

# The Brazilian Review

VOL. XV

RIO DE JANEIRO, TUESDAY, March 26th, 1912

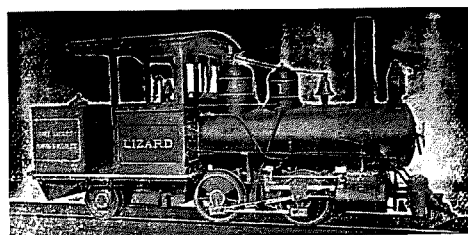
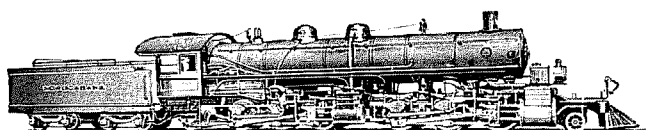
No. 13

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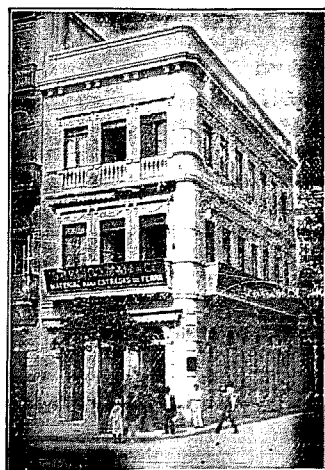
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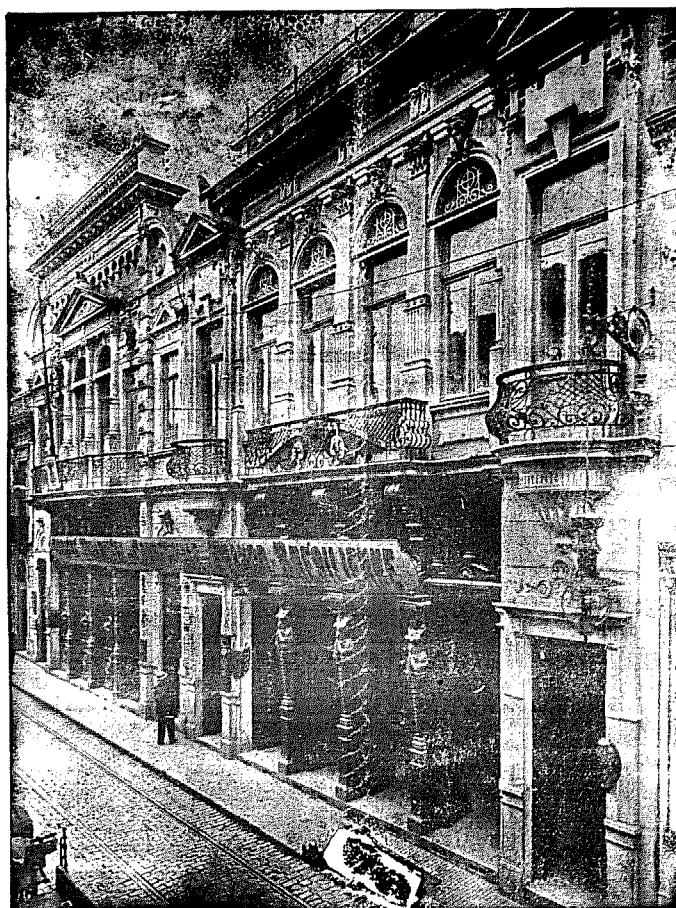
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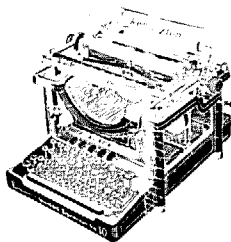
The city of São Paulo, which is the capital of the State of São Paulo, Brazil, is situated in the valley of the Tieté River, 800 metres above the sea level and 35 miles from Santos, the sea port of this State. The climate is delightful throughout the year, resembling very closely that of Southern California.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

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# The Brazilian Review

VOL. XV. RIO DE JANEIRO, TUESDAY, MARCH 26th, 1912. No. 13

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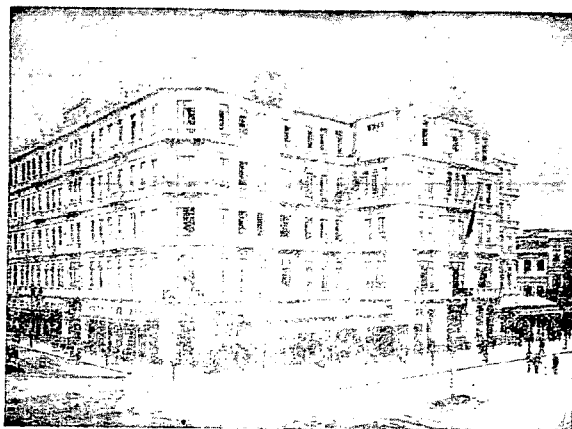
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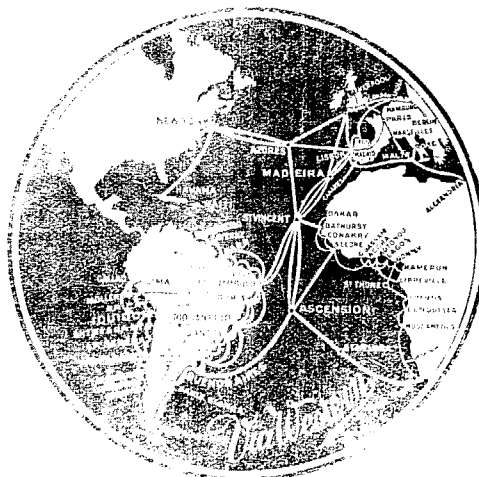
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# The Brazilian Review

Editor—W. G. CHANCELLOR.

OFFICES—RUA CAMERINO No. 61.

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

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SPACE	52 Inserts per insert	26 Inserts per insert	13 Inserts per insert	6 Inserts per insert	4 Inserts per insert	Single insert
One Page . . . . .	23 5 0	23 10 0	24 0 0	24 7 6	25 0 0	25 15
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" 27.—K. F. AUGUST, H. A. L., for Hamburg.  
" 28.—ORISSA, P.S.N.C., for Liverpool.  
" 28.—ZEELANDIA, Royal Mail, for Southampton.  
Apr. 3.—ARAGUAYA, Royal Mail, for Southampton.  
" 9.—CAP ORTEGAL, H.S.D.G., for Hamburg.  
" 9.—MAGELLAN, Mess. Mar., for Bordeaux.  
" 10.—ORTEGA, P.S.N.C., for Liverpool.  
" 10.—AMAZON, Royal Mail, for Southampton.  
" 17.—ASTURIAS, Royal Mail, for Southampton.  
" 17.—CAP BIANCO, H.S.D.G., for Hamburg.  
" 18.—HOLLANDIA, Royal Holland Lloyd, for Amsterdam.  
" 23.—CORDILLERE, Mess. Mar., for Bordeaux.  
" 25.—OROPESA, P.S.N.C., for West Coast.  
" 29.—K. WILHELM II, H.A.L., for Hamburg.  
May 1.—AVON, Royal Mail, for Southampton.  
" 7.—AMAZONE, Mess. Mar., for Bordeaux.  
" 8.—DANUBE, Royal Mail, for Southampton.  
" 8.—ORITA, P.S.N.C., for Liverpool.  
" 8.—CAP VILANO, H.S.D.G., for Hamburg.  
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" 15.—ARAGON, Royal Mail, for Southampton.  
" 18.—CAP FINISTERRE, H.S.D.G., for Hamburg.

