

The Brazilian Review

VOL. XV

RIO DE JANEIRO, TUESDAY, March 5th, 1912

No. 10

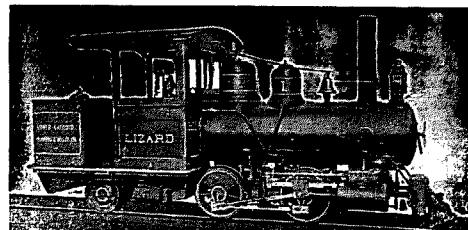
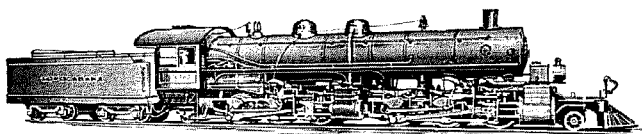
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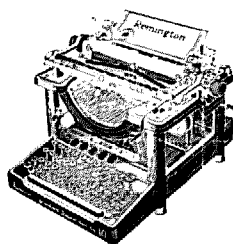
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The Brazilian Review

VOL. XV.

RIO DE JANEIRO, TUESDAY, MARCH 5th, 1912.

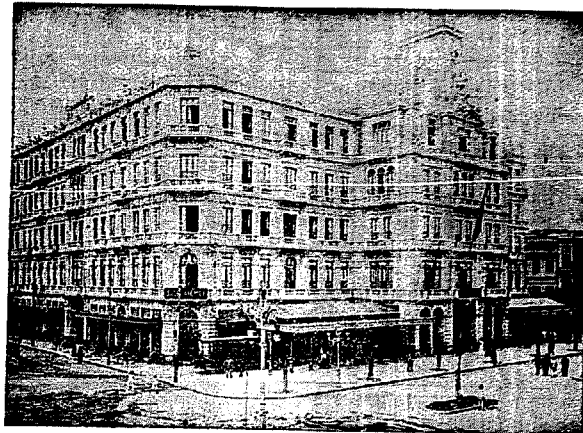
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J. P. WILEMAN,

Rio de Janeiro, February 29th, 1912.

Having taken over from Mr. J. P. Wileman "The Brazilian Review" and "The Brazilian Year Book" on the terms specified above, all subscriptions and advertisements falling due from March 1st, 1912 onwards should be paid to me or my order for which only receipts signed by self are valid.

W. G. CHANCELLOR.

Rio de Janeiro, February 29th, 1912.

IMPrensa Inglesa

Change of Address

TO

Caixa do Correio, 1521

Rio de Janeiro

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 February 24th, 1912, are as follows:— Yellow fever, 0; bubonic plague, 0; smallpox, 0; measles, 7; scarlet fever, 0; whooping cough, 2; diphtheria, 0; influenza, 9; typhoid fever, 0; dysentery, 3; beriberi, 2; leprosy, 0; erysipelas, 0; marsh fevers, 14; pulmonary diseases, 52. Total deaths from all causes, 347, equal to an annual rate of 19.67 per thousand inhabitants. Mortality of infectious diseases to total number of deaths, 26.51 per cent. Under treatment in hospitals: Yellow-fever, 0; smallpox, 1; bubonic plague, 1; under observation, 3.

— The week abroad has not been particularly eventful. As we write there still seems some chance of the proposed great strike in England being averted but the chance is

rather slender from the determined attitude which is being taken by both sides. It is certainly to be hoped that common sense will prevail and it was wise of the Lord Mayor to appeal to the men to remember that the interests of the community at large are of more importance than those of one particular section. The enormous losses which would result from the strike and the suspension of trade and commerce generally throughout the United Kingdom would make the whole population view the strikers with aversion and their cause whether righteous or not would receive but scant sympathy. Government is intervening in a manner which has hitherto been unknown in England and the question as to whether this precedent will lead will be an interesting one to study during the next few years.—The Italo-Turkish war was last week distinguished by the bombardment of Beyrout, an incident which might possibly have serious consequences. It is generally considered, however, that the bombardment does not in any way signify that Italy proposes to carry operations into Asia Minor. — In Germany the spy fever is at its height and it is almost impossible for foreign officers to travel in that country without being subject to suspicion. The British War Office has issued strict injunctions and directions to officers intending to travel in Germany. It is greatly to be hoped that the recent visit of Lord Haldane to Berlin may result in the relaxation of the tension which apparently exists between the two countries for no very obvious reason.

— Here in Rio the weather during the week has been bright and very hot. The summer seems to get more trying as it goes on and everyone is complaining in a manner which shows that the weather really is exceptional. During the week the number of deaths was 347 as against 384 in the previous week and 417 in the week before that. The highest temperature recorded at the Observatory was 32.4 Centigrade or 89.92 Fahrenheit, the lowest 21.6 Centigrade or 70.88 Fahrenheit and the average 25.9 Centigrade or 78.62 Fahrenheit.

— A telegram from London states that an interesting probate case has recently been discussed in the Court of Probate. It appears that two brothers named Richard and John Page, who were soldiers of fortune, came out to Brazil in the year 1862. Since the year 1864 nothing more has been heard of them and now a search is being made in view of the fact that they, if alive, are heirs to property in England which is valued, so the telegram states, at many millions sterling. Their heirs in their turn are claiming the fortune. If this notice should by any chance catch the eye of anyone who could throw light on the fate of the two brothers the matter might be cleared up.

— Last week we mentioned the deserted appearance of the site of the 1908 Exhibition and now it appears that a despatch was recently sent by the Minister of Agriculture to his colleague of Finance stating that so far the Municipality had not laid out gardens there as had been arranged and that as it was inadvisable to leave the place in its present deserted condition it had been decided to fence off the ground and prepare it for practical experiments connected with the Service of Agricultural Inspection and Defence. So something is to be done after all. We must confess that we would rather have seen gardens laid out in so picturesque a spot but apparently lettuces, the gigantic gooseberry and the mammoth potato are to hold the ground instead, unless the Municipality hurries up and carries out the original arrangement.

— The 24th of last month was the anniversary of the promulgation of the Federal Constitution and as such was kept as a holiday. The flags were flying on all the public buildings and the President of the Republic granted free pardons to various prisoners in accordance with custom. Falling as it did on a Saturday there were naturally two holidays running a fact which was readily taken advantage of by many people to get out of the stifling heat of the City and fly to the mountains of Tijuca, Petropolis or The- rezopolis.

— The Admiralty Division in London was recently engaged in hearing the appeal of Paul Braun (or Brown) a master mariner against the judgment of the Court of Formal Investigation held at Cardiff into the circumstances attending the loss of the steamship *British Standard* of Cardiff which sank off Negra Point on May 25th, 1910. The inquiry was held by Mr. Lewis, the Stipendiary Magistrate, assisted by assessors, in July and August, 1910, and under the judgment, pronounced on August 20, 1910.

the appellant was ordered to contribute 1,000 guineas towards the costs of the inquiry and his certificate was suspended for 18 months. Captain Braun conducted the appeal in person examining the witnesses and addressing the Court at length on his own behalf. Judgment was reserved. From the detailed accounts of the inquiry which are now to hand it appears that Captain Braun spoke for no less than 13 hours and was told by the Judges at the conclusion that he had not wasted one minute of the Court's time. This effort is a remarkable one and the way in which he remembered every detail of the evidence and could instantly lay his finger on any point in the case which was referred to caused a great sensation in Court. Certainly the man has shown great ability and has surprised those who met him out here at the time that the first inquiries with regard to the loss of the ship were made. It will be interesting to see the result of the case and whether he will win his appeal after all through his eloquence and shrewd examination of the witnesses.

— The new Papal Nuncio, Monseigneur Giuseppe Aversa, Archbishop of Sardi, arrived in Rio last week on the s.s. *Principessa Mafalda* to take over his duties. Monseigneur Aversa is a diplomat of long standing and considerable reputation. In 1907 he was in the United States where he succeeded in concluding an arrangement with the Government of that country resolving the rights of the Church in Cuba. Later Monseigneur Aversa went to Venezuela in view of the trouble between the Government and the Holy See. This question he was also successful in solving. The new Nuncio was met at the Arsenal by the Cardinal Archbishop of Rio de Janeiro and a large number of priests and members of the official world.

— A contemporary says that the Chinese Revolution if it has done nothing else has been the cause of perhaps what may be considered the finest example of a split infinitive that has yet been seen. It appears in the *«Chin Press»* (Shanghai) of December 29th. *«Yuani-Shih-Kai»*, says the writer, *«has performed the most difficult rôle. To in a month after having emerged from retirement induce first the granting of a written Constitution etc.»* It certainly is a fine specimen.

— A telegram from London states that the new Brazilian s.s. *Jaguary* which was recently built at Govan went ashore close to Alisa Craig. She was got off the following day and was taken to the Tail of the Bank when she was found to have been badly damaged. The vessel was to have left the Clyde for Rio de Janeiro shortly.

— From the monthly Bulletin issued by the Health Department it appears that during the month of January 1912 the number of deaths in the Federal District was 1,671 equivalent to a daily average of 53.90, the coefficient per 1,000 inhabitants being 21.37. During the previous month the number of deaths was 1,576. That there is but slight if any relaxation of the vigilance of the authorities is proved by the fact that during the month of January no less than 7,639 domiciliary visits were made. It is curious to see the change that has come over the City since the early days of Dr. Cruz's administration. Then the *«mosquito brigade»*, as they were called, were looked at with the utmost suspicion and the mere fact that they were allowed to enter private houses was looked upon as gross interference with the liberties of the individual. Gradually however as yellow fever began to disappear and the health of the City improve the early prejudice died out and the domiciliary visit today is looked upon as a matter of course by the householder. For the benefit of our foreign readers we would point out that the visit has as its primary object the sealing up of all tanks containing water and thus preventing the breeding of mosquitoes. Incidentally also the inspectors see that the lavatories and other offices of every house are in order. It is surprising to see how careful these men are, for a paper is pasted on the tank and bears the date of each visit and in large hotels and houses visits are made as often as once every ten days. This domiciliary visit has been the salvation of Rio and has led to the cleaning out of many a dark and filthy corner where disease and pestilence could breed unchecked. To return to the Bulletin, it appears that the vaccination authorities during the month of January inoculated 1,131 people. As the number of births during the period was 2,181 it appears that there is still a good deal to be done before the community will consent to universal vaccination. Until they do we shall always be threatened by the scourge which causes terrible ravages here at almost

stated intervals, especially amongst the coloured population. The infectious disease which carried off the largest number of people during the month in question was as usual tuberculosis from which no less than 316 deaths occurred. All the same, these figures are an improvement on December when 352 people died from consumption. It is satisfactory to note that there were no deaths from yellow fever, bubonic plague, smallpox, scarlet fever or typhoid. The last named disease is very rare in Rio mainly owing, we imagine, to the magnificent system of drains and to the purity of the water. Up to the end of January the number of rats killed in the campaign was 3,212,150 so that plague ought to be stamped out ere long. There are generally a few cases but they are usually confined to the lower quarters of the town and they are promptly isolated at Jurujuba. During the month the number of births was 2,181, of marriages 459 and of deaths 1,671. The highest temperature recorded at the Observatory was 35.9 Centigrade or 96.62 Fahrenheit, the lowest 20.40 Centigrade or 68.72 Fahrenheit and the average 24 Centigrade or 75.2 Fahrenheit.

— Mail advices from London announce that the Royal Mail Steam Packet Company has purchased the business of shipbrokers and forwarding agents hitherto carried on by Messrs. Norris and Joyner, Ltd., at Billiter House, E.C. The arrangement is to take effect as from 1st January last, a new company being formed, under the title of McGregor Gow Norris and Joyner, while the offices will be transferred to 4, Fenchurch-avenue, E.C. The particular function of the reconstituted undertaking will be the handling of all outward freight inquiries, in addition to the transaction of all brokerage and forwarding business for the Shire and Glen steamers, which recently came under the control of the Royal Mail Company, and trade between this country, the Continent and the Far East. This arrangement constitutes another link in the vast shipping organisation which the Royal Mail Company has been building up of late. It will avoid the pressure which might otherwise have been felt at that company's Moor-gate-street offices, and will generally tend to improve the working arrangements of what is now almost the biggest shipping organisation in the world. Eventually it is anticipated that the Royal Mail Company will bring the whole of its operations within the scope of one block of buildings, but the date of any such development is still far ahead, and pending so important a departure the company is doing its best to ensure the smooth and efficient working of the numerous interests which it now controls. The new shipbroking concern will operate on a much larger scale than the undertaking which it supersedes, and it will be necessary to entirely reorganise the inner working of the business. This, however, has already been put in hand, and is in a fair way to being completed. The Board is to be increased by the addition of Mr. J. G. Moore, who will occupy the position of Chairman, and will influence very materially the general policy of the undertaking. There is scope for a very considerable development of the business hitherto carried on, and arrangements will, we understand, be made to enter for fresh contracts. The announcement now made will probably prove, therefore, to be the stepping stone to other and more far reaching developments hereafter.

— We regret to announce the death of Dr. Otto de Alencar the Inspector General of Illumination which occurred on the 25th ult. The late Inspector was a learned mathematician and an engineer of no mean calibre. He was appointed to the post which he held to his death, by Dr. Miguel Calmon when Minister of Public Works in the Afonso Pena Administration. Dr. Alencar was only 37 years old at the time of his death so a promising career is thus suddenly cut short.

— The new Palace which the Cardinal Archbishop is building on the site of the old English Hotel looking onto the Gloria Gardens is not progressing with that speed which is usual with building operations in Rio. At the time of the building of the Avenida Rio Branco work was done in a phenomenally short time but at present things move much more slowly. The Palace will be a distinct addition to the locality when completed for it is imposing and stands in a magnificent position. But as we have said before there is no knowing if the Cardinal will not sell it for some other purpose when it is approaching completion as he did the first Palace on the Avenida which is now the High Court of Justice.

