co..	2.500
Ditto--	"	"	Michaelson Wright & Co.....	1.500
Ditto--	"	"	C. F. Lima & Co.....	1.500
Ditto--	"	"	Ed. Johnston & Co.....	1.500
Ditto--	"	"	Krische & Co.....	1.500
Ditto--	"	"	Naumann Gepp & Co..	1.000
Ditto--	"	"	Rozo & Co.....	500
Ditto--	"	"	L. C. Toledo & Co..	1 15.001
25.—S. PAULO—Hamburg .....				Prado Chaves & Co.. 5.500
Ditto--	"	"	Theodor Wille & Co..	3.600
Ditto--	"	"	Michaelson Wright & Co.....	2.500
Ditto--	"	"	Krische & Co.....	2.250
Ditto--	"	"	Naumann Gepp & Co..	1.750
Ditto--	"	"	Société F. Bresilienne.	1.750
Ditto--	"	"	Hard, Rand & Co.....	1.250
Ditto--	"	"	Leon Israel & Bros.....	750
Ditto--	"	"	Whitaker, Brotero & Co	750
Ditto--	"	"	C. F. Lima & Co.....	500
Ditto--	"	"	Noack & Co.....	250
Ditto--	"	"	Eugen Urban & Co.....	250
Ditto--	"	"	Companhia E. de Café	125
Ditto--	"	"	Bento de Carvalho & Co.	25
Ditto--Lisbon .....			Lara Campos & Co.....	20.653
Total Exterior....				248.983
22.—ITAPACY—Rio de Janeiro .....				Eugen Urban & Co..... 310
Total coastwise....				310

## Sugar

Pernambuco, January 18th, 1912.

The reports from Interior show no improvement and many of the Planters talk of a maximum of 1,500,000 bags for the crop — some even put it at less — it is certain however, that many Usinas are quite half less than last year and in Goyana the two Usinas are reported as already finished. During past few days Armazenarios whose stocks are almost exhausted have been trying to depress values in Praça but have not succeeded and merely caused a temporary lull and thus prevented prices advancing further at present but sellers are so confident of their position that they refuse to accept any lower price. Entries so far this month show a falling off of about 50,000 bags compared with same month last year as only 119,000 bags arrived up to 16th inst. compared with 171,600 bags last crop shipments have been going out pretty freely to Home markets during the fortnight and when steamers now loading clear stocks will again be down to 100,000 bags or under. Europe is reported as firming up once more and there are today offers of 2\$300 to 2\$320 for bruto secco for shipment to London but, of course, there are no sellers at any such figure now but if market there should go up sufficiently to allow of 2\$500 being paid once more sales would probably be made and would cause a smart rise here in all other qualities. There have been excellent rains during the past week all over the country and this has come just in time to save the young canes for next season's crop as they were getting into a deplorable condition in very many places and had rains held off much longer the prospects for next crop would have become very serious indeed.

Today's quotations are as under and firm thereat:

	per 15 kilos on shore
Usinas .....	5\$700 to 6\$000
Crystal (White) .....	5\$200 to 5\$600
do. (Yellow) .....	none
Whites 3a. Boa .....	5\$200 to 5\$500
Somenos .....	4\$200 to 4\$300
Bruto Secco .....	2\$700 to 2\$800
Bruto Mellado .....	2\$000 to 2\$300

Shipments during the fortnight have been Rio 31,862 bags, Santos 36,970 bags, Rio Grande ports 11,025 bags, Pará etc.: 6,000 bags, Bahia 5,000 bags.

From the U.S. Four Port Summary it appears that imports of Brazilian sugar into the U.S.A. up to December 21st, 1911, amounted to 10,976 tons as against 256 tons for the same date in 1910, an increase of 10,720 tons.

Entries of sugar at Pernambuco during the month of November 1911 amounted to 241,234 bags as against 209,759 bags for the same month last year, a decrease of 58,525

bags. The amount of sugar exported from Pernambuco during November 1911 was 13,082 tons, of which 7,616 tons to the South, 1,018 to the North, 4,433 abroad and 15 coastwise in small quantities.

## Cotton

Pernambuco, January 18th, 1912.

Entry so far this month is ahead of same month last year to date being 16,033 bags compared with 13,000 bags same time last year no less than 5,500 bags having come in past three days — the market had been a very quiet one with small sales at 11\$200 to 11\$300 from 5th to 9th inst. but on 11th the old «Bull» party influenced no doubt by the steady climbing up of values in Liverpool, came into market and paid 11\$500 for 2,500 bags and next day took a further 2,700 bags at same price but finding that others did not accompany him he retired from the market but sellers having once got this high price into their heads refused to entertain any business under it and on the 15th the Fabricas requiring to buy had to pay the price taking 900 bags and next day a further 1,500 bags and yesterday are reported to have taken 1,500 bags more, of which 1,000 bags a resale of «Bulls» today there are still sellers at this figure but Fabrica refuses to go on and no other buyer offers anything over 11\$200 for Sertões and no sales yet reported but as Liverpool seems to be once more on downward grade the sentiment here may change also as of course, it is only sentiment as even at highest price touched in Liverpool it would not have been possible to buy ordinary Pernams at over 8\$000 even if it were possible to sell to arrive in that market a thing which is quite impossible. The quantity of cotton in all the Interior towns is said to be very large and its because they have no more room there to store it that entries past few days have been so large and they would have been much larger had it been possible to get more cars from the Railway.