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" 26.—ORAVIA, P.S.N.C., for West Coast.  
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- Apr. 3.—BYRON, Lamport & Holt, for New York.  
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RUA RIO BRANCO, 215  
SABIA:  
RUA FORMOSA, 13.  
RUA CHILL, 17  
S. PAULO:  
RUA 15 DE NOVEMBRO, 45  
RUA S. BENTO, 18  
AVENIDA R. PESTANA, 233  
SANTOS:  
RUA FREI GASPAR, 12  
PERNAMBUCO:  
RUA BARAO DA VICTORIA, 81.  
PORTO ALEGRE:  
RUA DOS ANDRADAS 369  
CURITYBA:  
RUA 15 DE NOVEMBRO, 17



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## General News

**Local Items.**—The returns of the Directorate-General of the Public Health for the week ended March 16th, 1912, are as follows: — Yellow fever, 0; tubercle plague, 0; smallpox, 0; measles, 3; scarlet fever, 0; whooping cough, 5; diphtheria, 0; influenza, 8; typhoid fever, 1; dysentery, 3; beriberi, 0; leprosy, 0; erysipelas, 2; marsh fevers, 12; pulmonary diseases, 51. Total deaths from all causes, 353, equal to an annual rate of 20.02 per thousand inhabitants. Mortality of infectious diseases to total number of deaths 25.77 per cent. Under treatment in hospitals: Yellow fever, 0; smallpox, 1; tubercle plague, 0; under observation, 7.

— As we wrote there seems some chance of the strike in England coming to a conclusion. But the Government, bringing in a bill establishing the minimum wage at 5s per diem and at 2s for overtime. This is a very socialistic measure which is possibly justified by the strike, but which is sure to cause trouble for the Government, as not many will prove to be a nail in the coffin of the Government at Westminster. Naturally extreme measures require extreme measures but it will be better to wait and see over that the results of such a measure will be clearly seen. The misery amongst the poorer classes in England as a consequence of the strike has been so great that there seems a certain irony when strikers are asked to get up to keep the families of the miners and are merely supported by people who are having as a result of the strike to pay through the nose for their coal — a necessity of life. The severity of the winter has not added to the general weal and altogether the state of affairs leaves a great deal to be desired. This strike is not the end but only the beginning of the upheaval, of that there is but little doubt.

— King Manoel, apparently reconciled to Dom Miguel, has written a letter to some ardent monarchists saying that the hour is not far distant when they will reunite on the soil of their Fatherland, for the country cannot exist except when governed by the principles of order, justice, liberty, toleration and constitutional guarantees as represented by the rule of the House of Braganza. On the other hand the Republican Government is quite satisfied with the state of the country. What happens to the patient when doctors disagree? In any case while the Republic has not proved an unmixed blessing, the Monarchy was far from perfect and if a return were really to become a *fait accompli* the new policy would have to be vastly different to that pursued by Dom Carlos if success were

to result.—There has been general rejoicing at the escape of the King and Queen of Italy all the world over. The President of the Republic was one of the first to send his congratulations as Chief of a Nation which extends its hospitality to several millions of Italians.

— During the week the weather in Rio has been somewhat varied. First hot and stuffy with a certain amount of rain and later fair and cooler. Officially autumn began last Thursday, so we may expect some heavy equinoctial gales and then it is to be hoped a spell of cool weather. The highest temperature recorded at the Observatory was 29.6 Centigrade or 85.28 Fahrenheit, the lowest 21.8 Centigrade or 71.24 Fahrenheit and the average 24.8 Centigrade or 76.64 Fahrenheit. The number of deaths was 353 as against 349 in the previous week and 381 in the week before that.

— We are sorry to notice that there was one death from yellow fever. This was the Captain of the British s.s. Tunstall who died in Hospital a few days ago. It appears that the vessel stayed for a few days at Pernambuco and that the Captain was ashore for some time and contracted the disease. According to the report issued by the Director General of Public Health the unfortunate man arrived here in a dying condition having been suffering from the disease for five days. The ship was rigorously disinfected and then proceeded on her voyage to Rio Grande do Sul. The Director General of Public Health has also issued a further statement to the Health authorities in Buenos Aires, Montevideo and Assumption 'to the effect that there are two cases of yellow fever at Bahia and one at Victoria. He also states that the health of Rio is excellent and that there is no fear of an epidemic. It is a good thing that the authorities are being so strict for if yellow fever once again get a hold in Rio much of the good work of the last few years would be completely wasted. We are of opinion that if a careful watch is kept things will be all right here. Of course the fact that there is train service now between Victoria and Rio may complicate matters somewhat but this is a matter which it should not be beyond the power of the authorities to tackle.

— The Compagnie Générale Transatlantique have issued a booklet descriptive of their s.s. «La Provence» to commemorate their golden jubilee. As Fairplays says as a specimen of English as she is wrote, it captures the Huntley and Palmer with honours. Fairly early in the book and dealing with the endarking of passengers, the writer says: «It is even a very interesting sight to see the manoeuvre of an embarkation, take off commandment without an apparent effort and go down at once to the level of the waves, covered with sailors at their swimming posts. Then *à propos* the Marconi installation: «This machine is also used by all the commanders of the post, they being on board the Marconi apparatus to exchange telegrams of the service about the disposition of the wind, the directions of the winds, to signal icebergs (hazardous, etc., etc). The possibility of wiring for an iceberg is something to be in the morning is attractive, and deserves consideration then it gets from some of our lines. Also here is a little bit to cheer up the American travellers usually found on North Atlantic boats: «Of course, there are people who have never been able to digest easily, or who have hurt their chests with either too heavy or too much food, but here on sea all seems well with them, it may perhaps be, that the strong sea breeze, and the lovely sight around does it, in any case we see with great pleasure that they enjoy our excellent French cooking». Hurt their *chests* is good. The next is a little obscure: «One of the curiosities of the poop is the row of seven frigorific rooms where in the constant freshness of a temperature cleverly graduated and orderly kept, very regularly placed are the meats of every sort». Curious certainly. The hairdresser's shop must be very attractive. I should say. It is thusly described: «Here you have a hair dresser's saloon, *demier cri*. The decoration is traditional, and she rivals in luxury with the most perfect lavatories of Paris and New York». And just as I thought the book was becoming dull, I came across the following little bit: «Of course the chimneys seem very high, indeed they are thirty metres high, and five metres in «diamètres», and however see what it is to be earned in the art of the beautiful, who would have thought ever to see that two tramways could from the forepart run through each other as through an ordinary tunnel?» I wouldn't, for one. And to think that the services of a competent translator could have been secured for a few livres.