— When improvements are the order of the day it seems a pity that something cannot be done to the extremely meretricious building where the Municipal Council holds its deliberations. This is a debased Gothic erection of no charm whatsoever and standing as it does at a very important point in the Avenida or rather just off the Avenida it should certainly be pulled down and something else of better proportions more suited to the site erected. When the new Hotel is built the Council Hall will be still more dwarfed and still more out of place.

— The new Minister of Public Works, Dr. José Barbosa Gonçalves has been occupying the post of «Intendente» of the District of Pelotas, which town he completely remodelled. The vessel which brought the new Minister wharved alongside the new quays at the end of the Avenida Rio Branco and there was a large and distinguished assemblage waiting to receive the new Minister. Dr. Gonçalves has decided to live at the Alto da Boa Vista da Tijuca, where he has already secured a house.

— From the London papers it would appear that the proposed South America Bank is now nearer materialising than has as yet been the case. It is announced that a group of American manufacturers and Buenos Aires capitalists have organised a company, styled «the Argentine Banking Company», with capital of \$20,000,000 for the purpose of improving business relations between the United States and South America. It will have its headquarters at Buenos Ayres and a branch office at New York.

— We hear that it is possible that the Amazon Telegraph Company intends proposing to give the Government special rates for telegrams to and from up-river Government wireless stations. This is a concession which if granted would be welcomed by all concerned and could not fail to redound to the credit of this well managed concern.

— According to a telegram from London the Brazil Cattle Company is showing great activity in the matter of organisation for the development of its cattle breeding operations. The telegram states that nearly £1,000,000 is to be expended on the erection of huge cold storage depôts at S. Paulo, while important breeding farms will be established in Goyaz, Rio Grande do Sul, Matto Grosso and Paraná.

— Several tradesmen and merchants have recently been mulcted in large sums by a clever band of swindlers who have been using the telegraph service as the medium of their operations. The police have been on the qui vive for several weeks and a few days ago effected an arrest which it is hoped will lead to the suppression of this form of crime. People cannot be too careful about orders given by telephone also.

— We have often been treated to much illdeserved incredulity when mentioning in Europe the insect known

as the «praying mantis» and its habits. If one says that one of these long and green insects flew in at the window, settled on the decanter and folding its hands proceeded to survey one through its eyes as red as coals, things were said which it would be unfair to repeat. We are glad to notice therefore in the Madras Weekly Mail a long article on this insect which we trust will be received with the gravity it deserves and not with the scoffs which met our own verbal efforts. Our contemporary says «The very name «mantis» means a soothsayer, and ignorant people of the Eastern Mediterranean to this day attribute supernatural powers to the owner of it, one idea being that it will point the way to a traveller who has lost his bearings. As a mantis perpetually, when not at rest, points either hand this way and that it is not difficult for a superstitious person to persuade himself that he is being shown his direction. The common forms of the mantis are familiar enough. We all know the strange long body mounted on four long fine legs, and the two stout arms and hands, with sharp spikes to hold fast a struggling grasshopper or cockroach; the long, flat, racket-shaped thorax, as the middle section of any insect is called, the flexible neck and the curious head with its large eyes and mobile mouth; also the four wings, the under pair folded lengthways, like a fan. Some years ago a pair of mantises were taken from Arabia or Africa to England, and lived for several weeks in the Zoological Gardens. To the public they were more interesting than the lions and tigers, and the illustrated papers had pictures of them. Few persons, even of the editorial community, had any idea that they had been written about from the time of Buffon and were abundantly described in cyclopædias and books of natural history.» The mantis can also be made a pet and kept in a cage, says our contemporary and will eat out of one's hand and become «quite the little gentleman». We trust that the scoffers will read, mark learn and inwardly digest these interesting facts.

— The strike of miners in England is now a fait accompli in spite of the interference of Government and several weeks of negotiations. It is feared in official circles, according to the cabled advices, that it may be prolonged for a considerable time as the resources of the strikers are considerable. It is also feared that other trades may join the movement. It is a most serious moment for England and her trade for others will be ready and willing to strike in and seize a trade in which she cannot for the moment engage. A lost market is difficult to regain so that the end of this movement will probably be worse than the first.

During the month of December last the Vaccination Institute distributed 10,367 tubes of lymph of which 3,990 to the various States and 6,377 in the Federal District.

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

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Time table for ordinary days

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

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
" " " " " "	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
		" " " " " "	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 A U T O - P I A N O

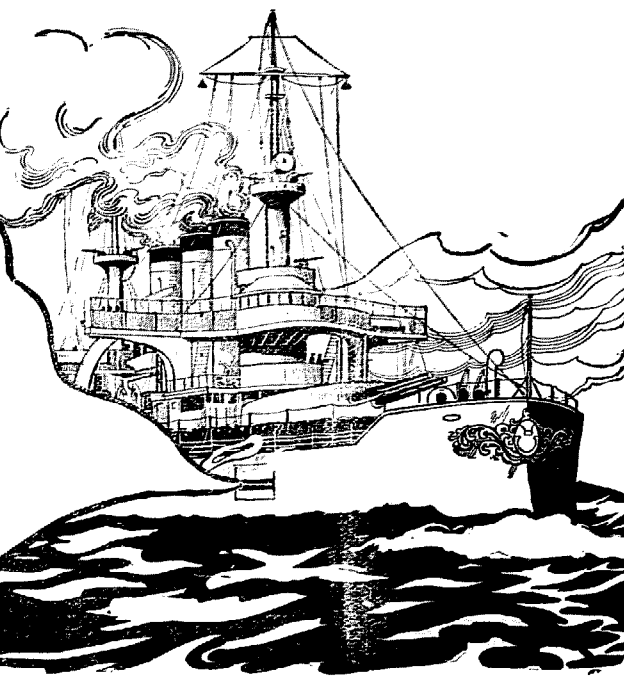
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H. M. S. "Implacable"	California (2)	Rhode Island
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H. M. S. "Warrior"	Chicago	Salem
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	Colorado	St. Louis
	Kentucky	Tacoma (2)
	Maryland	Vermont
	Montana	
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	U. S. U. S. U. S.	



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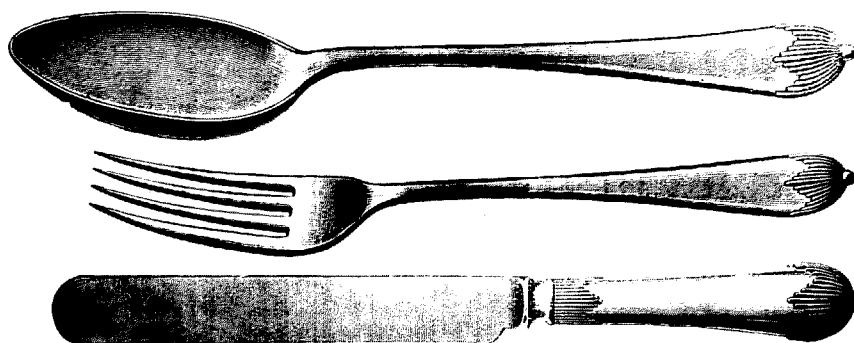
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RIO DE JANEIRO

Rubber

ENTRIES OF RUBBER.

According to Messrs. Gruner and Co.'s report for the month of January, the comparative entries of rubber in tons are as follows:—

	1907-08	1908-09	1909-10.	1910-11	1911-12
July	1,370	1,380	1,400	2,340	1,410
August	1,500	1,890	1,870	1,870	1,590
September	2,410	2,855	2,020	1,980	2,630
October	3,200	3,460	3,265	3,170	2,990
November	3,700	3,430	4,010	3,790	3,550
December	2,560	3,300	3,510	2,640	3,830
January	1,860	5,480	5,409	1,130	4,860
February	5,340	5,010	4,760	5,795	—
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	3,460	—
June	1,660	1,570	1,220	1,725	—
Total for 7 months.....	19,100	21,215	21,465	19,960	20,760
Total 12 months.....	36,650	38,065	39,155	37,530	—

EXPORTS.

	1906	1907	1908	1909	1910
To Europe	18,575,451	19,278,263	20,523,909	19,805,223	22,919,200
To United States ..	16,192,304	16,587,321	17,539,442	19,646,990	15,060,459
Total—kilos ..	34,767,755	35,865,584	38,063,351	39,452,213	38,039,159

Stock of Rubber. According to the official figures given at last week's Cabinet Meeting the stock of Rubber at Pará on February 24th, was 3,534 tons and at Manaus 150 tons, a total of 3,684 tons. Compared with February 17th there is an increase at Manaus of 50 tons. We are unable to give a comparison for Pará as no figures were available as to stock there on February 17th.

Railway News

THE LEOPOLDINA RAILWAY COMPANY.

ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year.	Week Ended.	Receipts for Week			Total from 1st January.
		Currency.	Exch.	Sterling.	
1912	21th Feb.	400:000\$	16 1/8	£ 26.875	£ 205,485
1911	25th "	321:000\$	15 15/16	£ 21.316	£ 182,015
Increase....	—	79:000\$	3/16	£ 5.559	£ 23,470
Decrease ..	—	—	—	—	—

Rio Claro São Paulo Railway. The liquidators of the Rio Claro S. Paulo Railway Company, Limited (in voluntary liquidation), have issued the following circular:— At a largely attended meeting of the shareholders of this company it was resolved by an overwhelming majority, and at a subsequent meeting unanimously confirmed, that the company should go into voluntary liquidation, and we were appointed the joint liquidators. You may not have followed all the proceedings, and be therefore unaware that this course was decided upon for two reasons:— (1) That the company might be protected against legal proceedings upon a technical issue, such as was alleged in the petition for compulsory liquidation which has now been withdrawn. (2) That the company's property may be preserved, and its business continued in the same conservative and successful manner as it has been for the last 20 years. After much discussion, consultations with counsel and careful consideration, voluntary liquidation was decided upon as the best means to bring about this end. We take this opportunity of assuring the Debenture-holders that the company which now is in liquidation will as quickly as possible be reconstituted on a basis as nearly as practicable similar to that now existing, and that a scheme will shortly be laid before the Debenture-holders and shareholders for their approval,

which will show that we are anxious to preserve all the rights of both Debenture-holders and shareholders. In this aim we shall have the assistance of the committee of inspection, representing both shareholders and Debenture-holders, which has been elected, and which consists of well-known business men of great experience.

Dividends

The British Bank of South America. A cablegram has been received to the effect that the Directors of the British Bank of South America have resolved to propose, at the Annual General Meeting of Shareholders to be held on the 28th inst, a dividend of 12s and a bonus of 10s. per share making, with the interim dividend of 12s. already paid, a total dividend of 17% for the year ending December 31st, 1911. They also propose to increase the Reserve Fund by £50,000, carry £20,000 to the credit of the Premises Account and £10,000 to the Pension Fund. The new Profit and Loss Account is credited with £80,437. The Paid Up Capital of the Bank is £750,000 and the Reserve Fund now amounts to £850,000.

New Issues

The Cia. Sports e Attractções is issuing a loan in S. Paulo of 300:000\$000, type 93%, interest at the rate of 8% per annum.

The Salto de Itu (State of San Paulo) drainage and water company is making an issue of 300:000\$000 bearing 8%, type 93, duration 25 years.

The Leopoldina Terminal Company according to a cable from London is issuing £500,000 of debentures at par to complete the purchase of the Cia. Cantareira Vição Fluminense.

The Brazilian Warrant Company. Decree No. 9,398 of February 28th 1912 grants authorisation to this concern to operate in the Republic. The Company is an amplification of a concern of the same name. The domicile is in England and the Capital is £750,000 divided into 1,500,000 shares of 10 shillings each. Amongst the first subscribers are Messrs. Edward Greene and C. E. Johnston.

Notes

THE BRAZILIAN REVIEW

March 3rd, 1912.

On this date fourteen years ago *The Brazilian Review* first saw the light.

Today, broken in health and weary of the incessant struggle between principle and expediency I resign its direction to other hands.

The lot of the editor of paper like this, largely dependent on advertisements and paid matter for a living, is not enviable.

Claims of local readers, with whom we are daily in contact, clash frequently with those of readers-abroad, peculiarly dependent on the impartiality of the information we supply.

To please all is impossible: to offend many — loss or perhaps ruin!

Nevertheless, it has from the first been my constant endeavour to act up to the principles laid down in the first number of the *Review*.

Principle, it is said, is the passion for Truth.

Have we acted up to it?

That is what, with allowances for frailties, our readers must decide for themselves in passing verdict on my work during these eventful years.

To refresh memory we reproduce the introductory article of 3rd March 1898:

«It is usual, on the appearance of a new paper, to introduce it to attention by some public announcement of its programme and object. But, in this respect, we propose to deviate from the beaten track and to allow our readers to form their own opinion as to the merits and aims of *The Brazilian Review* without any prompting or promises on our part,—promises that we might not be able to carry out.

We can only state that it is our earnest desire to present matters to our readers in a faithful light, as they are, not as they should be, nor as we desire them to be; although it may often be our duty to point out matters that, in our opinion, exact reform, and the best means of securing it.

The interest of the country in which we dwell, foreigners and Brazilians alike, is, we consider, indissolubly bound up with our own: to injure one is to injure the other.

Our readers, may, therefore, rest assured, that any criticism on our part will be inspired solely with the object of arriving at the truth, whatever it may be, and by friendly feeling towards the country, which we have known so long, and with which we are so intimately related.

For our foreign readers we expect to be the medium of establishing more sympathetic relations with the country, that, however obscure its immediate present may be, is bound to be one of the most rapidly progressive.

In conclusion we have only to thank the many friends of all nationalities who lent assistance and encouragement to the realization of our idea.