The rains have been heavy and general and specially so in Sertão districts and there have filled up the Rivers that at Limoeiro rising nearly 20 feet in 2 days.

Shipments during the fortnight have been Rio 2,035 bags and 1,179 Pressed bales, Santos 2,386 bags and 657 bales, Pelotas 200 bags, Bremen 80 bales.

Entries of cotton at Pernambuco during the month of November 1911 amounted to 17,174 bales as against 32,336 bales for the same month last year, a decrease of 5,162 bales. The amount of cotton exported during November was 1,310 tons of which 872 to the South and 438 abroad.

## Market Reports

Pernambuco, January 18th, 1912.

COFFEE has been a quiet market with small sales to Trapiche at 12\$000 but holders are difficult to deal with and generally demand more money and only sell when stuff is in station and to save expense of storing.

BEANS market is unchanged at 17\$000 to 23\$000 per bag of 60 kilos and according to quality.

MILHO has been animated market with prices constantly advancing owing to scarcity and last prices paid are 10\$500 to 10\$700 per bag of 60 kilos at which market closes firm with further upward tendency.

FARINHA unchanged and prices nominal at 5\$600 to 6\$000 per bag of 60 kilos.

FREIGHTS the S.S. «H. Horn» is loading here and at Parahyba at 20/ — for Cotton seed — Liners ask their higher rates but dont find much cargo.

EXCHANGE has followed the Rio market and on 13th declined to 15 7/8 to 15 29/32 but on 15th 16 Bank was again obtainable and next day 16 1/16 and yesterday 16 1/8 reported as done today does not seem quite so firm and rate is 16 1/32 to 16 1/16 bank, the cobrança having been made during the week at 15 7/8 — the lowest rate at which private bills were done was 16 on the 13th.

# Shipping

## THE FREIGHT MARKET.

**British.** — *Fairplay* of January 4th, says:— «In wishing owners a prosperous year in writing this the first article for 1912, we do so under conditions entirely different from those that have previously prevailed at the commencement of a new year. However depressed trade may be, it is quite customary to extend a wish for prosperity at such a time as this, but we now express this wish with a more or less certain conviction that this year is going to be a very good one for owners, for never in the longest experience have prospects looked so propitious. By this we are not inferring that a big boom in freights is hovering in sight, or that sensational rates of freight and proportionate profits are going to be made, but what is very plainly discernible is that trade alal over the world is going to be good, and therefore freights are bound to be upon a steady and remunerative basis. There will, in all probability, be an absence of spasmodic ups and downs in rates of freight. For instance, we are not likely to see Black Sea rates down to 6s per unit one month and up to 9s 6d per unit the next month, neither are we going to see so many long ballast runs as was the case last year, caused by the necessity of leaving one bad market for another one with remunerative employment to offer. Everything points to a big trade being done from India, etc., and the Far East, also from Australia, etc.; prospects from South America look fairly good, while American business at the present time is better than it has been during the life of the majority of tramp boats; for it is many a long day since such grain and cotton rates were forthcoming, and the general demand for tonnage so great for U.S. account. Trade seems to be developing all over the world, and there has never been such an all-round and miscellaneous demand for tonnage, which accounts for the enormous and unprecedentedly huge demand for vessels on time-charter. America has been an active market, but has now a quieter appearance. Tonnage for coal cargoes is in fair request at about 18s 6d to 19s. Rio de Janeiro, and case oil may be done at 26 cents to Pernambuco, Bahia, Rio de Janeiro, Santos, basis one port, 1/2 cent. extra each additional port of discharge.

**Coal Rates** from Wales to Rio were quoted at 18s 3d to 8s 6d, from 300 to 500 delivery, one of the last fixtures 18s 6d with 500: the S.S. *Helvetia* being fixed to Rio at that price.

The S.S. *Craignor* was fixed on Time Charter from New York to Brazil and back to U.S. at 5s 1 1/2d.

**Argentine.**—The Brazilian market is quiet with very little doing, the strikes putting an effectual damper on business. We quote as follows:—

To Bahia and Pernambuco 18/-. To Pelotas 20/-. To Porto Alegre 26/. To Antonina 12/. To Florianopolis 14/. To Itajahy 28/. To S. Francisco 15/. To Paranaguá 12/. To Rio Grande 14/. To Santos 12/. To Rio 12/.

With 1/ to 1/6 extra from up river ports. «The Times of Argentina», January 15th, 1912.

## PERSONAL NEWS.

### Arrivals and Departures

#### Arrivals.

By the S.S. *Byron* from New York on January 22nd: K. Keyman, W. H. E. Wright, Mr. and Mrs. A. Hamilton, B. Walter and family, L. Smith, S. G. Fry, A. Wrangler, F. Bartsch.