— In accordance with the proposal of Colonel Silva Pessoa, Commandant of the Police Brigade the Minister of the Interior has made a contract with Engineer Leopoldo da Cunha Filho for the completion of the work on the mounted police barracks for a sum of 1,700,000\$000. The original estimate for the work was 2,363,336\$058 so that there is an economy of 663,336\$058. It is just as well if these barracks were to be built at all that they should be completed. For some time now they have been standing half finished with the interior exposed to the wind and weather which cannot be good for the portion already constructed. It is satisfactory to see that there is a considerable saving on the original estimate.

— Amongst the departures from Rio on the s.s. Aragon last week was that of Sir Walter Hely Hutchinson, Chairman of the Leopoldina Railway, who has been out here for some two months making a tour of inspection over the Company's lines. As is well known Sir Walter was for some time Governor of Cape Colony.

— During the first half of the current month the number of immigrants arriving at the port of Rio was 3,641 of various nationalities conveyed in 27 different vessels.

— There seems to be a divergence of opinion with regard to the Chinese women who have been claiming to remove insects from the eyes of people in this City. As we have already reported these people were given a room in the Jornal do Brazil building where they held their séance every day. Crowds of people attended and went away with small bottles containing the insects supposed to have been taken out of their eyes. A learned treatise appeared in the Jornal do Commercio by a well known physician stating that these insects were indeed known to exist and that the whole thing was probably genuine. The very day that this appeared the Chinese ladies were hauled off to the Police station to explain why they were acting as charlatans, they were accused of carrying the «bichos» in question in their mouths and at a certain moment when appearing to be massaging the eyes of the patient to flick the same to the ends of their fingers. Since the inquiry there is still a good deal of belief in these people but it is surely clear to most people that the whole thing is a fake, and that it was just as well that the police stepped in when they did and put a stop to the fleecing of the credulous. The «Vista Chinesa» will have a new significance in Rio now.

— The President of the Republic returned from his trip to Itatiaia last week. The complete freedom from the cares of office must have been a distinct relief to His Excellency whose position at the moment is not exactly a bed of roses. The whole time he was away the President was riding and shooting and getting as much air and exercise as possible. The sport seems to have been excellent and the whole party returned quite satisfied and much refreshed with their outing.

— In spite of the fact that the dates on films have gone up so much so far the popularity of the cinema cinematograph shows, whose name is Legion in this City, have not raised their price while the public is flocking to them with unabated enthusiasm. There has been a considerable amount of correspondence in the news press lately with regard to the educational possibilities of the moving picture, a matter which has already been touched on in these columns. It is a great advantage for a child to have historical episodes engraven on his mind by seeing the acting of them before his very eyes in the most realistic manner. In our young days history in the nursery consisted mostly of dates, then Green revolutionised it for young and old alike and now the moving picture has come as a great aid to memory and to learning.

— All different kinds of lies have been analysed and classified by Dr. Allen Hoban, Professor of Sociology in the University of Chicago. He enumerates them as follows:—

- The fantasy, or fairy tale lie.
- The vainglorious or boasting lie.
- The defensive lie.
- The heroic lie.
- The white or permissible lie.
- The society lie.
- The business lie.
- The professional lie.
- The art lie.
- The adulterative lie.

«The fantasy, or fairy tale lie», says Professor Hoban, is that which the young child invents from his or her

imagination. There is practically no moral quality in very young children.

«The vainglorious or boasting lie is that by which the child constantly exaggerates things done.

«The defensive lie is induced by fear.

«The heroic lie is that which is told by one wishing to save another from punishment by avowing faults he has not committed.

«The white lie is usually told by conscientious and even religious people, and consists in hiding the truth while appearing to tell it.

«The society lie is the most frequent. We all know it. It is increasing.

«The business lie has a thousand forms, which many know, to their sorrow.

«Any lawyer or physician can define the professional lie.

«The art lie is best understood by those who palm off newly manufactured near-art on wealthy amateurs.

«The most injurious is the adulterative lie, which results in giving us oleomargarine for butter, red ink for wine, wood alcohol for whisky, and cottonseed oil for olive oil».

— The Lamport and Holt s.s. Vasari which left New York on February 20th brought with her \$2,000,000 in U.S. gold most of which for Buenos Aires.

— It is now stated that the freights from New York to Rio and Santos for cement shipments will be increased as from the beginning of April. The increase will be 2s 6d.

— The news of the appointment of Dr. Campos Salles as Brazilian Minister to Argentina was received with great pleasure in Buenos Aires. The Argentine Government has stated that he is indeed persona grata and that they desired to thank the President of the Republic of Brazil for having appointed so illustrious a personage. It is stated as likely that General Icaza will be appointed Argentine Minister to Brazil. This would be an interchange of compliments which could not fail to bring about a closer approximation between the two countries.

— A project has been laid before the Municipal Council by which the Prefect is authorised to widen the section of the Rua 13 de Maio between the Rua Barão de São Gonçalo and the Largo da Carioca and to carry out the necessary expropriations. This will be a great improvement but we should like to have seen the burning of the Império Nacional followed by the leveling of that building to the ground and also of the Lyce Theatre, for then a fine new avenue could have been made which would have carried the Rua Uruguaiana right through to the sea along the Rua Senador Dantas. As the printing works are being renovated and the Lyce Theatre repainted there does not seem to be much chance of this at present.

Mr. Savage Landor arrived from the Plate on the s.s. Aragon on Wednesday last. He has stated to the press that he proposes to write a book on his stroll through Brazil so we suppose it will be difficult to get anything out of him with regard to the secrets which he is preserving. At anyrate he seems to have had a most interesting as well as a most exciting time and we trust that he will give us a few lines shortly which will interest our readers without trespassing on the lines of his book. He proposes to leave Rio on the s.s. Araguaia.