The Review will be of no particular nationality, although edited in the English language, and will endeavour to be absolutely impartial in the appreciation of all international questions».

Mr. W. G. Chancellor from this date will be responsible for the opinions and conduct of *The Review*. He has served his apprenticeship to journalism and will, no doubt, state for himself the lines on which he in the future intends to conduct this journal. During my absence in Europe on two occasions Mr. Chancellor had entire direction of *The Review* and for the last few months with the exception of occasional articles from my pen practically ran the show. I, therefore, entertain no doubt as to its being in worthy hands and trust that the same consideration I have enjoyed will be extended to him also.

VALE.

J. P. WILEMAN.

Treasury Remittances. On Wednesday last the Treasury remitted to their agents in London, Messrs. N.M. Rothschild & Sons, the sum of £100,000.

Rio Customs Revenue for February amounted to 4,095,168\$010 gold and Rs. 6,191,020\$811 paper equivalent to £873,139, as against 5686,152 for the same month last year an increase £187,287.

The New Loan. The Financial Times says:—We understand that the underwriters of the City of Rio de Janeiro Four and a Half per Cent. loan have been left with 59 per cent. of the total. The only reason that can be assigned for this rather poor result lies in the relatively large amount of the issue. No real complaint can be found with the loan on the score of security, while the terms of redemption are decidedly favourable from the bondholders' point of view. In the circumstances the underwriters are not likely to be landed for long.

The Financialer says:—The Rio exchange is unaffected by the public patronage accorded to the big Municipal loan, the size and price of which both militated against its success. The proceeds, mainly provided by the underwriters, will, all the same, be available, and further gold shipments to Brazil may therefore be expected at an early date.

Inconvertible Notes in Circulation on February 29th amounted to 611,876:760\$000 as compared with 612,183:455\$000 on January 31st, a reduction of 306:695\$.

this difference being accounted for by change of 248:475\$ into silver, 54:097\$ into nickel and 4:123\$ into bronze coin. On August 31st 1898 inconvertible notes in circulation amounted to 788,364:614\$500, so that up to February 29th the total amount withdrawn is 176,487:854\$500. Convertible notes in circulation at the end of February amounted to 375,557:610\$000, so that paper money (convertible and inconvertible) in circulation on February 29th amounted to 987,434:370\$000 equivalent at 16d to £65,828,958 or £758,141 less than at the end of January.

Registrations in England in 1911. The capital of the new companies registered in 1911, says the «Investors' Guardian», in its annual review, amounted to £150,700,000, against £205,100,000 in 1910, when, however, no less than £78,000,000 related to new rubber and oil companies floated in the boom period. These two groups alone account for all but £1,500,000 of the total decline in the aggregate capitalisation. The number of companies (5,960) was less than in 1910. The groups which show the greatest development from 1910 are those associated with finance (banking, investment and loan), and with land development and building. Increased returns for engineering and shipping reflect the prevailing activity in trade and commerce. The Scottish Registry records the same number of registrations as in 1910 (353), but a smaller capital amount by about £1,000,000. The amount of capital registered is the smallest for ten years. In Ireland 132 companies were registered, being the highest since 1898, but the capital registered is the lowest since 1874, having fallen to under £1,000,000. The average capital associated with an Irish registration in 1911 was £7,000; in Scotland, £16,230; in England, £25,300.

MR. KNOX-LITTLE ON BRAZIL.

The following interesting interview appeared in «The Financial Times», of February 7th:—An interesting account of the opening up of Southern Brazil by the Brazil Railway Company has just been given by Mr. A. H. A. Knox-Little, the European Manager of the line, to a representative of «The Financial Times». Mr. Knox-Little has just returned from Brazil and is full of enthusiasm as to the future of the country. Referring especially to the southern part, where the important work of the Brazil Railway is going on, he referred to it as a «second Argentine», and expressed astonishment that it had been left for so long undeveloped.

French and Belgian investors apparently have not been slow to realise the possibilities of Southern Brazil, and, according to Mr. Knox-Little, the British investor would do well to turn his attention to this country before it is too late. The habit of waiting until a scheme or a country was fully developed before putting money into it he looked upon as a characteristic of the British temperament, but pointed out the loss this often involved or the higher price that had to be paid. «Here», he said, «you have a splendid country, with a healthy climate, that may be compared to that of the South of France in November, with immense areas of pine forests and hardwoods, and great stretches of open plain, well adapted to cattle breeding and agriculture.» That such a country, with room for an almost unlimited number of settlers, should be at the present time only imperfectly known, he looked upon as a surprising fact. The general idea that Brazil lay wholly within the tropics and was a land of swamp and impenetrable forest, the breeding ground of yellow fever, is very far from the facts of the case.

A BIG PROGRAMME.

There are already extensive colonies of Germans, Italians, Austrians and Poles in different parts, each nationality keeping for the most part to one district, and what are wanted now, Mr. Knox-Little claimed, are British immigrants, and the encouragement of immigration is one of the objects of the railway. For, far from restricting its activities to the ordinary carrying activities of a railway, the line is developing the country on methods comparable with those of the Canadian Pacific. By means of subsidiary companies it is already cutting and milling timber in advance of the districts reached by the line, so that when the linking up is complete there will be a stock of timber ready for transport. Moreover, the land cleared is emin-

ently suitable for agriculture, and barley and other crops are already being successfully grown.

The Brazil Railway Company has rights over 6,000,000 acres of land in every way suitable for colonising. This is valued very conservatively at 30s per acre, but Mr. Knox-Little believes that its value must be placed far in excess of this figure. In the Southern Provinces there are timber and «Herva Maté», a species of tea well known in the Argentine Republic, and lands suitable for cattle and pig breeding; further north are vast areas for coffee cultivation, which is already served by the Company.

THROUGH ROUTES.

The linking-up of the system, which began as a number of isolated units, is now practically an accomplished fact, and by next June, said Mr. Knox-Little, a through route from Rio to Monte Video will be available. Development is also proceeding at the ports; at Rio Grande, for instance, where there was only 13 feet of water at the bar, there will be ultimately 33 feet, which will make an immense difference in the freight of such commodities as coal. «It is a fine country», said Mr. Knox-Little «but little known, and a general quickening of the whole country is now taking place. Land is cheap; the Government encourages colonisation; and the next big development will be seen there. All the objects of the Company are to assist settlement, by low freights, low tariffs and general encouragement. The Company cannot afford to lie quiet; it has got to assist in the country's development».

Mr. Knox-Little went on to speak of that wonderful enterprise, the Madeira-Mamoré Railway, in which the Company is about equally interested with the Brazil Government. This line has been built to avoid a series of rapids and falls, and will open up for commerce some 2,000 miles of navigable waters, serving Eastern Bolivia and the Brazilian State of Matto Grosso. The deadly climate in the immediate neighbourhood of the rapids has been overcome by methods similar to those used so successfully by the Americans in Havana and on the Panamá Canal, with the result that fever has been practically stamped out among the workmen. The whole line is expected to be finished in July, and traffic receipts for such sections of the line as have been worked give an encouraging indication of the vast trade that will be opened up. The line is further expected to have an important influence on the rubber problem in Brazil.

Secretaria da 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. 1245 of 30th December, 1910 a call for tenders is hereby opened at this Directory 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 will be received up to 31st May, 1912 and be opened at 2 p. m. on said date in presence of the tenderers.

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, no. 16.

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 interlinements will be permitted unless duly initialled (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 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 Manaus, and intermediate ports of Rio de Janeiro, Victoria, Bahia, Aracaju, Maceio, Recife, Paratyba, 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 Itajahy, Florianópolis, Rio Grande, Pelotas, Porto Alegre, Montevideo, Buenos Aires and Asuncion, 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 Ubatuba, Palmas, Villa Bella, S. Sebastião, Caraguatatuba, Sabarua, 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 in combination with those of the steamers calling at Ribeirão de Iguaçu, 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 Manaus and Porto Alegre and two (2) small steamers for the intermediate line.

The number of boats, life-boats, 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 rules 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 steamer 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 benefit of the services contracted.

XIII

The contractor shall deposit in the Treasury of the State security for execution of his contract the sum of 50:000\$000 in money or in Federal or State Bonds earning 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 same 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 (5.000:000\$000).

This capital shall be expended as follows:

- (a) on acquisition of steamers by the contractor for the lines and trips specified above.
- (b) on the adaption of the port Bom Abrigo as already determined.
- (c) on the installation of the workshops necessary for repairs and cleaning of the steamers, in accordance with approved plans.
- (d) on boats, lifebuoys on other appliances necessary for the maritime service.

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 expense of maintenance and working of the steamer service and of the installations mentioned under pars "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 undernoted 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 (Viação), 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 recrudescence.
- (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 conservative 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 for 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 owe 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.

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TELEPHONE, 1966

RIO DE JANEIRO

SOCIÉTÉ ANONYME.

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GENERAL AGENTS OF THE

Navigazione Generale Italiana—“La Veloce”—“Italia”—“Lloyd Italiano.”

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

RATES OF INTEREST.

Accounts current.....		3 per cen
3 months.....		3 » »
6 »		5 » »
Deposits at fixed dates { 9 »		6 » »
12 »		7 » »
24 »		7 1/2 » »

Maximum and Minimum Bank Counter Drawing Rates.										Official Rates.												
90 d/s				30 d/s				90 d/s				60 d/s										
London		Paris		Hamburg		Italy		Portugal		New York		London		Paris		Hamburg		Italy		New York		
d.	reis	d.	reis	d.	reis	d.	reis	d.	reis	d.	reis	d.	reis	d.	reis	d.	reis	d.	reis	d.	reis	
<div>Sat., 24</div> <div>Mon. 26</div> <div>Tues. 27</div> <div>Wed. 28</div> <div>Thurs. 29</div> <div>Fri. 1</div> <div>Av. 1892</div> <div>1891</div> <div>1890</div>																						
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501	730	15	31 32	500	730	15	31 32	500	730	15	31 32
16	3 32	562	732	568	732	566	310	3 400	10	1 8	501</											

	DAYS							
	26	27	28	29	1	2		
Bank Rates :								
Bank of England..	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %
Bank of France...	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %	3 1/2 %
Open Market Rates :								
London.....	3 5/16 %	3 5/16 %	3 5/16 %	3 5/16 %	3 3/8 %		3 3/8 %	
Paris.....	2 7/8 %	2 7/8 %	2 7/8 %	2 7/8 %	2 7/8 %		2 7/8 %	
Paris Cheque:								
	25.25	25.25	25.24	25.23	1/2 25.23	1/2 25.24		
Brazilian Bonds :								
5 % 1890.....	87 3/4	87 3/4	87 3/4	87 3/4	87 3/4		88	
5 % 1895.....	101	101	101	101	101		101	
" Funding.....	103	105	105	105	105		105	
" 1903.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2		102 1/2	
4 % Conversion 1910.....	84	84	84	84	84		84	
5 % 1908.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2		101 1/2	
São Paulo 1888...	102	102	102	102	102		102	
" 1890.....	102	102	102	102	102		102	
" 1904.....	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2		101 1/2	
Leopoldina Ry. Co. Ltd. Ord.....	77	77	77 1/2	77 1/2	77		77	
S. Paulo Ry. Co. Ltd. Ord.....	219	219	219	218	217		216	
Paulista Loan £15,000,000....	101	101	101	101	101		101	
Rio Municipality 5 per cent.....	101	101	101	101	101		101	

Bello Horizonte 1905 5 0/0.....	104	104	104	104	104	104
Rio T. L. & Power Co. Ltd. Ord.,	116 3/4	116 1/4	116 1/2	116 3/4	118 1/2	119
S. Paulo T. L. & Power Co. Ltd. Ord.,	198 1/2	198 1/2	198	199	199	199
Dumont Coffee Co. 7 1/2 Cum. Pref.	11	11	11	11	11	11 1/4
British Consols: 2 1/2 0/0.	78 3/4	78 11/16	78 15/16	78 13/16	78 7/8	78 3/4

THE BRAZILIAN REVIEW.

Saturday, March 2nd, 1912.

Exchange closed this afternoon with Banks drawing at 16 9/64d. to 16 5/32d.

The stock of Rubber at Pará and Manáos on February 24th was 3,684 tons. Stock at Manáos increased 50 tons, we are unable to give comparison of Stock at Pará as no figures were forthcoming for week ending February 17th.

Coffee at Rio and Santos for the week ending February 29th gave £518,874 as against £365,074 for the corresponding week last year. For the crop it gave £34,007,787 or of £6,740,374 more than last year.

Deposits at the Caixa de Conversão amounted to £23,668,915, a decrease of £153,021 as compared with the previous Saturday.

Rates have been in the main firm during the past week largely owing to the continued high rates in the Plate which, however, weakened a little towards the end of the week.

The Bank of Brazil, according to a cable from London, is importing gold and £500,000 were shipped last week. Apparently it was found impossible to draw on the Municipal loan at 16 5/32d. so the gold was shipped instead. The market has been very steady and rates between 16 1/8d and 16 9/64d. in the foreign banks.

There have been a few coffee bills here and there are rubber bills in the North.

So far as can be gauged at the moment things point to a steady market for some time to come without any serious fluctuation.

— Messrs. J. Henry Schröder and Co. announce the receipt of a cable from their Santos agents advising them that they have further encashed £27,600 in respect of the surtax collected weekly for the service of the Five per Cent. State of San Paulo Treasury bonds, making a total of £1,374,320 encashed since July 1st, 1911.

BALANCE OF THE CAIXA DE CONVERSAO

SATURDAY, March 2nd, 1912.