By the S.S. *Amazon* from Southampton on January 23rd: D. Calder, C. Nicolls, Mr. and Mrs. R. Martin, W. Knight and family, Miss W. Powell, J. R. Walker and family, Miss K. Kraike, Miss R. Weekes, Miss A. Moore, W. Bishop, J. F. Dallas, Miss M. Rose, Miss L. Tucker, Mr. and Mrs. R. Walker, Mr. and Mrs. C. Tinker, E. Walton, E. Turner, Miss S. Wilson, R. C. Forrest, W. Klark.

By the S.S. *Araguaya* from Buenos Aires on January 24th: T. Sloper and family, C. J. Rolland and family.

### Departures.

By the S.S. *Vandyck* for Buenos Aires on January 23rd: C. W. Hall.

By the S.S. *Amazon* for Buenos Aires on January 24th: D. McNeill and family, A. K. Spens, H. Emerson, D. M. Updike, F. C. Fowler, G. H. Brodie, R. Brook, J. M. Nair, W. H. Backer, Mr. and Mrs. A. W. Krauss, H. M. Sloat.

By the S.S. *Araguaya* for Southampton on January 24th: C. G. Muller, Mr. and Mrs. O. Eckbo, E. V. Meikle, M. T. Harrison, A. Wangler, O. Guinle, B. Burham.

### ARRIVALS AT PORT OF RIO DE JANEIRO

During the week ending January 25th, 1912.

- Jan. 19.—BRASIL, Brazilian s.s., 1999 tons, from Manóas.
- 19.—KONIG F. AUGUST, German s.s., 5500 tons, from Buenos Aires.
- 19.—PAULISTA, Brazilian s.s., 615 tons, from Paranaguá.
- 19.—JUPITER, Brazilian s.s., 1400 tons, from S. Salvador.
- 19.—HALLE, German s.s., 2561 tons, from Santos.
- 19.—CAROLINA, Brazilian s.s., 383 tons, from Aracaju.
- 19.—RIO PARDO, Brazilian s.s., 297 tons, from Aracaju.
- 19.—TROJA, German s.s., 1693 tons, from Rio Grande do Sul.
- 19.—SALINAS, Brazilian yacht, 20 tons, from Cabo Frio.
- 19.—VIRGINIA, Brazilian yacht, 43 tons, from Cabo Frio.
- 19.—ITACOLONY, Brazilian s.s., 569 tons, from Pernambuco.
- 20.—PINTO, Brazilian s.s., 229 tons, from Aracaju.
- 20.—PLANETA, Brazilian yacht, 31 tons, from Cabo Frio.
- 20.—GARCIA, Brazilian s.s., 141 tons, from Santos.
- 20.—ACTIVO II, Brazilian yacht, 33 tons, from Cabo Frio.
- 20.—VENCEDOR, Brazilian yacht, 27 tons, from Macahé.
- 20.—P. INGEBORG, Swedish s.s., 2159 tons, from Stockholm.
- 20.—EASTERN PRINCE, British s.s., 1759 tons, from New York.
- 20.—ITAQUI, Brazilian s.s., 512 tons, from Pernambuco.
- 20.—ALINA, Brazilian yacht, 33 tons, from Cabo Frio.
- 21.—CORDOBA, Italian s.s., 3952 tons, from Buenos Aires.
- 21.—ANNA, Brazilian s.s., 364 tons, from Florianopolis.
- 21.—NORDEEN, German s.s., 3574 tons, from Areia Branca.
- 21.—CORCOVADO, Brazilian s.s., 4895 tons, from Antwerp.
- 21.—DEVONSHIRE, British s.s., 2336 tons, from Antwerp.
- 21.—ANVERSOISE, Belgian s.s., 2504 tons, from Antwerp.
- 21.—MARANHÃO, Brazilian s.s., 1203 tons, from Manóas.
- 21.—ITAPACY, Brazilian s.s., 717 tons, from Porto Alegre.
- 21.—BELGRANO, German s.s., 2983 tons, from Hamburg.
- 21.—BYRON, British s.s., 2526 tons, from New York.
- 21.—TUPY, Brazilian s.s., 1786 tons, from Santos.
- 21.—ARAGUARY, Brazilian s.s., 1466 tons, from Pernambuco.
- 21.—ARAGUARY, Brazilian s.s., 650 tons, from Caravelas.
- 21.—TERNEIRO, Argentine s.s., 933 tons, from Bahia Blanca.
- 21.—VANDICK, British s.s., 6216 tons, from Liverpool.
- 21.—AMAZON, British s.s., 6301 tons, from Southampton.
- 21.—ITAPEMA, Brazilian s.s., 825 tons, from Porto Alegre.
- 21.—SAVOIA, Italian s.s., 3999 tons, from Genoa.
- 21.—SABAY, British s.s., 1767 tons, from Buenos Aires.
- 21.—ALVINA, American yacht, 318 tons, from New York.
- 21.—KARTHAGO, German s.s., 1738 tons, from Hamburg.
- 21.—TROPICERO, Brazilian s.s., 789 tons, from Porto Alegre.
- 21.—WELLPOOL, British s.s., 2767 tons, from Cardiff.
- 21.—ARAGUARY, British s.s., 654 tons, from Buenos Aires.
- 21.—PRINCEPERA DOLANDA, Italian s.s., 1751 tons, from Genoa.
- 21.—RIO SOROCABA, British s.s., 2287 tons, from Las Palmas.
- 21.—VERONESE, British s.s., 1629 tons, from Liverpool.
- 21.—BARON KEMENY, Austrian s.s., 1669 tons, from Santos.
- 21.—IRISH MARCH, British s.s., 2792 tons, from Mifflones.
- 21.—DOS AMIGOS, Brazilian yacht, 31 tons, from Cabo Frio.

### SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ending January 25th, 1912.

- Jan. 19.—KONIG FRIEDRICH AUGUST, German s.s., 5500 tons, for Hamburg.
- 19.—SANTOS, Uruguayan s.s., 160 tons, for Paranaguá.
- 19.—CUBATAO, Brazilian s.s., 1080 tons, for Porto Alegre.
- 19.—RUGGENS, Norwegian tug, 47 tons, for San Georgia.
- 19.—JURA, British s.s., 2298 tons, for Natal.
- 19.—TROJA, German s.s., 1693 tons, for Hamburg.
- 19.—HELVON, Norwegian barque, 1550 tons, for New Castle.
- 19.—CANOE, Brazilian s.s., 1699 tons, for Pará.
- 20.—ITAUBA, Brazilian s.s., 978 tons, for Porto Alegre.
- 20.—ALICE, Austrian s.s., 3010 tons, for Trieste.
- 20.—HALLE, German s.s., 2561 tons, for Bremen.
- 21.—CORDOBA, Italian s.s., 3992 tons, for Genoa.
- 21.—ITACOLONY, Brazilian s.s., 569 tons, for Porto Alegre.
- 21.—ITAQUI, Brazilian s.s., 512 tons, for Porto Alegre.
- 21.—ESPERANCA, Brazilian yacht, 23 tons, for Cabo Frio.
- 21.—S. PAULO, Brazilian s.s., 2213 tons, for Paysandu.
- 21.—CHEFELD, German s.s., 2444 tons, for S. Francisco.
- 21.—HARMARCKIS, Danish s.s., 2221 tons, for Barbadoes.
- 21.—SANTA CRUZ, Brazilian s.s., 511 tons, for Aracaju.
- 21.—TRIPOLI, British s.s., 2649 tons, for New York.
- 21.—ARAGUARY, Brazilian s.s., 1466 tons, for Santos.
- 21.—ARAGUARY, Brazilian s.s., 531 tons, for Manóas.
- 21.—SAVOIA, Italian s.s., 3999 tons, for Buenos Aires.
- 21.—VANDYCK, British s.s., 6216 tons, for Buenos Aires.
- 21.—CAP VERDE, German s.s., 3759 tons, for Santos.
- 21.—A. FOURNICHON, French s.s., 3186 tons, for Buenos Aires.
- 21.—LAGUNA, Brazilian s.s., 220 tons, for Cabo Frio.
- 21.—PAULISTA, Brazilian s.s., 615 tons, for Paranaguá.
- 21.—AMAZON, British s.s., 6301 tons, for Buenos Aires.
- 21.—JUPITER, Brazilian s.s., 1400 tons, for Montevideo.
- 21.—ARAGUAYA, British s.s., 6634 tons, for Southampton.
- 21.—ITAPACY, Brazilian s.s., 717 tons, for Porto Alegre.

### ARRIVALS AT THE PORT OF SANTOS

During the week ending January 25th, 1912.

- Jan. 20.—ANNA, Brazilian s.s., 247 tons, from Florianopolis.
- 20.—ITAPACY, Brazilian s.s., 510 tons, from Porto Alegre.
- 20.—PRINCE DI CINE, Italian s.s., 639 tons, from Buenos Aires.
- 20.—CADIZ, Spanish s.s., 3667 tons, from Barcelona.
- 20.—CORDOBA, Italian s.s., 3992 tons, from Buenos Aires.
- 21.—ITAUBA, Brazilian s.s., 925 tons, from Rio de Janeiro.
- 21.—CUBATAO, Brazilian s.s., 802 tons, from Pernambuco.
- 21.—ADMIRAL NELSON, British s.s., 1980 tons, from New Castle.
- 21.—F. BRENSLAWER, British lugzar, 262 tons, from Bahia.
- 21.—LA ROCHEFORT, French barque, 1854 tons, from Liverpool.
- 21.—DAGMAR, Norwegian barque, 756 tons, from Mobile.
- 21.—VILLA BELLA, Brazilian s.s., 253 tons, from Rio de Janeiro.
- 21.—ARAGUAYA, British s.s., 6634 tons, from Buenos Aires.