A demonstration of the powers of the new fire extinguisher «Pyrene» was given in the Quartel Central of the Fire Department on Thursday the 14th inst. It was attended by the Minister of Marine, Chief of Fire Brigade, representatives of the Press and a large number of the business men of Rio. All the tests were arranged by Major Vidal. Tests were made on flaming gasoline, carbide of calcium waste soaked in gasoline and the final test was an imitation of an automobile soaked in gasoline and with a can of gasoline placed inside the machine. In every case the «Pyrene» fire extinguisher proved efficient to the satisfaction of all present. The Agency for Brazil is held by Wilfred H. Baker of Rua dos Ourives 59 sob, who was warmly congratulated by all present on the splendid manner in which this most able little machine did its work. Considering that the «Pyrene» can only holds one quart of liquid it was really marvellous how quickly and efficiently it extinguished the various fires it was given to combat.



— Arrangements are being made for an aeroplane flight from São Paulo to Rio and vice versa, for a large money prize. It is expected that the first attempt will be made by Sr. Eduardo Chaves during the current week.

— A short time ago we gave some extracts from a book which was issued dealing with the history of the firm of Messrs. William Simons and Co. of Renfrew which were of great interest to many of our readers. The Liverpool Journal of Commerce has now been giving an account of the firm which is much on the same lines but there are a few details about the works which did not appear before and which certainly are of interest. The works of the company, which have an area of about 15 acres, are admirably situated on the Clyde, not only for launching purposes, but also for the reception and despatch of material by rail and water. They have private sidings on the Caledonian and Glasgow and South Western Railway systems. The various departments comprise iron and brass foundry, boiler shop, smiths' shop, machine and erecting shops, sawmill, patternmaking and shipwright shops, and shipbuilding sheds, and each one equipped with the most modern plant. Since 1906 all the departments have been remodelled and reorganised, consequent upon the exigencies of increasing business. The foundry is capable of turning out each day castings up to 20 tons in weight. All the castings required for the various vessels built at the yard are obtained from the company's own foundry. The machine shop is 300 feet in length and 125 feet wide. There are three 30-ton cranes, one 12-ton, and one 15-ton, and a light crane railway is laid throughout the shop for transporting castings and machinery. The latest punching, shearing, rolling, and planing machines and all other accessories necessary are to be found in this shop. The boiler shop is 200 feet long, and is well equipped in every way, and includes powerful flanging, riveting, drilling, planing, and rolling machines capable of dealing with boiler plates up to 1 3/4 inches thick. The sheerleg arrangements throughout the yard provide facilities for transferring heavy machinery to the vessels on the stocks previous to launching. All the vessels built here are homed with their machinery on board, complete and ready for work. There are seven launching berths, and, in addition, the open shipyard area is used for building shallow draft dredgers, barges and other light craft, which are to be shipped in pieces for re-erecting. The whole of the power is supplied by electricity, which system has recently been remodelled. The central power station includes a high tension chamber, containing the large static transformers for the reduction of the high pressure current of the supply company. It also contains three sets of water generators, ranging from 75 to 250 H.P. The engine room also contains two compound 1600 H.P. oil-fired engines. The air compressors are of vertical type, and are supplying all the pneumatic tools in the yard, including the sand rammer and all the lifts, including several cranes, and electrically driven. The firm have recently introduced the dredges of Panama the Canal, an extremely successful type of hopper dredge, to the order of the United States Government, for carrying out some of the most difficult work now waiting to be done in connection with the Panama Canal. This dredger is of the twin screw type, and is distinguished by the way in which the Panama Canal has been constructed.

### The British Subscription Library

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

The new passenger lift will be working shortly.

HOURS 8-10.30 & 12.7

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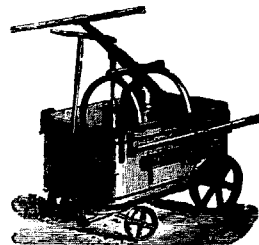
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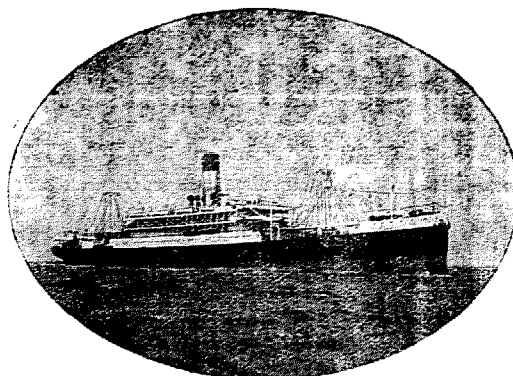
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Time table for ordinary days

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	Paineiras for Cosme Velho..... 2.00
" " " " " " 6.00	" " " " " " 2.15	" " " " " " 8.45	" " " " " " 4.00
" " " " " " 10.45	" " " " " " 8.00	" " " " " " " "	" " " " " " 5.40
" " " " " " " "	" " " " " " " "	" " " " " " " "	" " " " " " 6.30

### Sundays and Holidays

UP		DOWN	
A.M.	P.A.	A.M.	P.A.
Cosme Velho for Paineiras..... 5.00	" " " " " " 2.30	Paineiras for Cosme Velho..... 8.30	Paineiras for Cosme Velho..... 12.30
" " " " " " 9.00	" " " " " " 3.00	" " " " " " 9.00	" " " " " " 1.30
" " " " " " 1.00	" " " " " " 4.00	" " " " " " 10.30	" " " " " " 2.30
" " " " " " 11.00	" " " " " " 5.00	" " " " " " 11.30	" " " " " " 3.30
" " " " " " " "	" " " " " " 6.00	" " " " " " " "	" " " " " " 4.30
" " " " " " " "	" " " " " " 7.00	" " " " " " " "	" " " " " " 5.30
" " " " " " " "	" " " " " " 8.00	" " " " " " " "	" " " " " " 6.30
" " " " " " " "	" " " " " " 12.00	" " " " " " " "	" " " " " " 7.30
" " " " " " " "	" " " " " " 1.00	" " " " " " " "	" " " " " " 8.30
Cosme Velho for top of Corcovado..... 1.00	" " " " " " " "	" " " " " " " "	" " " " " " " "

**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 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 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 newspaper.

Rio, December 1910

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



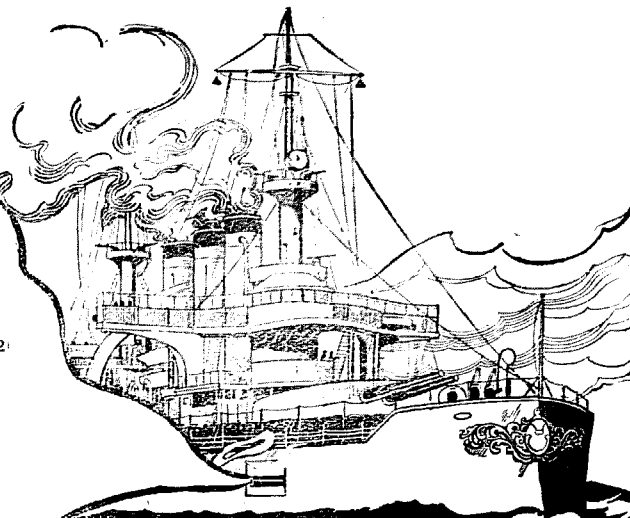
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OTHER SUNDAYS OF THE MONTH.