Net amount (total ready for emission)	32,025,080,000
Subsidiary coin, balance in hand	12,156,948
Cash, gold in deposit, £13,916,578 10-0	308,748,577,500
Francs, 62,149,730	36,952,258,207
Marks, 33,395,810	24,617,401,407
Milreis gold (Brazilian), 292,440,000	493,482,500
Dollars, 27,085,800	83,485,069,647
Pesos (Argentine), 180,905	389,265,816
Crowns, 10,590	4,613,895
Pesetas (Spanish), 723,340	430,191,417
Liras, 1,150	68,893
Reis Fortes 10,000	33,303,356,033,797,803
Government responsibility	18,599,395,982
Difference in gold	340,380,894
	406,410,740,000

Credit Balances.

Notes issued	555,686,450,000
Less retired and replaced	182,818,700,000
Notes in circulation	372,867,750,000
In cash	32,025,080,000
Subsidiary coin received from Treasury	18,000,000
	406,410,740,000

The gold in the Caixa de Conversão on Saturday, March 2nd, 1912, amounted to 355,033,727,803 equivalent at the rate of 16d to £23,668,915 or £153,021 less than on the previous Saturday.

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

DESCRIPTION.	February 7th 1912	
Government Securities		
Gold Loan 1893 4 1/2 %	96 1/2	97 1/2
do 1888 4 1/2 %	99	101
do 1889 4 %	86 1/2	87 1/2
do 1895 5 %	100	101
do 1903 5 %	101	103
do 1908 5 %	100 1/2	101 1/2
do 1910 4 % scrip	83 1/2	84
1911 Iss. at 92 %	92 1/2	93 1/2
New Funding Bonds 1894 5 %	104 1/2	105 1/2
Registration Bonds 1901-2-5 4 %	85	86
State of S. Paulo 5 % 1885	101	103
do do Bonds 5 %	99	101
do do 5 % Bonds 1904	100	101
do 5 % Treasury Bds. scrip fully pd.	100 1/2	101
State of Para 5 %	98	101
do 1907 all paid	97	100
Bahia 5 % Gold Loan 1904	98	99
Comp. Lloyd Braz., 5 % 1908 Sigs. Bds.	101	103
do Lloyd Braz. 4 % Sigs Bds 1910 Iss. 90 pd.	90 1/2	91 1/2
State of Alagoas 5 % Bonds	92	94
Municipal Bonds		
Rio de Janeiro 5 % Gold Bonds	100	102
do. 5 % Gold Bds. Gu. by U. S. of Brazil.	101	103
do. (City of) 4 % Bonds	92	94
City of Santos 6 %	100	102
do. 1910 6 %	101	103
Bello Horizonte 6 % Bds Guar.	104	106
Manaus (C. of) 5 1/2 % Sigs.	93	95
City of Belém (Pará) 5 % Gd. Bs. of 1906	88	90
Pelotas (mun of) 5 % Sigs loan of 1911. Iss 95 1/2 % Se. All pd.	93	95
S. Paulo Gld. Lm. 6 % 1908	104	106
Pacto Alegre Guar. Sterling, 5 % (gold bds.		
do. scrip, certis, 1911	95	96
City of Pernambuco 5 % Gld Lm.	93	95
Port of Bahia 5 % Gld Bds Red.	93	94
Port of Para 5 % Gld Bds.	96	98
Railways		
Brazil Great Southern 7 % Cum. Pref.	8 1/2	7
Brazil Rail. Common Stock	76 1/4	77 1/4
Brazil 6 % non-Cum. Pref. Stk.	105	107
Gr. Western of Brazil, Ord.	10 1/2	11
do. 100,001-125,000	10	10 1/2
do. 6 % Non-Cum. Pref.	11 3/4	12 1/4
do. 50,001-75,000	11	11 1/2
Leopoldina Limited, 4 %	77	78
do. 5 1/2 % Pref.	10 7/8	11 1/8
Porto Alegre a Novo Hamburgo 7 % Pref. Shares	0	1/2
Rio Caro. & Paulo, Limited, Shares	25	26
S. Paulo, Limited, Shares	210	212
do. 5 % Non-Cum. Pref.	114	116
Railway Obligations		
Brazil Gr. Southern, 6 % St. Mt. Bds. 1893	99	101
do. 6 % St. Mt. Bds. Red.	98	100
do. 6 % Perm. Deb. Stock	97	99
Brazil Ry 1 1/2 % Ist. Mt. 60 yr. Gd. Bds.	87	88
Gr. Western of Brazil Stock 6 %	133	135
do. 4 %	59 1/2	64
Leopoldina 4 % Deb. 8 1/2 Red.	95	96
do. Term 5 % Ist. Deb. Red. Iss. 98. Sept. all pd.	102	103
Madeira-Manaus Ry. 6 % 60 yr. 1-4 Mt. Bds. Red.	99	101
Mogiama 5 % 1890 Bonds, red.	100	102
do. Sul Mameria Ext. 1st Mt. 5 % Sigs. Bds. Sep.	102	103
do. Ist. Mt. 5 %	123	125
S. Paulo, Ltd. 5 1/2 % Debentures Stock	115	117
do. 5 %	100	102
do. 4 %		
Saracana Ry. 1 1/2 % Ist. Deb. Red. Iss. 80 1/2 % (Lon. Sep. all pd.)	86 1/2	87 1/2
S. San Paulo 6 % Deb. Red., Sep. fully pd.	83	85
Rio Claro, S. Paulo 5 % Deb. stock	107	109
Brazil N. E. 6 % Deb. Red.	97	99
Banks		
British Bank of South America, Limited.	26	27
London & Brazilian Bank, Limited	35	36
London & River Plate Bank, Limited	54	55
Banco Español del Rio de la Plata	17	18
Shipping		
Royal Mail Steam Packet Co. ord.	103	106
ditto 5 0/0 cum Pref. K.	96	98
ditto 4 1/2 % Ist. Deb. Red.	101	103
ditto 5 % Deb. Red.	99	101
Pacific Steam Navigation Co.		
Prince Line Ltd.	7/8	1
Mining		
Ouro Preto, ord.	1/8	1/4
St. John del Rey	13/16	7/8
do Pref. 10 %	1 3/16	1 5/16
Telegraphs		
Amazon Tel. Shares	7 1/4	7 3/4
Do 5 % Deb. Red., Sep. all paid	97	99
Western Tele. Co. shares	13 1/2	14
do do 4 % deb.	99	101
Miscellaneous		
Cantareira Waterworks 5 % deb. 2nd Issue	100	102
City of Santos Imp. Ord.	11	11 1/2
do No. 50,001-70,000	10 3/4	11 1/4
do 6 % Cum Pref.	11	11 1/2
do 5 % Ist charge deb.	100	102
do 5 % (Trans Deb. Red.	99	101
Rio de Janeiro City Imp. Limited	3 7/8	4 1/8
do 5 % Deb. 1878-80	99	101
do do do 1882-91	98	100
do 5 % obs. Red. 1-01	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	7 1/2	11 1/2
do 6 % cum. pref.	11 1/2	12
do 5 % Deb. (Regd.)	49	50

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

DESCRIPTION.	February 7th, 1912.
Dumont Coffee ord.	11 3/8
do 7 1/2 Cum pref.	10 1/2
do 5 1/2 1st Mt. Deb.	102
Rio de Janeiro Tram. Light & Power.	115
Yrs. 5% Gld Bd 25.	101 1/4
do 5% 1st Mt. Bds. Red.	97 3/4
Faria Elect. Ry & Light.	7 5/16
do 6% Pref.	5
do 70 000-150,000.	5
do 5% Deb. Stk.	97 1/2
São Paulo Tram Light & Power (\$100).	102
do 5% Mt. Debt. Red (\$500).	102
do 5% Perp. Cons. 1st Mt. Bds.	108 1/2
São Paulo Match 4% 1st Mt. Bds.	47
Municipality of Pará improvements 6%.	88
N. Brazilian Sugar Factories.	11/4
Mauáos Har. 5% Dh. (Rg.) Rd.	96
do. do. 5% 2nd. Deb. Reg. Rd.	93
do Imp. 7% cum. Pref.	7 1/2
do 6% Deb. Red.	90
do Trans. & Light Co.	91 1/2
Nappin & Webb (1908) Ord.	1 3/8
do 5 1/2% Cum. Pref.	1 1/32
do 4 1/2% 1st Mt. Deb. Red. Rd.	101
Pernambuco Water. 6% 1st Mt. Bds.	98
do 6% 2nd Deb. Stg. Bds.	98
Cent. Bahia Ry. Reg. Trust 'A', Certs Red.	81
ditto "B" Certs.	26
S. Paulo Coffee 7% Cum. Pref.	100
ditto 5 1/2% 1st Mt. Deb. Red.	8 1/2
Neuchatel Asphalt Ord.	9 5/8
Val de Travers Asphalt Paving.	1
do 5% Deb. Stk. Red.	95

QUOTATIONS ON THE PARIS BOURSE.

February 3rd, 1912.

STATE AND MUNICIPAL LOANS.

	France
Brazilian Gold Loan 4 1/2 % 1883	97.50
" " " 4 1/2 % 1888	98.95
" " " 4 1/2 % 1889	99.30
" " " 5 % 1895	103.25
" " " 5 % 1898 Funding	105
" " " 4 % Recision	86.15
" " " 5 % 1903 (Port of Rio)	102.20
" " " 5 % 1908 Brazil N. W. Railway	102
" " " 5 % (Port of Pernambuco)	519
" " " 4 % 1910 (Goyaz Railway)	453
Alagoas State 5 per cent. 1906	411
Amazonas State 5 per cent. 1906	150
Bahia State	407.75
Bahia State 1910	501
Bahia Municipal 5 per cent. 1905	478
Ceara State 5 0/10 1910	404
Espirito Santo State 5 per cent. 1891	508
ditto 5 per cent. 1908	480
Maranhão State 1910	434.50
Minas State 1907	514
" " 1910	461
Minas 1911	462
Pana. State 5 per cent.	497.50
Para Municipality	424
Parana. State 5 per cent.	476.50
Pernambuco State 5 per cent. 1905	153.70
Pernambuco State 5 per cent. priv.	274
Rio Grande do Norte State	461
S. Paulo State 5 per cent. 1905	502.75
do. 5 per cent. 1907	504.50
do. 5 per cent. 1908	507

RAILWAY PORTS, etc.

Brazil Railway ord.	367
Brazil Railway	234
do 4 1/2 % deb.	457.50
Cie. General de Pernambuco	370
Brazilian Federal Railway 5 0/10.	473.50
Goyaz Railway 5 per cent.	479.50
North of Brazil Railway 5 per cent.	877.50
North West of Brazil Railway 5 per cent.	424
Parana. Railway (North) 5 per cent.	416
S. Paulo Rio Grande Railway Bonds 1st series	467
ditto 2nd series	454
ditto 3rd series	454
ditto 4th (Itararé) series	453
ditto 5th (S. Francisco) series	453
South of Brazil	438.50
South of Brazil 5 0/10 2nd series	442.50
South West of Bahia 6 per cent.	470
Victoria and Minas bonds 1st series	457.50
Victoria and Minas bonds 2nd series	452
Curralinho to Diamantina	435.50
Rio de Janeiro Tramways.	491
Port of Bahia 5 per cent.	418
Port of Para 5 per cent.	408
do. Pref. 6 0/10.	382
do. (deb.)	460
do. ord.	230
Port of Rio Grande, priv. 500 frs.	544
Port of Rio Grande bonds	441.50
Fazendeiros de S. Paulo.	457
Sucreries du Brésil.	492
Banco Espanol del Rio de la Plata	415
Credit Foncier du Brésil	567
Do. do. do (deb.)	455
Banco Credit Hypothecario S. Paulo	486.50

BUSINESS DONE ON THE RIO STOCK EXCHANGE

DURING THE WEEK ENDED MARCH 1st, 1912.

Description	Sales	Highest	Lowest	Closing	Previous	Date
Government Securities.						
Apolices 5 %	446	1:0268	1:0248	1:0268	1:0248	Feb. 23
Loan (union) 1903	3	1:0278	1:0278	—	—	—
State of Rio 1 per cent.	538	9:45	9:45	—	—	—
Rio Municipality 1906	686	20:45	20:55	20:45	20:45	Feb. 23
State of Minas	130	9:56	9:52	—	—	—
Apolices (5000)	5	1:0248	1:0108	—	—	—
Rio Municipality	5	2:585	2:585	—	—	—
Loan (union) 1909	128	1:0128	1:0108	—	—	—
Rio Municipality 1909	277	30:38	30:08	—	—	—
Niteroy Municipality	140	2:58	2:58	—	—	—
Apolices (2000)	7	1:0008	1:0008	1:0008	1:0008	Feb. 23
State of Rio 6 % (nom.)	2	50:18	50:48	50:48	—	—
Rio Municipality 1906 nom.	9	20:65	20:8	—	—	—
Rio Municipality 1909	5	18:3	18:8	—	—	—
State of Rio 4 % ex. j.	78	9:68	9:68	—	—	—
State Rio G. de do Sul 6 1/2 5005	9	1:0458	1:0458	—	—	—
State of E. Santo 6 %	10	9:58	9:58	—	—	—
State of E. Santo 6 % nom.	21	28:8	28:8	—	—	—
Rio Municipality 1906 nom.	69	30:4	30:4	30:4	—	—
Banks.						
Brazil.	82	2148	2148	2148	2148	Feb. 23
Mercantil.	50	2608	2608	—	—	—
Brazil fractions.	4640	3108	3108	3108	—	—
Commercial.	181	2044	2044	—	2044	Feb. 23
Insurance.						
Brazil.	100	258	258	—	—	—
Minerva.	50	158	158	—	—	—
Railways and Tramways.						
Rio de Sul Minas.	1:13	9:85	9:18	9:18	9:18	Feb. 23
Norte do Brazil.	893	78	498	578	—	—
Norte do Brazil 30 dys.	500	518	518	—	—	—
Minas S. Jeronymo.	310	238	238	2:5	—	—
Jardim Botânico 60 %	100	137:85	137:85	—	—	—
Jardim Botânico.	100	22:8	22:8	—	—	—
Victoria e Minas.	1:00	1:08	12:8	12:8	—	—
Cotton Mills.						
Alliança.	170	3008	3008	—	—	—
Confiança Industrial.	67	2488	2488	—	—	—
Brazil Industrial.	77	32:8	32:8	—	—	—
Petropolitano.	100	30:8	30:8	—	—	—
Miscellaneous.						
Docas da Bahia	6:00	1018	968	988	988	Feb. 23
Docas de Santos	511	55:08	55:08	55:08	—	—
Terras e Colonização	2700	128	1185	—	1185	Feb. 23
Centros Pastorais.	1400	26:85	26:8	26:85	26:8	—
Loterias Nacionais	4650	508	48:85	508	498	—
Loterias Nacion. v. c 30 ds.	5:0	508	508	—	498	—
Docas da Bahia (v. c 30 ds.)	1000	1078	1008	1008	—	—
Centros Pastorais (v. c 30 ds.)	500	278	278	—	—	—
Transport. e Carruagem.	100	928	928	928	—	—
Red Star Co.	50	21:8	21:8	—	—	—
Brazilia Auto-Viação.	125	20:8	20:8	—	—	—
Debentures.						
Docas de Santos	1308	2108	2108	2108	—	—
Mercado Municipal	483	2108	2088	—	2078	Feb. 23
Botafogo	213	2078	2:78	—	2078	—
Educadora	120	2068	20:8	—	20:8	—
Industrial Electicidade	10	2008	2008	2008	—	—
Vulcano	112	1008	1008	—	—	—

BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

DURING THE WEEK ENDED FEBRUARY 29th, 1912.