- 23.—MAROIM, Brazilian s.s. 779 tons, from Pelotas.  
 24.—SAVOIA, Italian s.s. 3099 tons, from Genoa.  
 24.—ALACRITA, Italian s.s. 1090 tons, from Genoa.  
 24.—ZEELANDIA, Dutch s.s. 4959 tons, from Buenos Aires.  
 24.—CAP VERDE, German s.s. 3789 tons, from Hamburg.  
 24.—CORCOVADO, Brazilian s.s. 825 tons, from Rio de Janeiro.  
 24.—A. FOURICHON, French s.s. 3186 tons, from Havre.  
 25.—SIRIO, Brazilian s.s. 554 tons, from Montevideo.  
 25.—CRATHENS, Brazilian s.s. 661 tons, from Pernambuco.  
 25.—GIFFORD, British s.s. 2719 tons, from Buenos Aires.  
 25.—AMAZON, British s.s. 6399 tons, from Southampton.

## SAILINGS FROM THE PORT OF SANTOS

During the week ending January 25th, 1912.

- Jan. 20.—ANNA, Brazilian s.s. 247 tons, for Rio de Janeiro.  
 20.—ITAPACY, Brazilian s.s. 510 tons, for Rio de Janeiro.  
 20.—TUPY, Brazilian s.s. 1102 tons, for Pará.  
 20.—COLBERT, French s.s. 3410 tons, for Callao.  
 20.—TRIPOLI, British s.s. 2649 tons, for New York.  
 20.—NORDEHNEY, German s.s. 3573 tons, for Bremen.  
 20.—PRINCE DI UDINE, Italian s.s. 4036 tons, for Genoa.  
 20.—CORDOBA, British s.s. 3002 tons, for Genoa.  
 20.—CADIZ, Spanish s.s. 3667 tons, for Buenos Aires.  
 21.—ITAUBA, Brazilian s.s. 825 tons, for Porto Alegre.  
 22.—BARON KEMENY, Austrian s.s. 1629 tons, for Trieste.  
 22.—ABERGELDE, British s.s. 2438 tons, for Buenos Aires.  
 22.—OREENSE, British schooner 2384 tons, for S. Adelaide.  
 23.—ARAGUAYA, British s.s. 6634 tons, for Southampton.  
 23.—MAROIM, Brazilian s.s. 779 tons, for Rio de Janeiro.  
 23.—GURUPY, Brazilian s.s. 599 tons, for Mandos.  
 23.—LEWISHAM, British s.s. 1784 tons, for Rosario.  
 23.—CUBATAO, Brazilian s.s. 882 tons, for Porto Alegre.  
 24.—VILLA BELLA, Brazilian s.s. 253 tons, for Paranaguá.  
 24.—JOHN WILSON, Norway s.s. 485 tons, for Buenos Aires.  
 24.—JAPANESE PRINCE, British s.s. 3078 tons, for New Orleans.  
 24.—ZEELANDIA, Dutch s.s. 4959 tons, for Amsterdam.  
 24.—SAVOIA, Italian s.s. 3099 tons, for Buenos Aires.  
 24.—B. VRACHIE, British s.s. 2534 tons, for New Orleans.  
 25.—S. PAULO, German s.s. 3065 tons, for Hamburg.  
 25.—AMAZON, British s.s. 6399 tons, for Buenos Aires.  
 25.—SIRIO, Brazilian s.s. 554 tons, for Rio de Janeiro.

## SHIPS AFLOAT AT THE PORT OF RIO DE JANEIRO

On January 27th, 1912.

- PORTO PARÁ, Portuguese barque, Capt. Sallão, from Oporto, B. Maia, Arr. June 2nd.  
 AMIRAL HOLGAN, French barque, Capt. Cuillert from Antwerp, D. J. da Silva, & Co. Arr. September 26th.  
 LAKE ERBE, Italian barque, Capt. Schiaffino, from Marseilles, Machad Bastos & Co. Arrived November 2nd.  
 LUIZA, Italian brig, Capt. Ruffini, from Pensacola, D. J. da Silva & Co. Arr. Nov. 23rd.  
 KOZMOS, Norwegian brig, Capt. Laurenrib from Pensacola Order, Arr. Nov. 27th.  
 HAMINGIA, Norwegian barque, Capt. Olsen, from Hamburg Herm Stollis & Co. Arr. Dec. 4th.  
 MARIE, British barque, Capt. Banding, from New York, A. G. Fontes, Arr. Dec. 17th.  
 DOMINGUES DE SILVA, Uruguayan barque, Capt. Maxwell, from Pensacola, Order, Arr. Dec. 23rd.  
 WHINLATTER, Norwegian brig, Capt. Johnson, from Pensacola, Order, Arr. 26th.  
 DYVERE, Norwegian barque, Capt. Larsen, from Pensacola, Paulo Passos & Co., Arr. Dec. 26th.  
 EARKSAUT, Norwegian barque, Capt. Conduff, from Gulfport, P. Passos & Co., Arr. Dec. 29th.  
 DOROTHEA, Russian barque, Capt. Johnson, from Canada, P. Passos & Co., Arr. June 10th.  
 SOPHIA, Norwegian barque, Capt. Holden, from Mobile, D. J. da Silva, Arr. Dec. 22nd.  
 FREEDOM, British schooner, Capt. Harringer, from Halifax, P. S. Nicolson & Co., Arr. Jan. 26th.