Matins and Sermon at 11 a.m.

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MARRIAGES, BAPTISMS, CHURCHINGS, ETC.

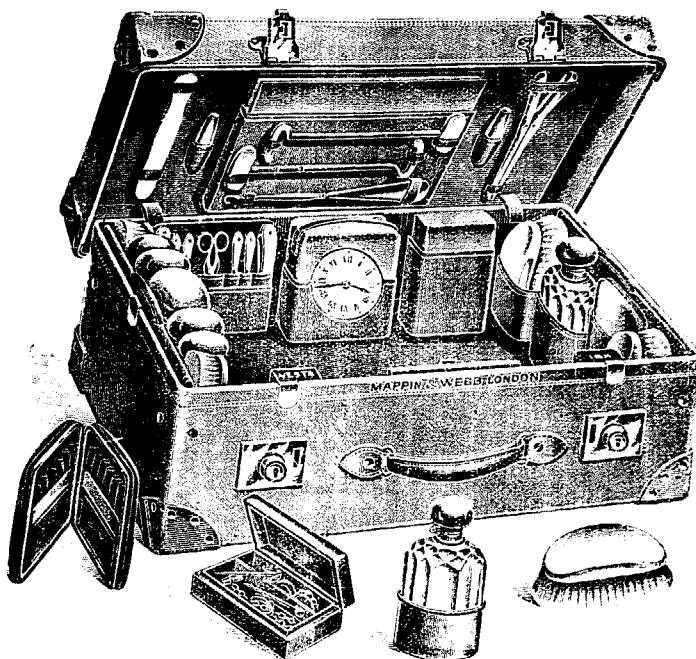
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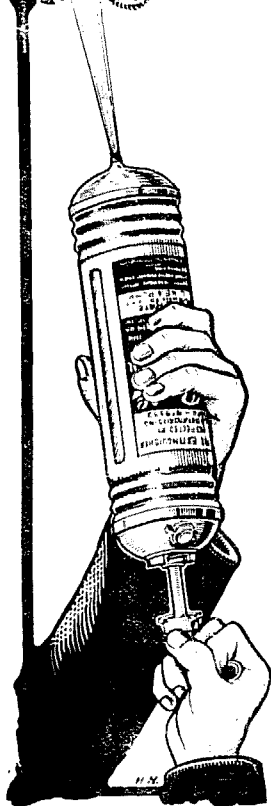
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## THE WONDER WORKER



PYRENE is a combination of powerful gases in liquid form, devoid of moisture and therefore a non-conductor of electricity. When brought into contact with a temperature of 200 degrees or over the liquid is instantly converted into a heavy blanket of gases which effectually surrounds and extinguishes the fire by excluding oxygen. Does not damage surrounding property. The dielectric strength of Pyrene is 1,000,000 volts per cubic inch. Pyrene can be directed upon a circuit carrying 60,000 volts without fear or danger to the operator. It may be directed between commutator and brushes, between armature and field of a moving generator, or upon switchboards, rheostats, controller boxes, on transformers or other electrical devices without the slightest damage to insulation or apparatus. It will break an arc of any intensity and when the arc has once been broken it will not re-establish. PYRENE has broken arcs of 220 volts at 2,000 amperes, 600 volts at 1,200 amps., 2,300 volts at 450 amps., 20,000 volts at 30 amps., 54,000 volts at 9 amps. It is equally efficient in extinguishing incipient blazes of gasoline, turpentine, varnish, paint remover, oil-soaked waste, shavings, calcium carbide and other inflammables. PYRENE will not freeze at 100 degrees below zero nor does it deteriorate with age nor corrode metals, therefore maintenance cost is entirely eliminated.

J. G. Barrett, Gen'l Mgr., The Licking Light and Power Co., says that PYRENE saved them from a loss of at least \$2,200.00. Other users are Interborough R. T. Co., Philadelphia R. T. Co., American Rys. Co., Chicago City Rys., Union Electric Light and Power Co., of St. Louis, Standard Oil, and many others.

Standard Pyrene extinguisher is 3 inches in diameter, 14 inches long and weighs only five pounds.

Every motor car should be equipped with a PYRENE gun, your motor-lunch is incomplete without one, in every building where electricity is the motive power a few strokes with a PYRENE gun will often mean a saving of hundreds of pounds worth of machinery.

This is what Fire-chief Croker, head of the New-York Fire Dept. says:— I have the honour to report that lately I have been present at a number of tests of a new Fire-extinguisher known as PYRENE. The tests that I have witnessed have been very severe, and I am safe in saying that in my opinion this extinguisher is the only extinguisher that I know of which is able to extinguish burning gasoline, acetylene and such other explosive compounds.

I would recommend the purchase of PYRENE extinguishers to be carried on the various apparatus of this department, also that every electric street car, elevated and subway cars, should be compelled to have therein one of these extinguishers, as it will extinguish any fire caused by electricity with practically no damage, and without fear to the person operating same, as it is a non-conductor of electricity. It would be of great assistance to this Department to have such an extinguisher placed in the cars above mentioned as the inspector and conductor could very readily extinguish the fire without calling on this Department. I would further recommend that owners of Garages be compelled, if possible, to place a number of these extinguishers throughout Greater New York, in each and every Garage.

(Signed) EDWARD F. CROKER.

If you are at all interested in this little machine and will drop me a card or ring me up on the phone I shall be glad to come around and explain same to you and if necessary give you a practical demonstration of what it will do.

Sole agent for Brazil.

**WILFRED H. BAKER**

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## Rubber

**Stock of Rubber.** According to the official figures given at last week's Cabinet Meeting the stock of Rubber at Pará on March 16th was 3,557 tons and at Manaus 50 tons, a total of 3,607 tons. Compared with March 9th there is an increase of 6 tons at Pará, stock at Manaus remaining the same.

**F. M. S. and Ceylon Crops.** The following table shows the exports of plantation rubber from the F.M.S. and Ceylon during the years 1910 and 1911. Of the amount shown as exported from Selangor in 1911, 162,633 lb. were produced in Perak, 1,122,235 lb. in Negri Sembilan, and 24,602 lb. in Pahang, but are not included in the figures for those States:—

Selangor .....	11,737,386	8,241,388	3,495,998
Perak .....	5,450,644	2,541,756	2,908,888
Negri Sembilan .....	2,492,939	1,423,453	1,069,486
Pahang .....	14,361	6,929	8,432

### Total Exports

from F.M.S. ....	19,695,330	12,212,526	7,482,804
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Exports from Ceylon.	7,154,658	3,586,854	3,567,804
Total Exports from			

F.M.S. and Ceylon	26,849,988	15,799,380	11,050,608
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Ceylon exports, it will be seen, practically doubled compared with 1910, while the exports from the F.M.S. increased less proportionately.