DESCRIPTION	Sales	Highest	Lowest	Closing	Previous	Date
Government Securities.						
Apol. S. of S. P. 5 serie	5	1:0908	1:0908	—	—	—
Apol. S. of S. Paulo 9 serie	4	1:1958	1:1958	—	—	—
Municipal Loans:						
Lourival	350	958	958	—	—	—
Ribeirão Preto	3:0	100:85	100:85	—	—	—
Barretos	25	9:8	9:8	—	—	—
Faxina	81	16:08	16:08	—	—	—
S. Carlos	100	1008	1008	—	—	—
S. Manuel	20	1028	1028	—	—	—
Umuçoma	45	10:8	10:8	—	—	—
Ilhabela	460	9:8	9:8	—	—	—
Bilham	90	958	5:8	—	—	—
Banks.						
S. Paulo	37	1658	16:8	—	—	—
Railways:						
Mogyana	239	38:18	38:28	—	—	—
Paulista	52	41:18	41:28	—	—	—
Miscellaneous.						
Cia. Brasileira de Seguros	50	1608	16:08	—	—	—
Comp. Melhoramentos	1045	1888	1888	—	—	—
Cia. Melh. (v. c 30 ds.)	100	1878	1878	—	—	—
Debentures.						
E. F. S. Paulo Goyaz	87	958	958	—	918	Feb. 23
Cia. Industrial	99	918	928	—	918	Feb. 23
Luz e F. Pibeirão Preto	4	928	928	—	—	—
Emp. Elect. de Itararé	40	918	918	—	—	—
Luz e F. Jaboticabal	15	978	978	—	—	—
Campineira Tracção L. e F.	74	918	908	918	—	—
Paulista Electricidade	255	1008	988	—	—	—
Cia. Calçate R. oha	25	928	928	—	—	—
F. e L. Valentim	200	988	988	—	—	—
C. Agua Branca	400	—	—	—	—	—

Bank Balances

BANCO MERCANTIL DO RIO DE JANEIRO

BALANCE ON February 29th 1912.

Assets	
Shareholders.....	292:8204000
Shares pledged.....	80:0000000
Bills discounted.....	10,768:741358
Bills receivable.....	1,160:066046
Accounts current guaranteed.....	2,535:551855
Securities pledged.....	6,157:438092
Securities in deposit.....	2,831:486800
Sundry accounts.....	1,175:2978512
Cash in currency.....	6,947:608669
	33,008:794042
Liabilities	
Capital.....	5,000:000000
Reserve Fund.....	80:598274
Directors' Caution.....	80:0000000
Accounts current at sight.....	8,463:974891
Accounts current with advice.....	1,557:127818
Accounts current at fixed dates.....	285:433000
Bills with interest.....	6,708:074855
Judicial deposits.....	88:462850
Securities pledged and in deposit.....	8,98:916892
Sundry accounts.....	1,761:208869
	33,008:794042

Rio de Janeiro, March 2nd 1912.

João Ribeiro de Oliveira e Souza, President.

G. Gonçalves, Accountant.

BRASILIANISCHE BANK FÜR DEUTSCHLAND

BALANCE SHEET OF THE RIO DE JANEIRO BRANCH.

February 29th 1912.

Assets.	
Accounts current guaranteed.....	20,768:918264
Accounts with Head Office, Branches and Agencies.....	12,921:2048979
Bills discounted.....	11,750:6868071
Bills receivable.....	20,805:298755
Securities and Bills pledged.....	17,741:4368833
Securities in deposit.....	19,838:1938140
Cash in Currency.....	5,054:7718522
	108,880:6098556
Liabilities.	
Capital: 1 Mark equals 18000.....	10,000:0000000
Accounts current, with and without interest.....	14,133:4738184
Accounts with head office, branches and correspondents.....	7,244:4378947
Deposits, fixed dates and with advice.....	14,719:8468455
Securities pledged in deposit and receivable on account of customers.....	58,385:0158729
Sundry Accounts.....	1,397:8368201
	108,880:6098556

E. S. & O.—Rio de Janeiro. John, Baumann, Director.

Coffee Market

COFFEE ENTRIES.

In bags of 60 kilos

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Feb. 29 1912	Feb. 22 1912	Mar. 2 1911	Feb. 29 1912	Mar. 2 1911
Central R'y.....	37,201	27,187	16,774	1,649,279	1,488,508
Leopoldina R'y.....	957	1,435	252	81,338	107,694
Inland.....	1,957	3,039	426	152,620	138,575
Coastwise, discharged.....					
Total.....	40,115	31,661	17,452	1,727,237	1,824,867
Transferred from Rio to Niteroi.....	—	—	—	46,597	33,361
Net Entries at Rio.....	40,115	31,661	17,452	1,680,640	1,791,506
Coastwise, in transit.....					
Niteroi from Rio & Leopoldina, R'y.....	—	—	1,817	230,825	313,369
Total Rio, including Niteroi & transit.....	40,115	31,661	19,269	1,931,465	2,104,875
Total Santos.....	66,222	74,655	21,839	8,886,318	7,600,281
Total Rio & Santos.....	106,337	106,316	41,108	10,767,783	9,705,156

The coast arrivals for the week ended February 29th, 1912 were from:

Victoria.....	1,000
Parna.....	987
Total.....	1,987

The total entries by the different S. Paulo Railways for the Crop to Feb. 29th, 1912, were as follows

	Per Jundiahy	Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining S. Paulo.
1911/1912	7,759,621	1,040,652	8,800,273	8,886,318	—
1910/1911	6,528,728	1,031,445	7,560,173	7,600,281	—

COFFEE SAILED

DURING THE WEEK ENDING Feb. 29th, 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 T. DATE
Rio.....	15,150	18,901	3,085	1,350	12,071	1,297	51,554	1,712,187
Santos.....	39,555	78,258	—	3,025	—	—	120,838	7,382,641
1911/1912	54,705	97,159	3,085	4,375	12,071	1,297	172,732	9,094,828
1910/1911	12,335	91,018	6,110	3,674	—	463	113,600	9,339,919

FOREIGN STOCKS

In Bags of 60 kilos

	Feb. 24, 1912	Feb. 17, 1912	Feb. 25, 1911
United States Ports.....	2,165,000	2,145,000	2,294,000
Havre.....	2,302,000	2,281,000	2,560,000
Both.....	4,467,000	4,426,000	4,854,000
Deliveries United States.....	119,000	117,000	197,000
Visible Supply at United States ports.....	2,537,000	2,525,000	2,496,000

SALES OF COFFEE.

DURING THE WEEK ENDING February 29th, 1912.

	February, 29, 1912	Feb. 22, 1912	Mar. 2, 1911
Rio.....	39,975	37,544	11,843
Santos.....	66,788	51,064	—
Total.....	106,763	88,608	11,843

Value of Coffee cleared for Foreign Ports.

DURING THE WEEK ENDING February 29th, 1912.

	Feb. 29	Feb. 22	Feb. 22	Feb. 29	Crop to Feb. 29	
	Bags	Pags	£	£	Bags	£
Rio.....	48,769	11,366	176,368	40,751	1,536,045	5,449,710
Santos.....	1,038,8	137,122	476,114	540,008	7,382,481	28,148,834
Total 1911/1912.....	169,647	148,428	652,482	550,847	8,918,526	33,598,544
do 1910/1911.....	107,851	131,332	356,772	438,997	9,136,861	26,553,520

COFFEE LOADED (EMBARQUES).

In bags of 60 kilos.

DURING THE WEEK ENDING Feb. 29th, 1912.

	DURING WEEK ENDED			FOR THE CROP TO	
	1912 Feb. 29	1912 Feb. 22	1911 Mar. 2	1912 Feb. 29	1911 Mar. 2
Rio.....	63,749	28,937	34,112	1,575,877	1,652,692
Niteroi.....	—	—	1,195	189,086	194,158
In transit.....					
Total Rio including Niteroi & transit.....	63,749	28,937	35,307	1,764,963	1,846,847
Santos.....	73,203	115,191	74,679	7,366,745	7,636,582
Total Rio & Santos.....	136,952	144,128	109,986	9,131,708	9,483,429

Up to February 29th, entries for the last ten years were as follows:

1902-03.....	9,812,830
1903-04.....	9,170,602
1904-05.....	8,847,221
1905-06.....	8,619,627
1906-07.....	15,181,491
1907-08.....	9,922,491
1908-09.....	11,255,175
1909-10.....	13,723,855
1910-11.....	9,691,071
1911-12.....	10,767,783

OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO: Stock on Feb. 22nd.....	304,396
Entries during week ended February 29th.....	40,145
	344,543
Loaded «Embarques», for the week.....	63,749
	280,794
STOCK IN RIO ON February 29th.....	
Stock at Niteroy and Porto da Madama on Feb. 22nd.....	46,619
«Afloat on Feb. 22nd.....	55,595
Entries at Niteroy plus total «embarques» including transit.....	63,749
	165,963
Deduct: «embarques» at Niteroy, Porto da Madama and Vianna and salins during the week.....	51,854
STOCK IN NITEROY AND AFLOAT February 29th.....	113,509
STOCK IN 1st and 2nd HANDS and THOSE AT NITEROY and AFLOAT ON February 29th.....	394,203
SANTOS Stock on January 22nd.....	2,101,838
Entries for week ended February 29th.....	66,222
	2,168,060
Loaded «embarques» during same week.....	73,203
	2,094,857
STOCK IN SANTOS ON February 29th.....	2,489,160
Stock in Rio and Santos on February 29th 1912....	2,507,850
on do on February 22nd 1912....	2,379,750
on do on February 2nd 1911....	

Entries at Rio and Santos for the week ending February 29th were 106,367 bags as against 106,216 last week and 43,108 last year. For the crop up to February 29th they amounted to 10,767,783 bags as against 9,705,156 bags last year.

Shipments at Rio and Santos for the week ending February 29th amounted to 136,952 bags as against 144,128 last week and 109,986 last year. For the crop «embarques» amounted to 9,121,708 bags as against 9,480,379 bags last year.

F.O.B. Value of shipments at Rio and Santos for the week ending February 29th amounted £518,874 as against £558,015 the week before and £365,074 last year. For the crop up to February 29th the value amounted to £34,007,787 as against £27,267,413 last year.

Sales of 106,763 bags were declared at Rio and Santos for the week ending February 29th as against 86,608 bags last week and 11,843 last year.

Average Prices for the week were as follows:—

	Feb. 29th, 1912	Feb. 22nd, 1912	Mar. 2nd, 1911
Rio No. 7, 10 kilos.....	8\$394	8\$365	7\$377
Superior Santos.....	8\$300	8\$300	Nominal
New York No. 7 (cts.).....	14 3/8	14 29	12 60
Stock at Rio and Santos on February 29th was 2,489,160 bags as against 2,507,850 bags last week and 2,379,750 bags last year.			

Prices during the week have been generally firm with but slight fluctuations and the closing quotations show practically no change as compared with last Saturday.

The figures for the Visible supply show that there is a decrease of 578,000 bags as compared with first of February while as compared with the 1st of March 1911 there is a decrease of 744,000 bags.

Reports from S. Paulo are to the effect that there has been a great deal of rain and in the opinion of many experts this should be good for the coming crop. On the other hand Santos reports that «the weather has been unfavourable for the crop and estimates may have to be reduced». Our readers may remember that in the early months of the year 1906 it was generally reported that the heavy rains had washed off most of the berries. In the event, as all the Worlds knows, came the bumper crop of 1906/07. Thus when we hear that the rains now are washing off the berries we are inclined on this analogy to be somewhat sceptical and to believe that the weather has not been wholly unfavourable to the coming crop.

It is usual at this time of the year to say that the Rio crop will be early and reports to this effect are not wanting at the moment. As a matter of fact the crop depends to a great extent on the weather in April and May is that it so rather premature to say if the crop will actually be early or not. The weather has been much the same as

in S. Paulo and there has been a good deal of rain. Estimates for Rio are now between 2,250,000 and 2,500,000 bags for the 1912/13 crop.

As regards the present crop, S. Paulo is put at about 9,250,000 to 9,750,000 bags and Rio at about 2,500,000.