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## NEXT DEPARTURES

FOR EUROPE :

* FRANCESCA	2nd Feb.
* LAURA	7th
* MARTHA WASHINGTON	12th
* BALATON	15th
* EUGENIA	7th March
* SOPHIA HOENBERG	21st
* ATLANTA	4th April
* MARTHA WASHINGTON	8th
* FRANCESCA	2nd May
* ARGENTINA	10th

FOR FIVE PLATE :

* MARTHA WASHINGTON	28th January
* EUGENIA	16th Feb.

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RUA II DE JUNHO No. 1 A—Santos

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IN CONNECTION WITH THE

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## TABLE OF DEPARTURE

## Express service to Europe

CAP BLANCO	9th February	K. WILHELM H.	29th
K. WILHELM H.	9th	CAP VILANO	8th May
CAP VILANO	28th	CAP FINISTERRE	18th
CAP FINISTERRE	8th March	CAP ARCONA	20th
CAP ARCONA	14th	K. F. AUGUST	5th June
K. F. AUGUST	27th	CAP ORTEGAL	19th
CAP BLANCO	17th April	CAP BLANCO	29th
		K. WILHELM H.	9th July

## Express service to R. Plate

CAP VILANO	10 February
CAP FINISTERRE	17 February
CAP ARCONA	28 February

## Intermediate service to Europe

BELGRANO	3rd February	HOENSTAUEN	30th
CAP ROCA	10th	S. PAULO	6th April
BAHIA	17th	CAP VERDE	13th
PERNAMBUCO	24th	BELGRANO	20th
TIJUCA	2nd March	CAP ROCA	27th
HABSBURG	16th	SAN NICOLAS	4th May
PETROPOLIS	23rd	BAHIA	18th

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## CURRENT COFFEE FREIGHT RATES

IN FORCE SINCE Jan. 16th, 1911.