It is interesting to find that the exports from Ceylon direct to the U.S.A. made no extraordinary advance in 1911, while exportation to this country more than doubled. In 1910 the exportation to America was actually greater than that to the United Kingdom. The immediate destinations of last year's shipments of Ceylon rubber are exhibited in the following table, which also sets forth the figures for 1910 for comparison:—

	1911. lb.	1910. lb.	Increase. lb.
To U. K. ....	3,956,812	1,683,295	2,073,517
" U. S. A. ....	2,045,499	1,762,405	283,094
" Belgium .....	896,613	95,693	800,926
" Germany .....	67,315	22,161	45,154
" Japan .....	57,513	5,899	51,614
" N. S. W. ....	39,623	550	39,073
" Victoria .....	29,101	5,308	23,793
" Canada .....	25,445	7,476	17,969
" Holland .....	12,893		12,893
" Austria .....	10,975	1,041	9,934
" Italy .....	9,302	1,909	7,393

The large increases in the exports to Belgium, Austria, and Japan are worthy of note.

As yet we have not received particulars of the destination of the F.M.S. exports.

According to information cable by the Federated Malay States Government to the Malay States Information Agency, the exports of plantation rubber from the Federated Malay States for the month of January amounted to 2,730,576 lb.

Appended are the comparative statistics for the corresponding period in 1910 and 1911:—

	1910. lb.	1911. lb.	1912. lb.
January .....	768,743	1,329,170	2,730,576

«The India Rubber Journal», February 24th.

## Dividends

**Prince Line.** The directors of the Prince Line, Ltd., have declared an interim dividend for the half-year ended 31st December last at the rate of 6 per cent. per annum.

**São Paulo Tramway, Light and Power.** The directors of the São Paulo Tramway, Light and Power Company, Limited, have declared a quarterly dividend at the rate of 10 per cent. per annum.

## Railway News

### THE LEOPOLDINA RAILWAY COMPANY.

#### ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year.	Week Ended.	Receipts for Week			Total from 1st January
		Currency.	Exch.	Sterling.	
1912	16th Mar.	441,000\$	16 3/32	£ 29,573	£ 299,221
1911	18th "	336,000\$	15 15/16	£ 22,312	£ 246,562
Increase...	—	105,000\$	6/32	£ 7,260	£ 52,659
Decrease ..	—	—	—	—	—

— The Minister of Finance has ordered the payment to the Brazil Great Southern Railway of two sums of 123:314\$457 and 106:885\$473 respectively for work executed in the months of July and August last.

## New Issues

**The Congo Soco Syndicate Limited** has been authorised to operate in the Republic by virtue of Decree No. 9413 of March 6th 1912. The domicile is in England and the Capital is £7,500 divided into 7,500 shares of £1 each. The object of the concern is to handle the iron ore deposits at Congo Soco in the State of Minas Geraes.

**The City of S. Paulo Improvements and Freehold Land Company Limited.** Of which details have already been given in these columns is by Decree No. 9459 of March 13th 1912 authorised to operate in the Republic. The domicile is in England and the capital is £2,000,000 divided into 200,000 shares of £10 each.

**The Brazilian Development and Colonisation Company Limited.** By Decree No. 9442 of March 13th 1912 this concern is authorised to operate in the Republic. As already stated in these columns the domicile is in Portland, Maine, U.S.A., and the capital is \$5,000,000 divided into 50,000 shares of \$100 each.

**The Ceará Tramway, Light and Power Company, Limited.** By Decree No. 9440 of March 13th, 1912, this company is authorised to operate in the Republic. The domicile is in England and the capital is £200,000 divided into 200,000 shares of £1 each. The name of the concern indicates its object.

**Companhia Luz Stearica.** An issue of 25,000 debentures of 200\$000 each, in all 5,000,000\$. Interest is at the rate of 6% per annum payable on April 1st and October 1st of each year. The issue is made at par and amortisation is at the rate of 4% per annum. The object of the loan is the amortisation of the loan issued in 1911 of which 1,960,000\$000 still remains outstanding and also the formation of a guarantee fund. The guarantees for the loan are the factory, the guarantee fund and all the real property of the company.

**Harrods (South America), Limited.** Registered February 21st, by McKenna and Co., 31-4 Basinghall Street, E.C. Capital, £25,000, in £1 shares. Objects: To carry on in the Argentine Republic and elsewhere in South America the business of a universal supply company and general stores. Private company. The first directors (to number not less than three nor more than seven) are: Sir Alfred J. Newton, Bart., H. Bennett, R. Burbidge, E. Cohen, F. H. Harvey-Samuel, W. Mendel and H. K. Newton.



## Company Reports

**Disconto-Gesellschaft.** The report of the Disconto-Gesellschaft states that the gross profit for the year amounts to 37,026,646 marks, against 35,239,120 marks in 1910. It is proposed to pay a dividend of 10 per cent. (the same as in 1910) on the old capital of 170,000,000 marks, 5 per cent. as half-year's dividend, on 30,000,000 marks new capital, and to carry forward an amount of 1,376,901 marks, against 1,355,578 marks in 1910. The reserve fund will be raised by 20,207,388 marks (19,207,388 marks of which represents the premium received on issue of the new capital) to 81,300,000 marks.

## Company Meetings

**Pará Electric Railways and Lighting.** The seventh ordinary general meeting of the Pará Electric Railways and Lighting Company, Limited, was held on February 28th, at the Cannon Street Hotel, London, E.C., Sir William Evans Gordon presiding.

The Secretary (Mr. J. Fry) having read the notice convening the meeting and the report of the auditors.