VISIBLE SUPPLY

According to Messrs. Duuring and Zoon the World's Visible Supply of Coffee on March 1st, 1912 was 12,589,000 a decrease of 578,000 bags compared with February 1st, 1912.

RAINFALL ON THE LEOPOLDINA RAILWAY

(In hundredths of an inch.)

Stations	DAYS			
	24	25	26	1
Cachoeiras.....	16	..	..	..
Friburgo.....	35	..	..	..
Sumidouro.....	..	..	..	45
Triunfo.....	..	..	..	..
Porto Novo.....	..	20	..	..
Mar de Hespanha.....	14	..	..	80
Ligeção.....	..	..	..	57
Saude.....	..	20	..	..

N. B.—No rain fell on 27, 28 and 29 February.

COFFEE PRICE CURRENT.

During the Week ending February 29th, 1912.

DESCRIPTION	Feb. 23	Feb. 24	Feb. 25	Feb. 27	Feb. 28	Feb. 29	Average
RIO—							
Market N.6. 10 kilos.....	8.579	—	8.511	8.511	8.570	8.511	8.529
• N.7. „ „.....	8.511	—	8.375	8.375	8.511	—	8.394
• N.8. „ „.....	8.443	—	8.375	—	8.375	—	8.257
• N.9. „ „.....	8.375	—	8.238	8.238	8.306	8.238	8.121
• N.10. „ „.....	8.238	—	8.102	8.102	8.170	8.102	—
• N.11. „ „.....	8.102	—	—	—	8.102	—	—
SANTOS—							
Superior per 10 kilos.....	8.300	—	8.300	8.300	8.300	8.300	8.300
Good Average.....	7.500	—	7.500	7.500	7.500	7.500	7.500
N. YORK, per lb.							
Spot N. 7..... cent.	14 3/8	14 3/8	14 3/8	14 3/8	14 3/8	14 3/8	14 3/8
• N. 8..... „	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4
Options—							
• March.....	13.19	13.28	13.26	13.30	13.23	13.28	13.25
• May.....	13.17	13.28	13.26	13.30	13.23	13.28	13.26
• Sept.....	13.31	13.39	13.38	13.43	13.38	13.43	13.38
HAVRE, per 50 kilos							
Options..... francs.							
• March.....	83.00	82.75	84.00	84.25	84.25	84.50	83.79
• May.....	81.75	82.50	82.00	82.50	82.25	82.75	82.08
• Sept.....	81.00	81.00	81.50	81.75	81.50	82.00	81.45
HAMBURG per 1/2 c.							
Options..... pfennige							
• March.....	65.75	65.50	66.00	66.75	66.00	66.25	65.87
• May.....	66.25	66.25	66.75	66.50	66.75	66.75	66.54
• Sept.....	66.50	66.50	67.00	66.75	67.25	67.25	66.87
LONDON, per cwt.							
Options..... shillings							
• March.....	59/6	59/3	60/6	59/9	59/9	59/9	59/9
• May.....	59/3	59/3	59/6	59/6	59/6	59/6	59/6
• Sept.....	59/—	59/3	59/3	59/6	59/6	59/6	59/4

MANIFESTS OF COFFEE

RIO DE JANEIRO

DURING THE WEEK ENDING FEBRUARY 29th, 1912.

Date.	Vessel and Destination.	Shippers	Bags	Total
24.	BRASIL—Genoa.....	Pinhoiro & Ladeira.....	500	
	„ Venice.....	Castro Silva & Co.....	250	
	„ Palermo.....	Castro Silva & Co.....	125	875
17.	GLENLEE—Cape Town.....	Clarkson & Co.....	675	
	„ „.....	Norton Megaw & Co.....	950	
	„ „.....	Castro Silva & Co.....	450	
	„ „.....	Pinto & Co.....	651	
	„ „.....	Eugen Urban & Co.....	1,000	
	„ „.....	Ornstein & Co.....	225	
	„ Mossel Bay.....	Clarkson & Co.....	400	
	„ „.....	Norton Megaw & Co.....	350	
	„ „.....	Castro Silva & Co.....	100	
	„ „.....	Pinto & Co.....	100	
	„ Alga Bay.....	Clarkson & Co.....	100	
	„ „.....	Norton Megaw & Co.....	165	
	„ „.....	Castro Silva & Co.....	900	
	„ „.....	Pinto & Co.....	575	
	„ „.....	P. S. Nicolaon & Co.....	720	
	„ „.....	Theodor Wille & Co.....	700	

Ditto—East London	Clarkson & Co.	1,000	
Ditto—	Norton Megaw & Co.	450	
Ditto—	Castro Silva & Co.	300	
Ditto—	P. S. Nicolson & Co.	160	
Ditto—	Theodor Wille & Co.	200	
Ditto—	Ornstein & Co.	50	
Ditto—P. Natal	Clarkson & Co.	250	
Ditto—	Norton Megaw & Co.	100	
Ditto—	Pinto & Co.	350	
Ditto—	P. S. Nicolson & Co.	350	
Ditto—	Ornstein & Co.	50	
Ditto—	Me. K. Schmidt & Co.	350	
Ditto—Castro Silva & Co.	50		
Ditto—Delagôa Bay	Ornstein & Co.	0	12 071
Ditto—			
DEVONSHIRE—N. Orleans	Theodor Wille & Co.	3,500	
Ditto—	Pinto & Co.	750	
Ditto—	Ornstein & Co.	2,500	
Ditto—	Me. K. Schmidt & Co.	1,750	
Ditto—	Norton Megaw & Co.	400	10 903
25.—BAHIA—Hamburg	Ornstein & Co.	1,500	
Ditto—Copenhagen	Ornstein & Co.	2,250	
Ditto—Cape Town	Norton Megaw & Co.	1,000	4 759
26.—CHILI—B. Aires	Ornstein & Co.	100	
Ditto—Montevideo	Pinto & Co.	100	200
27.—DANUBE—B. Aires	Hard, Rand & Co.	1,000	
Ditto—	Hard, Rand & Co.	150	1 150
AMAZONE—Algiers	Ornstein & Co.	600	
Ditto—	Hermann Bosch.	500	
Ditto—Nantes	Ornstein & Co.	200	
Ditto—Bône	Ornstein & Co.	100	
Ditto—Gabès	Ornstein & Co.	125	
Ditto—Oran	Ornstein & Co.	125	1 651
PROVENCE—Marseilles	Ornstein & Co.	126	
Ditto—	Al. Schmidt & Filho.	500	
Ditto—	Pierr. Prad.	500	
Ditto—	Pinheiro & Ladeira	1,000	
Ditto—	Me. K. Schmidt & Co.	250	
Ditto—Bône	Ornstein & Co.	175	
Ditto—Odessa	Ornstein & Co.	100	
Ditto—	Theodor Wille & Co.	250	
Ditto—	Pinto & Co.	175	
Ditto—Sanaoun	Ornstein & Co.	50	
Ditto—Smyrna	Ornstein & Co.	125	
Ditto—Constantinople	Hard, Rand & Co.	375	
Ditto—	Ornstein & Co.	875	
Ditto—	Hermann Bosch.	750	
Ditto—	Pinto & Co.	375	
Ditto—	F. Gaffree	125	
Ditto—	Hard, Rand & Co.	375	
Ditto—Salonica	Hermann Bosch.	125	
Ditto—	Castro Silva & Co.	250	
Ditto—Algiers	Castro Silva & Co.	500	
Ditto—	Hermann Bosch.	125	
Ditto—Tangier	Eugen Urban & Co.	100	
Ditto—Dedagaa	F. Gaffree	175	
Ditto—	Castro Silva & Co.	250	
Ditto—Oran	Castro Silva & Co.	175	
Ditto—Cesmeck	Hard, Rand & Co.	125	9 376
SANT'ANNA—N. York	Theodor Wille & Co.	4 259	
28.—OROPESA—P. Arenas	Norton Megaw & Co.	197	
Ditto—Valparaizo	Eugen Urban & Co.	1,000	
Ditto—Talcabano	Eugen Urban & Co.	50	
Ditto—Corral	Ornstein & Co.	50	1 297
29.—PERNAMBUCO—Hamburg	C. A. de Minas Geraes	1,000	
Ditto—	Hermann Bosch.	250	
Ditto—Copenhagen	Ornstein & Co.	250	
Ditto—	Eugen Urban & Co.	750	2 259
Total Exterior			48 769
24.—OLINDA—Itacotiara	Pinto & Co.	70	
Ditto—Maranhão	Ornstein & Co.	45	
Ditto—	Theodor Wille & Co.	50	
Ditto—	Eugen Urban & Co.	180	
Ditto—Natal	Zenha Ramos & Co.	100	
Ditto—Pará	Eugen Urban & Co.	40	485
ITA PUCA—Pelotas	Sequeira & Co.	35	
Ditto—	Castro Silva & Co.	160	
Ditto—P. Alegre	Sequeira & Co.	100	
Ditto—	Al. Schmidt & Filho	150	
Ditto—	Castro Silva & Co.	250	
Ditto—	Eugen Urban & Co.	200	
Ditto—	Me. K. Schmidt & Co.	150	
Ditto—Paranaguá	Sequeira & Co.	100	1 145
25.—ACRE—Mandós	Zenha Ramos & Co.	125	
Ditto—	Pinto & Co.	140	
Ditto—	Sequeira & Co.	100	
Ditto—	D. Pereira & Co.	200	
Ditto—	Theodor Wille & Co.	120	
Ditto—Pará	Eugen Urban & Co.	70	
Ditto—	Pinto & Co.	50	810
26.—ITAPERUNA—R. Grande	Me. K. Schmidt & Filho	100	
Ditto—	Sequeira & Co.	105	
Ditto—Pelotas	Al. Schmidt & Filho	40	
Ditto—	Castro Silva & Co.	100	
Ditto—	Eugen Urban & Co.	25	
Ditto—	Ornstein & Co.	50	
Ditto—P. Alegre	Sequeira & Co.	50	
Ditto—	Eugen Urban & Co.	25	
Ditto—	Theodor Wille & Co.	150	645
Total coastwise			3 055

SANTOS

DURING THE WEEK ENDING FEBRUARY 29th, 1912.

23.—PROVENCE—Alexandria	Theodor Wille & Co.	500	
Ditto—Marseilles	Geo. Rosenheim	250	
Ditto—Beyrouth	A. Bastos	5	
Ditto—Consumpt. on board	Antonio Campos	1	756
22.—AVON—B. Aires	C. F. Lima & Co.	695	
Ditto—	Ed. Johnston & C.	503	
Ditto—	Hard, Rand & Co.	207	1 398

23.—TAMAR—Havre	Comp. Prado Chaves	10,000	
Ditto—	Geo. Rosenheim	4,500	
Ditto—	Comp. Comm. de Café	2,600	
Ditto—	Comp. Exp. de Café	1,500	
Ditto—	C. F. Lima & Co.	1,250	
Ditto—	Naumann Gepp & Co.	500	
Ditto—	Malta & C.	500	
Ditto—	Société Succ. Brésil	200	21 050

24.—C. OF TOLEDO—S. Francisco	Naumann Gepp & Co.	1,275	
Ditto—	Leon Israel & Bros	1,000	
Ditto—	Comp. Exp. de Café	1,000	
Ditto—	Ed. Johnston & C.	250	
Ditto—Vancouver	Hard, Rand & Co.	750	
Ditto—	Naumann Gepp & Co.	500	4 775

26.—BALATON—Trieste	Hard, Rand & Co.	4,000	
Ditto—	Theodor Wille & Co.	2,750	
Ditto—	Comp. Prado Chaves	2,750	
Ditto—	Naumann Gepp & Co.	1,250	
Ditto—	Comp. Exp. de Café	1,250	
Ditto—	C. F. Lima & Co.	1,250	
Ditto—	Krische & Co.	500	
Ditto—	Michaelsen Wright & Co.	500	
Ditto—	Nossack & Co.	250	
Ditto—	Godofredo da Fonseca	250	
Ditto—	Société F. Brésillienne	125	
Ditto—Fiume	Comp. Prado Chaves	750	
Ditto—	Theodor Wille & Co.	250	
Ditto—Venice	C. F. Lima & Co.	1,000	
Ditto—	Naumann Gepp & Co.	250	
Ditto—	Comp. Exp. de Café	125	17 250

26.—EUGENIA—B. Aires	R. Alves Toledo & Co.	500	
Ditto—	Hard, Rand & Co.	401	
Ditto—	G. Trinks	300	
Ditto—	Roxo & Co.	150	
Ditto—Montevideo	Comp. Prado Chaves	250	1 601

27.—PERNAMBUCO—Rotterdam	Naumann Gepp & Co.	5,000	
Ditto—	Comp. Prado Chaves	1,500	
Ditto—	C. F. Lima & Co.	1,250	
Ditto—	Société F. Brésillienne	500	
Ditto—	Hard, Rand & Co.	125	
Ditto—Hamburg	C. F. Lima & Co.	2,500	
Ditto—	Comp. Prado Chaves	1,250	
Ditto—	Michaelsen Wright & Co.	1,000	
Ditto—	Roxo & Co.	500	
Ditto—	Eugen Urban & Co.	500	
Ditto—	Naumann Gepp & Co.	250	
Ditto—	Krische & Co.	250	
Ditto—	Schmidt Tust & C.	54	14 679

A. DUPERRE—Havre	Theodor Wille & Co.	7,000	
Ditto—	Comp. Prado Chaves	5,000	
Ditto—	Geo. Rosenheim	4,000	
Ditto—	Krische & Co.	2,000	
Ditto—	Godofredo Fonseca	750	
Ditto—	Comp. Comm. de Café	532	
Ditto—	Comp. Exp. de Café	500	19 782