	Rio.	Santos.
Aden "via Trieste".....	54/- in full.	54/- in full.
Aguilões.....	73.60 fcs. in full.	76.50 fcs. in full.
Alexandretta**.....	71.50 fcs. in full.	71 fcs. in full.
Aivali**.....	71.50 fcs. in full.	71.50 fcs. in full.
Alexandria**.....	64 fcs. in full.	64 fcs. in full.
Algiers**.....	62 fcs. in full.	62 fcs. in full.
Alicante.....	56 fcs. in full.	56 fcs. in full.
Almeria.....	50 fcs. in full.	50 fcs. in full.
Amsterdam.....	45/- & 5 %.	40/- & 5 %.
Ancona**.....	63 fcs. in full.	63 fcs. in full.
Antwerp 1,000 kilos.....	45/- & 5 %.	40/- & 5 %.
Aviles.....	76 fcs. in full.	76 fcs. in full.
Barcelona.....	56 fcs. in full.	56 fcs. in full.
Bassorah**.....	108 fcs. in full.	108 fcs. in full.
Beyruth**.....	69 fcs. in full.	69 fcs. in full.
Bilbao.....	66 fcs. in full.	66 fcs. in full.
Bombay "via" Trieste.....	54/- in full.	54/- in full.
Bordeaux, 990 kilos.....	45 fcs. & 10 %.	45 fcs. & 10 %.
Braila**.....	71.50 fcs. in full.	71.50 fcs. & 10 %.
Bremen.....	45/- & 5 %.	40/- & 5 %.
Brindisi**.....	60 fcs. in full.	60 fcs. in full.
Buenos Aires per bag. 60 kilos.....	1\$200.	1\$200.
Cadiz (Spanish line).....	56 fcs. in full.	56 fcs. in full.
Calcutta "via" Trieste.....	60/- in full.	60/- in full.
Carthage.....	66 fcs. in full.	66 fcs. in full.
Cavalla**.....	66.50 fcs. in full.	66.50 fcs. in full.
Cesme**.....	66.50 fcs. in full.	66.50 fcs. in full.
Christiana.....	52/3 in full.	47/- in full.
Cienfuegos "via" Antwerp & Bremen	75 & 5 % in full.	60/- in full.
Colombo.....	60/- in full.	60/- in full.
Constantinople**.....	61.50 fcs. in full.	61.50 fcs. in full.
Copenhagen.....	47/6 & 5 %.	42/6 & 5 %.
Corfu**.....	66.50 fcs. in full.	66.50 fcs. in full.
Corunna.....	56 fcs. in full.	56 fcs. in full.
Curacao.....	60/- in full.	60/- in full.
Dedagatch**.....	66.50 fcs. in full.	66.50 fcs. in full.
Fiume.....	40/- & 5 %.	35/- & 5 %.
Gaiatz**.....	71.50 in full.	71.50 fcs. in full.
Genoa 1,000 kilos.....	40 fcs. & 10 %.	40 fcs. & 10 %.
Gibraltar.....	50 fcs. in full.	50 fcs. in full.
Gijon.....	56 fcs. in full.	56 fcs. in full.
Gothenburg.....	51/3 in full.	46/- in full.
Hamburg.....	45/- & 5 %.	40/- & 5 %.
Havana "via" Las Palmas, Malaga,		
Barcelona.....	65 fcs. in full.	65 fcs. in full.
Havana "via" Antwerp Bremen.....	52/- & 5 %.	40 fcs. & 10 %.
Havre, 900 kilos.....	45 fcs. & 10 %.	40 fcs. & 10 %.
Hongkong "via" Trieste.....	60/- in full.	60/- in full.
Huelva.....	56 fcs. in full.	56 fcs. in full.
Kobe "via" Trieste.....	60/- in full.	60/- in full.
Ku-tendje**.....	69 fcs. in full.	69 fcs. in full.
Lisbon.....	35/- & 5 %.	35/- & 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.....	45/- & 5 %.	40/- & 5 %.
Madras.....	60/- in full.	60/- in full.
Malaga.....	56 fcs. in full.	56 fcs. in full.
Malmo.....	52/3 in full.	47/- in full.
Malta.....	62 fcs. in full.	62 fcs. in full.
Manilla "via" Antwerp Bremen.....	80/- & 5 %.	40 fcs. & 10 %.
Marseilles 1,000 kilos.....	40 fcs. & 10 %.	69 fcs. in full.
Mersina.....	69 fcs. in full.	56 fcs. in full.
Messina**.....	56 fcs. in full.	73.50 fcs. in full.
Metelino**.....	71.50 in full.	1\$200.
Monte Video per bag 60 kilos.....	1\$200.	64 fcs. in full.
Moslagem**.....	64 fcs. in full.	54 fcs. in full.
Naples**.....	54 fcs. in full.	40 ets. & 5 %.
New York per bag.....	40 ets. & 5 %.	40 ets. & 5 %.
New Orleans per bag.....	40 ets. & 5 %.	40 ets. & 5 %.
Odesa**.....	66.50 fcs. in full.	66.50 fcs. in full.
Oran**.....	62 fcs. in full.	56 fcs. in full.
Palermo**.....	56 fcs. in full.	56 fcs. in full.
Patras**.....	66.50 fcs. in full.	66.50 fcs. in full.
Penang.....	60/- in full.	60/- in full.
Piraeus**.....	61.50 fcs. in full.	61.50 fcs. in full.
Port Said**.....	64 fcs. in full.	64 fcs. in full.
Rangoon "via" Trieste.....	60/- in full.	60/- in full.
Rotterdam.....	45/- & 5 %.	40/- & 5 %.
Santander.....	60 fcs. in full.	60/- in full.
San Sebastian.....	60 fcs. in full.	60/- in full.
Sansoum**.....	66.50 fcs. in full.	66.50 fcs. in full.
Salonica.....	61.50 fcs. in full.	61.50 fcs. in full.
Seville.....	56 fcs. in full.	56 fcs. in full.
Shanghai via Trieste.....	60/- in full.	60/- in full.
Singapore "via" Trieste.....	60/- in full.	60/- in full.
Smyrna**.....	61.50 in full.	61.50 fcs. in full.
Southampton (opt.) Mail.....	45/- & 5 %.	40/- & 5 %.
Do cargoes.....	45/- & 5 %.	40/- & 5 %.
St. Kholum.....	51/3 in full.	46/- in full.
Suez**.....	64 fcs. in full.	64 fcs. in full.
Sulina**.....	69 fcs. in full.	69 fcs. in full.
Tangier.....	66 fcs. in full.	66 fcs. in full.
Taragone.....	56 fcs. in full.	56 fcs. in full.
Trebizond**.....	66.50 fcs. in full.	66.50 fcs. in full.
Trieste.....	40/- & 5 %.	35/- & 5 %.
Tripoli**.....	69 fcs. in full.	69 fcs. in full.
Tunis**.....	62 fcs. in full.	62 fcs. in full.
Valencia.....	56 fcs. in full.	56 fcs. in full.
Valparaiso (options).....	45/6 & 5 %.	66.50 fcs. in full.
Varna**.....	66.50 fcs. in full.	60 fcs. in full.
Venice**.....	60 fcs. in full.	60 fcs. in full.
Vigo.....	60 fcs. in full.	60/- in full.
Yokohama "via" Trieste.....	60/- in full.	Per ton of 1,000 kilos
Algoa Bay and Captown { " Southampton.....		
" Hamburg.....	60/- & 2 1/2 %	
" Antwerp.....		
" Bremen.....	60/- & 2 1/2 %	
" Liverpool.....	60/- & 2 1/2 %	
" via New York.....		
" Southampton.....		
" Hamburg.....		
" Antwerp.....		
" Bremen.....		
" Liverpool.....		
" via New York.....		
" Southampton.....		
" Hamburg.....		
" Antwerp.....		
" Bremen.....		
" Liverpool.....		
" via New York.....	70/- & 2 1/2 %	
" Southampton.....		
" Hamburg.....		
" Antwerp.....		
" Bremen.....		
" Liverpool.....		

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

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Passenger Service for New York.

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Average passage, Rio to New York: 17 days.