The Chairman, in the course of his speech, said: It gives me great pleasure to preside at another meeting of your company and to be able to present a report which, on the whole we consider satisfactory, although not so good in some essential respects as that presented a year ago. The reduced net earnings for the year are wholly due to an increase in the operating expenses, amounting to £38,640, under four general headings. The increase in the item of generating station expenditure amounts to £19,498. The number of units generated has increased by about 30 per cent., but the cost of operating the station has increased nearly 50 per cent. The principal cause of this excessive increase in cost was the work carried out during the year by the Port of Pará. They destroyed our former facilities for landing and handling coal, and until November gave us no new facilities, but the Port Company advise us that they are making permanent coaling arrangements, which we trust will be satisfactory. The port works also destroyed our facilities for obtaining circulating water for the condensers, so that for several months our station was working non-condensing, and in consequence our coal consumption largely increased. The increase in the company's business has necessitated an increase in the capacity of the plant, and the directors were advised to take this opportunity to put out of use a portion of the least efficient of the old plant. We have, therefore, ordered, and already partly installed, new plant of a capacity of 1,200 kilowatts (displacing old plant of 180 kilowatts), which will effect a net increase of about 25 per cent. in our station capacity, and within a few weeks should be in full operation, eliminating thereby an important part of the unfavourable condition of last year's working. I may add that no efforts will be spared to ensure reduction of costs to a figure which compares favourably with other undertakings in similar circumstances. I think we may say that the expenses of last year were abnormal. While, on account of the rise in the rate of wages, they are not likely to fall back to quite so low a percentage of the gross receipts as obtained in 1910, they should nevertheless be substantially reduced in the current year. The latest cable return giving an increase surplus for the February return of £825, due to reduced expenses, bore that suggestion out. Turning now to the revenue account. The gross revenue from tramways has increased from £178,957 in 1910 to £199,116 in 1911, being an increase of 11 per cent. The gross receipts from lighting and power business have increased from £83,796 in 1910 to £89,540 in 1911, being an increase of 7 per cent. The net number of new customers connected during the year was 550, and the total equivalent of 16 candle-power lamps connected to our system has increased from 42,648 in 1910 to 50,309 in 1911, being an increase of 18 per cent. The total results of the gross revenue side have been entirely satisfactory, and the fact that during the rubber crisis in the Amazon Valley and Pará we have not only been able to maintain our position as to receipts, but to secure the large increases above mentioned, de-

monstrates the stability of your enterprise. I think we can reasonably hope to maintain our position, and look forward to more stable and better business conditions, which coupled with more favourable results in our operating costs, should undoubtedly enable us to anticipate with confidence the maintenance or increase of our present net results. I may add that in the weekly and monthly traffics which are published the comparative figures are corrected by altering the 1911 figures to the 16d. basis for the milreis now officially fixed by the Brazilian Government so as to show a true comparison. During the year the company spent on capital account £29,645, but capital expenditure during the year now current will be materially smaller than last year. The company still has in reserve 14,000 of Preference shares, which can be issued when necessary to provide for future development of the undertaking. In October last I had occasion to go to Pará, and I came away full of confidence as to the continued prosperity of your enterprise, which it is not unreasonable to assume will continue to grow with the continually improving conditions in Pará.

The report and accounts were unanimously adopted, and the other formal business of the meeting was concluded, the proceedings terminating with a vote of thanks to the directors and staff.

## Notes

The following is a translation from the *«Jornal do Commercio»*—

«From this month Mr. J. P. Wileman is disconnected from the *Brazilian Review*, founded and edited by him, as also his useful *Brazilian Year Book*, both of which he has disposed of to his collaborateur Mr. W. G. Chancellor, in order to give his attention exclusively to the Printing Works he founded in this City.

The withdrawal of so valuable a colleague from the controversies of the Press, in which for 14 years he took an active part, is a sensible loss to local journalism.

Mr. Wileman resided for many years in Brazil during which he acquired a profound knowledge of our national economy, on which he wrote with the authority that only a thorough knowledge of statistics and their application can confer.

On more than one occasion, owing to difference in our respective points of view, we found ourselves at variance with the doctrines he maintained. But have, however, always acknowledged the reality of his convictions and the clearness with which they were expounded.

To Mr. J.P. Wileman is due the creation of the Commercial Statistics Department under the late deeply lamented Minister of Finance, Dr. Joaquim Murtinho, whose confidence he enjoyed. Not only was that invaluable aid to the Treasury founded by Mr. Wileman but maintained afterwards at a comparatively low cost and always up to date. Such services should not pass unrecognised.

To his successor Mr. W.G. Chancellor we wish every success.»

**Stock Exchange Values.** The usual table recording the movement in representative Stock Exchange values, which appears in the forthcoming issue of *«The Bankers' Magazine»*, shows for the past month in the case of 387 securities a net increase of 0.01 per cent. The main feature has been the great irregularity of quotations and the most satisfactory development is the recovery in British Funds on the better international political outlook, the rise on balance being 1.5 per cent. The largest advance is registered by electric Lighting and Power shares, which are 5.1 per cent. to the good. Financial, Land and Investment shares are up 2.7 per cent., Shipping shares 1.8 per cent., Canals and Docks 1.0 per cent. and Semi-Foreign Banks 1.6 per cent. Home Rails are lower, but this is partly due to the deduction of dividends. American Railroad shares are 0.1 per cent. down, whilst bonds are correspondingly higher. Indian Rails and Railways in



British Possessions are likewise better. Mining shares exhibit diverse results, South Africans and Copper shares being 6.1 and 2.7 per cent. down respectively, whilst Miscellaneous shares, due to a rally in West Africans, have advanced 2.1 per cent. The Industrial sections would probably all have shown a much greater improvement but for the apprehension of a national coal strike.

The **Financial Review** for 1911 issued by the Swiss Bankverein, which is always interesting says:— The year 1911 has been crowded with cares and anxieties. But from a bird's eye point of view a modicum of progress can yet be discerned in which nearly all countries and nearly every phase of economic life participated. It is true that such progress as there was, proceeded neither rapidly nor with startling intensity, but it has perhaps been more than in the face of so many obstacles could have been expected.

Looking back over the chequered course of events, the observer feels constrained to admit that the United States had to cope with the severest task of all, owing to the violent shocks caused by sudden though long threatened enforcing of the anti-trust laws. Until the autumn it almost seemed as if the reaction, which set in after the premature recovery of 1909, were to continue. But at the close of the year the situation bears a more cheerful aspect than almost at any time during the year. This, of course, can hardly signify the commencement of another boom. The fight against the trusts, which handicapped confidence and enterprise to so large an extent, is, it is true, not now viewed with the same disquietude; but this struggle is still far from being over, and will doubtless be followed by an agitation for a revision of the tariff, whilst at the end of 1912 the Presidential election is due; the future will therefore necessarily be fraught with internal strife and much dislocation of business.

The result of the year, as far as the rest of the world is concerned is much more satisfying. The increase in the cost of living, and the social unrest thereby caused, which led to such serious crises in England, the Morocco trouble which brought Europe to the brink of an appalling disaster, the Turko-Italian war, the revolutions in Mexico and China, the unrest in Spain and Portugal, and the dangerous situation in Persia, all these adverse factors, though retarding, did not prevent a sure if moderate progress.

Commerce and industry, foreign trade, railway and shipping business in most countries show greater activity at the end, than at the beginning, of 1911. This achievement in spite of so many adverse influences is all the more satisfactory as the year under review fortunately was practically free from those speculative excesses from which evil consequences must sooner or later arise.