18.—ORION—Montevideo	Sundry		26
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28.—AFRICAN PRINCE—N. York	Michaelsen Wright & Co.	7,050	
Ditto—	Comp. Prado Chaves	1,500	
Ditto—	G. Trinks	833	
Ditto—	Leon Israel & Bros	750	
Ditto—	Theodor Wille & Co.	500	
Ditto—	Naumann Gepp & Co.	500	
Ditto—	C. F. Lima & Co.	300	
Ditto—	Nossack & Co.	250	
Ditto—	Holworthy Ellis & Co.	250	
Ditto—Consumpt. on board	Zerrenner Bülow & Co.	1	11 934

SWEDISH PRINCE—N. Orleans	Michaelsen Wright & Co.	3,750	
Ditto—	Holworthy Ellis & Co.	3,361	
Ditto—	Theodor Wille & Co.	3,250	
Ditto—	Naumann Gepp & Co.	3,250	
Ditto—	Hard, Rand & Co.	3,004	
Ditto—	Comp. Exp. de Café	2,816	
Ditto—	C. F. Lima & Co.	2,250	
Ditto—	Krische & Co.	2,000	
Ditto—	Nossack & Co.	2,000	
Ditto—	Ed. Johnston & C.	1,139	
Ditto—	Geo. Rosenheim	550	
Ditto—Consumpt. on board	Zerrenner Bülow & Co.	250	27 621

28. A. PONTY—Consum. on board	Antonio Casalta		6
Total Exterior			120 878

Cotton

Imports of Cotton Textiles and Jute from Great Britain

FOR JANUARY

DESCRIPTION	1910	1911	1912
Cotton piece goods grey or unbleached	289,900	196,100	108,900
do. bleached	3,296,500	3,142,400	2,876,000
do. printed	3,177,200	4,585,000	3,429,800
do. dyed	6,089,600	8,676,000	9,212,700
do. mixed	12,794,200	16,502,500	16,707,400
Value	176,706	247,815	239,498
Jute Yarn	1,089,400	1,551,900	2,423,500
Jute manufactures: piece goods of all kinds	53,100	11,000	21,900

Shipping

THE FREIGHT MARKET.

British. — Fairplay of February 8th, says: — The freight market still continues very firm all round, and especially so in regard to the homeward markets, for since our last report record rates have again been paid from the U.S. For instance, from Savannah to Liverpool 56s. 3d., option Bremen 57s. 6d., has been done for a February boat. Obviously the charterers must have been pretty tightly pressed for a February boat, or they would not have allowed themselves to be squeezed into paying this rate, which creates a new record, notwithstanding that the boat has very fine measurement capacity.

Coal Rates from Wales to Rio were quoted at 20s.

Argentine. Business with Brazil is quiet but firm, and we have raised our Rio and Santos quotations 1/1. The following are current rates:—

To Bahia and Pernambuco 18/-. To Pelotas 20/-. To Porto Alegre 26/. To Antonina 12/. To Florianopolis 11/. To Itajubá 28/. To San Francisco 15/. To Paranaguá, 12/. To Rio Grande 14/. To Santos 13/. To Rio 13/.

«The Times of Argentine», February 19th, 1912.

PERSONAL NEWS.

Arrivals and Departures

Arrivals

By the S.S. Danube from Southampton on February 27th: H. Dampford, H. Courtier and family, G. Moore.

By the S.S. Oronoma from Callao on February 29th: J.G. Marshall, F. Eglington, W. Gillet, H. Houden, L. Shearer, C.J. Kirk and family, Mr. and Mrs. H.O. Robinson, H. Smith.

Departures.

By the S.S. Danube for Buenos Aires on February 27th: S.B. Muney, J. Robinson, B.E. Massot, C.A. Perotin.

By the S.S. Oropesa for Callao on February 28th: J.L. Costel.

By the S.S. Oronoma for Liverpool on February 29th: W. Connolly, W. S. Kirk, P.D. Ionides, H. Dawson, Capt. and Mrs. J.W. Rennie, James Parker.

ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ending February 29th, 1912.

- Feb. 23.—HELMSDALE, British s.s., 1998 tons, from Barry.
23.—ORANGE PRINCE, British s.s., 2196 tons, from Pisagua.
23.—LODANER, British s.s., 2523 tons, from Coronel.
23.—BARIA, German s.s., 3107 tons, from Santos.
23.—AMIRAL PONTY, French s.s., 356 tons, from Dunkirk.
23.—INDUSTRIAL, Brazilian s.s., 300 tons, from S. Mathieu.
24.—EUGENIA, Austrian s.s., 3513 tons, from Trieste.
24.—ACRE, Brazilian s.s., 1555 tons, from Paysandu.
24.—JAGUARIBE, Brazilian s.s., 1663 tons, from Santos.
24.—PROVENCE, French s.s., 2150 tons, from Santos.
24.—SIRIO, Brazilian s.s., 930 tons, from Montevideo.
24.—SPARTA, Argentine s.s., 811 tons, from Rosario.
24.—SANT'ANNA, German s.s., 2310 tons, from Rio Grande do Sul.
24.—PHILADELPHIA, Brazilian s.s., 359 tons, from Aracaju.
24.—SABIA, British s.s., 1567 tons, from Rosario.
24.—MOSSORO, Brazilian s.s., 924 tons, from Manaus.
24.—TAMAR, British s.s., 2665 tons, from Santos.
25.—BRASILE, Italian s.s., 3626 tons, from Buenos Aires.
25.—ITAPERUNA, Brazilian s.s., 713 tons, from Porto Alegre.
25.—EARL OF DOUGLAS, British s.s., 2761 tons, from Cardiff.
25.—WALLACE, Brazilian s.s., 2532 tons, from Itajubá.
25.—MANAOS, Brazilian s.s., 1999 tons, from Manaus.
26.—AQUITAINE, French s.s., 1988 tons, from Marseilles.
26.—HYMEN, British s.s., 2299 tons, from New York.
26.—SYBYL, British s.s., 1980 tons, from Bahia Blanca.
26.—NIPPON, Swedish s.s., 247 tons, from Antwerp.
26.—CAP FINISTERRE, British s.s., 2483 tons, from Coronel.
26.—ATHELSTIDE, British s.s., 1674 tons, from Santa Fe.
26.—COFFET, British s.s., 2845 tons, from Amsterdam.
26.—EMILIA, Brazilian barque 227 tons, from Itajubá.

SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ending February 29th, 1912.

- Feb. 23.—ORANGE PRINCE, British s.s., 2196 tons, for Las Palmas.
23.—LODANER, British s.s., 2107 tons, for Santa Lucia.
23.—PAULISTA, Brazilian s.s., 615 tons, for Paranaguá.
23.—TENNYSOON, British s.s., 2532 tons, for Santos.
23.—TEIXEIRINHA, Brazilian s.s., 259 tons, for S. J. da Barra.
24.—ITAPUCA, Brazilian s.s., 978 tons, for Porto Alegre.
24.—OLINDA, Brazilian s.s., 1240 tons, for Manaus.
25.—BAHIA, German s.s., 2984 tons, for Hamburg.
24.—EUGENIA, Austrian s.s., 3513 tons, for Buenos Aires.

- 24.—ANNA, Brazilian s.s., 364 tons, for Florianopolis.
25.—AMIRAL PONTY, French s.s., 3564 tons, for Buenos Aires.
25.—BRAZILE, Italian s.s., 3696 tons, for Genoa.
26.—PROVENCE, French s.s., 2150 tons, for Marseilles.
26.—PURUS, Brazilian s.s., 2495 tons, for Santos.
26.—CIBATAO, Brazilian s.s., 1000 tons, for Mossoró.
26.—ETHELFRIDA, British s.s., 1874 tons, for S. Vicente.
26.—ACRE, Brazilian s.s., 1555 tons, for Manaus.
26.—CHILL, French s.s., 1526 tons, for Buenos Aires.
26.—GAMA, Brazilian yacht, 30 tons, for Cabo Frio.
26.—ALMIRANTE SALDANHA, Brazilian yacht, 35 tons, for Cabo Frio.
26.—PLANETA, Brazilian yacht, 37 tons, for Cabo Frio.
26.—BOIS AMIGOS, Brazilian yacht 54 tons, for Cabo Frio.

ARRIVALS AT THE PORT OF SANTOS

During the week ending February 29th, 1912.

- Feb. 22.—PARTHIAN, British s.s., 3310 tons, from Cardiff.
23.—ITAPERUNA, Brazilian s.s., 633 tons, from Porto Alegre.
23.—SIRIO, Brazilian s.s., 934 tons, from Montevideo.
23.—PROVENCE, French s.s., 2179 tons, from Buenos Aires.
23.—RAPHAEL, British s.s., 285 tons, from Liverpool.
23.—BOCAINA, Brazilian s.s., 871 tons, from Pernambuco.
24.—CROWN OF TOLEDO, British s.s., 3577 tons, from Liverpool.
24.—TENNYSOON, British s.s., 2532 tons, from New York.
25.—LAGUNA, Brazilian s.s., 300 tons, from Itajubá.
25.—FLORIANOPOLIS, Brazilian s.s., 576 tons, from Rio de Janeiro.
25.—WAYRINK, Brazilian s.s., 233 tons, from Rio de Janeiro.
25.—ITAPUCA, Brazilian s.s., 89 tons, from Rio de Janeiro.
25.—CABO FRIO, Brazilian s.s., 757 tons, from Paranaguá.
25.—ASIATIC PRINCE, British s.s., 1791 tons, from New York.
25.—EUGENIA, Austrian s.s., 3513 tons, from Trieste.
25.—JAVARINA, German s.s., 2138 tons, from Antwerp.
26.—CHAUCER, British s.s., 1536 tons, from Antwerp.
26.—PAULISTA, Brazilian s.s., 608 tons, from Rio.
26.—ANNA, Brazilian s.s., 247 tons, from Rio de Janeiro.
26.—AMIRAL PONTY, French s.s., 3564 tons, from Dunkirk.
27.—ANGRA, Brazilian s.s., 192 tons, from Rio de Janeiro.
27.—ITALIA, Italian s.s., 3087 tons, from Genoa.
27.—MOSSORO, Brazilian s.s., 924 tons, from Manaus.
27.—AQUITAINE, French s.s., 1988 tons, from Marseilles.
28.—ORCONIA, British s.s., 7596 tons, from Callao.
28.—PURUS, Brazilian s.s., 2495 tons, from New York.
28.—PANDO, British s.s., 1723 tons, from New Port.
28.—BARCELONA, Spanish s.s., 3663 tons, from Buenos Aires.
28.—DANUBE, British s.s., 3121 tons, from Southampton.

SAILINGS FROM THE PORT OF SANTOS

During the week ending February 29th, 1912.

- Feb. 22.—ITAPERUNA, Brazilian s.s., 633 tons, for Rio de Janeiro.
23.—VARNOISE, British s.s., 1629 tons, for Buenos Aires.
23.—JAGUARIBE, Brazilian s.s., 1692 tons, for Manaus.
23.—SIRIO, Brazilian s.s., 934 tons, for Rio de Janeiro.
23.—CAROLINA, Brazilian yacht, 27 tons, for Tijucas.
23.—TAMAR, British s.s., 2665 tons, for Havre.
23.—NERVIER, Belgium s.s., 1234 tons, for Bahia Blanca.
23.—PROVENCE, French s.s., 2179 tons, for Marseilles.
24.—CROWN OF TOLEDO, British s.s., 3577 tons, for S. F. da California.
25.—ITAPUCA, Brazilian s.s., 89 tons, for Porto Alegre.
25.—FLORIANOPOLIS, Brazilian s.s., 576 tons, for Montevideo.
25.—WAYRINK, Brazilian s.s., 233 tons, for Laguna.
26.—CABO FRIO, Brazilian s.s., 757 tons, for Macau.
26.—VSK, British s.s., 545 tons, for Buenos Aires.
26.—ANNA, Brazilian s.s., 247 tons, for Florianopolis.
26.—PAULISTA, Brazilian s.s., 608 tons, for Paranaguá.
26.—BALATON, Austrian s.s., 1524 tons, for Fiume.
26.—EUGENIA, Austrian s.s., 3513 tons, for Buenos Aires.
26.—WERRIOR, British s.s., 2394 tons, for Bahia Blanca.
27.—ANGRA, Brazilian s.s., 192 tons, for Rio de Janeiro.
27.—A. DU PERRE, French s.s., 3187 tons, for Havre.
27.—PERNAMBUCO, German s.s., 3165 tons, for Hamburg.
27.—BOCAINA, Brazilian s.s., 871 tons, for Porto Alegre.
27.—R. VITTORIO, Italian s.s., 2834 tons, for Genoa.
27.—ITALIA, Italian s.s., 3087 tons, for Buenos Aires.
28.—AMIRAL PONTY, French s.s., 3564 tons, for Buenos Aires.
28.—AFRICAN PRINCE, British s.s., 3781 tons, for New York.
28.—ORCONIA, British s.s., 7596 tons, for Liverpool.
28.—LEWISHAM, British s.s., 1755 tons, for Rosario.
28.—AQUITAINE, French s.s., 1988 tons, for Buenos Aires.
28.—BARCELONA, Spanish s.s., 3663 tons, for Buenos Aires.
28.—BARCELONA, Spanish s.s., 3663 tons, for Barcelona.
28.—DANUBE, British s.s., 3121 tons, for Buenos Aires.

SHIPS AFLOAT AT THE PORT OF RIO DE JANEIRO

On March 2nd, 1912.