VOLTAIRE .....	16th Feb.
TENNYSON .....	3rd Mar.
VERDI .....	16th "
BYRON .....	3rd Apl.
VASARI .....	16th "

## BYRON

Sails 3rd February 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,  
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All these steamers are fitted with wireless

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## P.S.N.C.

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

Fortnightly sailings:—

To Europe.

ORAVIA .....	1st Feb.
ORONSA .....	14th "
ORCOMA .....	29th "
ORIANA .....	13th Mar.
ORISSA .....	28th "
ORTEGA .....	10th April.
OROPESSA .....	25th "
ORITA .....	8th May
ORAVIA .....	23rd "
ORONSA .....	5th June

To River Plate, Chile and Peru.

ORTEGA .....	14th Feb.
ORPESSA .....	27th "
ORITA .....	13th Mar.
ORAVIA .....	26th "
ORONSA .....	10th April
ORCOMA .....	23rd "

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Regular monthly service between  
Scandinavia,

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

FOR EUROPE.

OSCAR FREDRIK ..... beg. February || KRONP. VICTORIA ..... | 2nd half " |

FOR THE PLATE.

ANNIE JOHNSON ..... 9th February |

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## ROYAL HOLLAND LLOYD

Superior and Fast Regular Passenger-  
and Mail-Service

Next Departures of the new twin-screw steamers  
HOLLANDIA, FRISIA & ZEELANDIA

FOR EUROPE:

Lisbon, (Leixões) Vigo, Boulogne, Dover  
and Amsterdam.

Date.	Steamer.
16th Feb.	S. S. "Hollandia"
7th Mar.	S. S. "Frisia"
28th "	S. S. "Zeelandia"
18th Apr.	S. S. "Hollandia"
30th May.	S. S. "Frisia"
30th May.	S. S. "Zeelandia"
20th June.	S. S. "Hollandia"

FOR THE RIVER PLATE:

Santos, Montevideo and Buenos Aires.

19th Feb.	S. S. "Frisia"
10th Mar.	S. S. "Zeelandia"
1st Apr.	S. S. "Hollandia"
22nd Apr.	S. S. "Frisia"
12th May.	S. S. "Zeelandia"
3rd June.	S. S. "Hollandia"
24th June.	S. S. "Frisia"

Two big Ocean-Flyers now building.  
Direct Tickets to Paris and London

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## NORDDEUTSCHER LLOYD, BREMEN.

Capital 125,000,000 Marks.

### NEXT DEPARTURES.

Date.	Steamer.	Destination
Feb. 1	"Cretfeld"	Bahia, Pernambuco, Madei- ra, Lisbon, Leixões, Antwerp and Bremen.
16	"Wurzburg"	Bahia, Madeira, Leixões, Rotterdam Antwerp, and Bre- men.

Passengers & Cargo accepted.

Passenger routes.	Cabin.	Steerage
Rio Rotterdam, Antwerp.		
Bremen	Marks 400	130\$000
Rio—Madeira, Lisbon...		
Leixões	£ 17-0-0	85\$000
	and 50/6 tax	

For further information apply to

HERM. STOLTZ & C., Agents.  
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Marseilles.

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FOR EUROPE.

ITALIE ..... 5th February |

Marseilles, Barcelona and Genoa direct

f. gold.

Through fares to Paris, 1st. class .....	722
do do 2nd. class .....	556
do do 3rd. class .....	199
Through fares to Paris (return), 1st. class ..	1,145
do do 2nd. class .....	82
do do 3rd. class .....	34

Marseilles, Genoa, 3rd class ..... 117\$000 |

Barcelona 3rd. class ..... 120\$000 |

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Rio de Janeiro, Avenida Central, 14.

S. Paulo.—29, Rua S. Bento.

Santos.—Praça da Republica, 33.

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Regular Sailings to the United States

Splendid passenger service.

DEPARTURES

FOR NEW YORK

EASTERN PRINCE ..... 11th Feb. || AFRICAN PRINCE ..... | 22nd " |

FOR NEW ORLEANS.

SWEDISH PRINCE ..... 24th Feb. |

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
Feb. 6	"Asturias"	Santos, Montevideo and Bue- nos Ayres.
" 7	"Amazon"	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg, and South- ampton.
" 19	"Avon"	Santos, Montevideo, & Buenos Ayres.
" 21	"Asturias"	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg, & Southampton.
" 27	"Danube"	Santos, Montevideo, and Bue- nos Ayres.
March 5	"Aragón"	Santos, Montevideo & Buenos Ayres.
" 6	"Avon"	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg, and South- ampton.
" 12	"Clyde"	Santos, Montevideo & Buenos Ayres.
" 13	"Danube"	Bahia, Pernambuco, S. Vincent, Lisbon, Leixões, Vigo, Cher- bourg and Southampton.
" 18	"Araguaya"	Santos, Montevideo & Buenos Ayres.
" 26	"Amazon"	Santos, Montevideo, & Buenos Ayres.
" 27	"Clyde"	Bahia, Pernambuco, S. Vincent, Lisbon, Leixões, Vigo, Cher- bourg, & Southampton.
April 1	"Asturias"	Santos, Montevideo & Buenos Ayres.

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