- PORTO PARÁ, Portuguese barque, Capt. Sallao, from Oporto, B. Maia, Arr. June 2nd.
AMIRAL HOLGAN, French barque, Capt. Culleri from Antwerp, D. J. da Silva, & Co. Arr. September 26th.
LAKE ERIE, Italian barque, Capt. Schaffino, from Marseilles, Machad, Bastos & C. Arrived November 2nd.
LUIZA, brig, Italian Capt. Ruffini, from Pensacola, D. J. da Silva & Co. Arr. Nov. 22nd.
KOSMOS, Norwegian brig, Capt. Laurenrib from Pensacola Order, Arr. Nov. 27th.
MARIE, British barque, Capt. Randing, from New York, A. G. Fontes, Arr. Dec. 17th.
SOPHIA, Norwegian barque, Capt. Holden, from Mobile, D. J. da Silva, Arr. Dec. 22nd.
DYVEKE, Norwegian barque, Capt. Larsen, from Pensacola, Paulo Passos & Co.
DOKOTHEA, Russian barque, Capt. Johnson, from Canada, P. Passos & Co. Arr. Jan. 10th.
FREEDOM, British schooner, Capt. Barringer from Halifax, P. B. Nicolson & Co. Arr. Jan. 20th.
TRITON, Russian brig, Capt. Don from Gulfport, Order, Arr. Jan. 30th.
GLENLORA, Norwegian barque, Capt. Nielsen, from Cadiz, Theodor Wille & Co. Arr. Jan. 30th.
GENI, Italian barque, Capt. Capella, from Marseilles, C. da Costa & Co. Arr. Feb. 2nd.
FENICE, Italian barque, Capt. Pelletoni, from Pensacola, A. G. Fontes, Arr. Feb. 4th.
PATRICIA, British barque, Capt. Peddett, from Glasgow, Amaral Sutherland & Co. Arr. Feb. 4th.
BRITA, Norwegian barque, Capt. Thomas, from Gulfport, D. J. da Silva & Co. Arr. Feb. 4th.
DORA, Russian barque, Capt. Norgo, from Gulfport, Order, Arr. Feb. 5th.
SANTA ANNA, Italian barque, Cap. Miazella, from Marseilles, P. Soares & Co. Arr. Feb. 16th.
ARGOS, Norwegian barque, Capt. Reinertsen, from Antwerp, D. J. da Silva & Co. 1st.

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The Austro-Americana S. S. Co and
The Royal Hungarian Sea Navig. Co "Adria" Ltd

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

NEXT DEPARTURES

FOR EUROPE :

* EUGENIA	15th March
* SOPHIA HOHENBERG.....	21st "
* KOLOZSVAR	23rd "
* AFRICANA	4th April
* MARTHA WASHINGTON	8th "
* TIBOR	12th "
* FRANCESCA	2nd May
* ARGENTINA	10th "
* SZENT ISTVAN	16th "

FOR RIVER PLATE :

* SOFIA HOHENBERG.....	5th March
* MARTHA WASHINGTON.....	23rd "
* FRANCESCA	12th April

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

For cargo apply to H. Campos, Rua Visconde de Inhauma, 48
For passages and further information to :

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Hamburg--Südamerikanische--Dampfschiffahrts-Gesellschaft

IN CONNECTION WITH THE

Hamburg - Amerika Linie

TABLE OF DEPARTURE

Express service to Europe

CAP FINISTERRE	8th March	CAP FINISTERRE.....	1st May
CAP ARCONA.....	1th "	CAP ARCONA.....	22nd "
K. F. AUGUST	27th "	K. F. AUGUST.....	24th June
CAP BLANCO.....	17th April	CAP ORTEGAL.....	12th "
K. WILHELM II	29th April	CAP BLANCO.....	9th "
CAP VILANO.....	8th May	K. WILHELM II.....	8th July

Express service to R. Plate

Intermediate service to Europe

TIJUCA	6th March	CAP VERDE.....	13th April
HABSBURG	10th "	BELGRANO	24th "
PETROPOLIS	27th "	CAP ROCA.....	27th "
BOHENSTAUEN	30th "	BAHIA	8th May
S. PAULO.....	6th April	TIJUCA.....	22nd "

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

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Bread for use of DIABETICS
AT
CRASHLEY'S

CURRENT COFFEE FREIGHT RATES

IN FORCE SINCE Jan. 15th, 1911.

	Rio.	Santos.
Aden "via Trieste".....	54/- in full.	54/- in full.
Aguilera.....	78.50 fcs. in full.	70.50 fcs. in full.
Alexandretta**.....	71.50 fcs. in full.	71 fcs. in full.
Alvali**.....	71.50 fcs. in full.	71.50 fcs. in full.
Alexandria**.....	64 fcs. in full.	64 fcs. in full.
Aigiers**.....	62 fcs. in full.	62 fcs. in full.
Alcantara.....	56 fcs. in full.	56 fcs. in full.
Almeria.....	50 fcs. in full.	50 fcs. in full.
Amsterdam.....	45/- & 5 %.	40/- & 5 %.
Ancona**.....	63 fcs. in full.	63 fcs. in full.
Antwerp 1,000 kilos.....	45/- & 5 %.	40/- & 5 %.
Aviles.....	76 fcs. in full.	76 fcs. in full.
Barcelona.....	56 fcs. in full.	56 fcs. in full.
Bassorah**.....	108 fcs. in full.	108 fcs. in full.
Beyrouth**.....	69 fcs. in full.	69 fcs. in full.
Bilbao.....	66 fcs. in full.	66 fcs. in full.
Bombay "via" Trieste.....	54/- in full.	54/- in full.
Bordeaux, 900 kilos.....	45 fcs. & 10 %.	45 fcs. & 10 %.
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.....	\$200.	\$200.
Cadiz (Spanish line).....	56 fcs. in full.	56 fcs. in full.
Calcutta "via" Trieste.....	60/- in full.	60/- in full.
Carthagena.....	56 fcs. in full.	56 fcs. in full.
Cavalla**.....	66 fcs. in full.	66 fcs. in full.
Cesme**.....	66.50 fcs. in full.	66.50 fcs. in full.
Christiania.....	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.	53 fcs. in full.
Currachee.....	60/- in full.	60/- in full.
Dedagatch.....	66.50 fcs. in full.	66.50 fcs. in full.
Flume.....	40/- & 5 %.	35/- & 5 %.
Galatz**.....	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/- in full.
Hongkong "via" Trieste.....	60/- in full.	60/- in full.
Huelva.....	56 fcs. in full.	56 fcs. in full.
Kobe "via" Trieste.....	60/- in full.	60/- in full.
Kustendje**.....	69 fcs. in full.	69 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 %.	45/- & 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.....	52/8 in full.	47/- in full.
Malta**.....	62 fcs. in full.	62 fcs. in full.
Manilla "via" Antwerp Bremen.....	80/- & 8 %.	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.	78.50 fcs. in full.
Metellino**.....	71.50 in full.	13800.
Monte Video per bag 60 kilos.....	\$200.	64 fcs. in full.
Moslaghem**.....	64 fcs. in full.	54 fcs. in full.
Naples**.....	54 fcs. in full.	40 cts. & 5 %.
New York per bag.....	40 cts. & 5 %.	40 cts. & 5 %.
New Orleans per bag.....	40 cts. & 5 %.	40 cts. & 5 %.
Odessa**.....	66.50 fcs. in full.	66.50 fcs. in full.
Oran**.....	62 fcs. in full.	62 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.....	43/- & 5 %.	40/- & 5 %.
Santander.....	60 fcs. in full.	60/- in full.
San Sebastian.....	60 fcs. in full.	60/- in full.
Sassoun**.....	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 %.	45/- & 5 %.
Do ca goas.....	45/- & 5 %.	40/- & 5 %.
Stockholm.....	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.
Taragoune.....	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**.....	60 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 (option).....	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.....	via New York	
" Southampton.....	60/- & 2 1/2 %.	
" Hamburg.....	60/- & 2 1/2 %.	
" Antwerp.....	60/- & 2 1/2 %.	
" Bremen.....	60/- & 2 1/2 %.	
" via New York.....	60/- & 2 1/2 %.	
" Southampton.....	60/- & 2 1/2 %.	
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" Hamburg.....	60/- & 2 1/2 %.	
" Antwerp.....	60/- & 2 1/2 %.	
" Bremen.....	60/- & 2 1/	

LAMPORT & HOLT LINE

Passenger Service for New York.

BRAZIL AND RIVER PLATE

Average passage, Rio to New York: 17 days

VERDI.....	16th Mar
BYRON.....	3rd Apr
VASARI.....	16th "
FENNYSON.....	3rd May
VOLTAIRE.....	16th "

VERDI

Sails 16th March for

BAHIA, TRINIDAD, BARBADOS
and NEW YORK.

Taking 1st & 3rd class passengers for above ports

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

All these steamers are fitted with wireless

Telegraph

For freight apply to the broker.

RUA CANDELARIA 91, Sobrado

For passages and further information apply to the

Agents: **NORTON, MECAW & Co., Ltd.**

112, RUA PRIMEIRO DE MARÇO.

Rio de Janeiro

F. S. HAMPshire & Co., LTD.

Caixa No. 10, SANTOS.

F. BENN & SON, BAHIA

THE PACIFIC STEAM NAVIGATION CO

P.S.N.C.

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

Fortnightly sailings:—

To Europe.

ORIANA.....	15th Mar.
ORISSA.....	28th "
ORTEGA.....	10th April
OROPESA.....	25th "
ORITA.....	8th May
ORAVIA.....	23rd "
ORONSA.....	5th June
ORCOMA.....	20th "
ORIANA.....	3rd July
ORISSA.....	18th "

To River Plate, Chile and Peru.

ORITA.....	13th Mar.
ORAVIA.....	26th "
ORONSA.....	10th April
ORCOMA.....	23rd "
ORIANA.....	8th May
ORISSA.....	21st "
ORTEGA.....	5th June

Wireless telegraphy.

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

For all information apply to
E. L. HARRISON, Representative.

AVENIDA CENTRAL, 53-55,
RIO DE JANEIRO.

Rederiaktiebolaget Nordstjernan JOHNSON LINE

Regular monthly service between
Scandinavia,

Brazil and the River Plate

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

FOR EUROPE.

"KRONP. VICTORIA".. Beginning of March

FOR THE PLATE.

AXEL JOHNSON.. 14/15th Mar.

For further information apply to
Luiz Campos & Co., Agents — 84
Visconde Inhauma.

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.
7th March.....	S. S. "Frisia"
25th ".....	S. S. "Zeelandia"
12th April.....	S. S. "Hollandia"
30th May.....	S. S. "Frisia"
16th June.....	S. S. "Zeelandia"
3rd July.....	S. S. "Hollandia"

FOR THE RIVER PLATE:

Santos, Montevideo and Buenos Aires.

1st March.....	S. S. "Zeelandia"
15th Apr.....	S. S. "Hollandia"
29th Apr.....	S. S. "Frisia"
13th May.....	S. S. "Zeelandia"
27th June.....	S. S. "Hollandia"
11th July.....	S. S. "Frisia"

Two big ocean-flyers now building.

Direct Tickets to Paris and London

For Passages and other information apply to

Sociedade Anonyma Martinelli.

20 R. de 1.º de Março, 20.

Do Rio de Janeiro, Santos, Campos,

Rio de Janeiro, de Inhauma, N.º 84.

NORDDEUTSCHER BREMEN LLOYD.

Capital .. 125,000,000 Marks.

NEXT DEPARTURES.

Date.	Steamer.	Destination
Mar. 15 "Heidelberg"		Bahia, Madeira, Leixões, Rotterdam, Antwerp, and Bremen.
Mar. 29 "Bonn"		Bahia, Pernambuco, Madei- ra, Lisbon, Leixões, Antwerp and Bremen.

Passengers & Cargo accepted.

Passenger routes.	Cabin	Steerage.
Rio—Rotterdam, Antwerp.		
Bremen	Marks 400	1300000
Rio—Madeira, Lisbon...		
Leixões.....	£ 17-0-0	854000

and 50% tax

For further information apply to

HERRM. STOLTZ & Co., Agents.

AVENIDA CENTRAL, 66-64

SOCIÉTÉ GÉNÉRALE

DE

Transports Maritimes à Vapeur de
Marseilles.

DEPARTURES OF STEAMERS

FOR EUROPE.

PAMPA. 13th, Mar.

for

Marseilles, Barcelona and Genoa direct
f. gold

Through fares to Paris, 1st. class.....	721
do do 2nd. class.....	550
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..... 1174000
Barcelona 3rd. class..... 1204000

Agents—ANTUNES DOS SANTOS & Co.,

Rio de Janeiro, Avenida Rio Branco, 14 e 15

S. Paulo.—29, Rua S. Bento,

Santos.—Praça da Republica, 33.

PRINCE LINE

Regular Sailings to the United States.
Splendid passenger service.

DEPARTURES

FOR NEW YORK

ASIATIC PRINCE..... 11th March

FOR NEW ORLEANS.

SWEDISH PRINCE..... 1st March
SAXON PRINCE..... 30th "

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.
March 6 "Avon"....		Bahia, Pernambuco, Madeira, Lisbon, Leixões, Vigo, Cherbourg and Southampton
" 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 "Amzon"....		Santos, Montevideo, & Buenos Ayres.
" 27 "Clyde".....		Bahia, Pernambuco, S. Vincen- Lisbon, Leixões, Vigo, Chert bourg, & Southampton.
April 1 "Asturias"...		Santos, Montevideo & Buenos Aires.
" 3 "Araguaya"....		Bahia, Pernambuco, Madeira, Lisbon, Leixões, Vigo, Cher- bourg, & Southampton.
" 10 "Amazon"....		Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg, and South- ampton.
" 16 "Avon".....		Santos, Montevideo, and Buenos Ayres.
" 17 "Asturias"....		Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg, & Southampton.
" 23 "Danube"....		Santos, Montevideo & Buenos Ayres.

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

For freight, passages, and other information
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E. L. HARRISON, Representative.

Avenida Central

Rio de Janeiro