It may also be regarded with satisfaction, that once again Europe proved itself much more independent of developments in the United States than some observers formerly thought possible. A glance over the last decade shows indeed that the boom periods at the end of the nineteenth century from 1905 to 1907, as well as the reactions of 1901 and 1907, coincided in the New and Old World, but that these movements already then were not at all of the same intensity; for the crisis of 1901 fell much more severely upon Europe, especially upon Germany, than upon America, whilst on the other hand that of 1907 affected conditions in the United States much more than on this side. In other years also the contrast was not inconsiderable. The prosperous years of 1902 and 1909 were only feebly reflected in Europe, nor did the European situation suffer extensively from the American decline in 1903/04 and 1910/11. It can therefore not be concluded from most recent developments that Europe only now has become emancipated from the American influence (that is, of course, beyond an inevitable minimum), but that notwithstanding the ever closer drawn ties of international relations the economic dependence of the older countries upon the United States has, at any rate, not increased. In view of the still insufficient stability of American economic life, of the frequency and violence, with which boom there follows upon depression, and depression upon boom, and having regard to current and prospective political and legislative unrest, this emancipation of Europe is distinctly a hopeful factor.

Turning now to the prospects for the current year, a most disquieting feature is undoubtedly the unfortunate inheritance, from its predecessor, of so many unsolved or

only provisionally smoothed-over problems. Apart from international politics (Persia, Tripoli, the Franco-Spanish negotiations, etc.), there is, as regards Great Britain, at present little hope of a cessation of those labour troubles, which during 1911 reached unprecedented dimensions. At the moment of writing the great Lancashire cotton industry has just emerged from a severe conflict between employers and unions, a miners' strike, although temporarily postponed, is still considered possible; and the heavy programme of important, nay, almost revolutionary legislation foreshadowed by the Government, promises to provide an exceptional amount of explosive material for the next session of Parliament.

In Germany, the knowledge of long accumulated discontent, principally due to the increased cost of living, which large portions of the population attribute to one-sided tariff legislation, lends additional interest to the impending Reichstag elections. As regards German industry, the *Cartels* of the heavy industries will shortly expire, and their renewal, although generally expected, is not yet quite free from doubt.

Other important countries have similar momentous problems awaiting solution, and in the presence of this large mass of explosive matter a pessimistic view would not be an unnatural one to take. But if a wider view is taken, the outlook will, perhaps, appear less discouraging. It is in the nature of things that in all circumstances and at all times there will be rivalry and friction between nations and between classes, although admittedly the present time is exceptional in that rarely this rivalry and friction are so patently visible to the naked eye. There was plenty of it at the end of the 19th century and during the years from 1905 to 1907 without obstructing the material advance then made.

In view of the partially disappointing crops of 1911 and of the generally high level of prices it may rightly be doubted whether present conditions can stand comparison with those immediately preceding former boom periods; but they are hardly such that any but those hoping for exceptional prosperity need look forward with apprehension to the near future.

*South American Loans* continued fairly steady, although temporary declines occurred in consequence of excessive public and private borrowing. Alarming rumours regarding the financial situation of some states so far proved premature, but it is noteworthy that Argentina and Brazil are waking up to the necessity of more economical administration and are endeavouring to check the growth of national expenditure. It is to be hoped that by these means their credit will be further improved. All the four principal republics on the sub-continent placed new loans in Europe.

*Brazilian issues* underwent little change and are closing at about the same prices as last year. Economic developments in this country, however, were by no means uniform. The coffee growing states derived considerable benefit from the high price of coffee, which greatly facilitated the liquidation of the valorisation scheme. On the other hand, some of the northern States (Bahia, Amazonas) suffered from failures of the tobacco and sugar crops and the decline of the rubber and cotton prices. The collapse of the rubber boom caused some financial difficulties, *i.e.*, in Manaus, and induced the Federal Government to intervene with a view to steadying the price of rubber and to regulating exports. But it is very doubtful whether the proposed rubber valorisation will be a success, as the output of plantation rubber in the Malay Peninsula and in Africa is increasing by leaps and bounds. This year provided another illustration of the dangers besetting the prosperity of a country dependent upon a very limited range of produce (in this case rubber and coffee), although this time the reduction in the value of rubber exports (£8.3 million for the first nine months) was made good by the improvement in coffee (£8.1 millions). The Government is making strenuous efforts to place the country's industries on a broader basis by extending the means of communication and by promoting facilities for the export of other produce, so as to render the country less dependent upon the crops and prices of a few special articles.

The £1,500,000 4% Bonds offered in March at 92½, were successfully placed, but later in the year the public showed a greater reserve, and the larger part of the 4% loan (£2,400,000) offered in December at 83 1/2 was left on the hands of the underwriters.



Amongst Brazilian railways Leopoldina benefited by the prospect of diminished competition from the state-owned Central Railway: a bill empowering the Federal Government to conclude an agreement to that effect with the Leopoldina has recently found the sanction of the legislature.

Brazil Railway shares record an important advance. Gross earnings of this company's system for the first 11 months of 1911 show an expansion of £283,000, of which £123,000, retained as net. The company is actively engaged in rounding off its system: we may mention the absorption of the *Compagnie Auxiliaire des chemins de fer au Brésil*, in which it had for some time past had an important interest. The report for 1910 on the whole came up to expectations.

## 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 20th 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 interlinings will be permitted unless duly initialed (Rubricada).

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

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

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

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

#### I

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

(a) Northern line between Santos and Manaus, and intermediate ports of Rio de Janeiro, Victoria, Bahia, Aracaju, Macao, Recife, Paralyha, 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, Paranaguá, Antonina, S. Francisco or Itajoby, 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, Palmar, Villa Bella, S. Sebastião, Paraguatubia, Sabana, 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, lifeboats, and the material and accessories for the service shall be annually determined by Government in agreement with the contractor before commencing the service shall be subject to the same rules and formalities as before, i. e. in accordance with this contract and federal legislation 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 as 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.

(c) on the installation of the workshops necessary for repairs and cleaning of the steamers, in accordance with approved plans.

(d) on boats, lifeboats 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 8% 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 authorized 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.



**Theophilo de Souza, Director.**



# AMERICAN BANK NOTE COMPANY.

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BUSINESS FOUNDED, 1795.

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

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Royal Mail Line of Steamers to the Northern ports of Brazil

REGULAR AND FAST SERVICE OF STEAMERS BETWEEN:

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

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

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Booth & Co. - Manáos. Salgado Rogers & Co. - Ceará  
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## HIME & CO.

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General Merchants, Metal Importers and Manufacturers of.

Bar, Angle and Horse-shoe Iron, Charcoal Box Irons, Wire Nails,  
Lead Piping, Mule and Horse Shoes, Bolts, Nuts and Rivets of all kinds.

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

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

CENTRAL OFFICE: 52, RUA THEOPHILO OTTONI, 52.



Sloan's Bonds:									
5%	1890.....	80	79	88 3/4	88 1/2	8 1/2	88 1/2		
5%	1895.....	101	101	101	101	101	101		
5%	Funding.....	1 1/2	1 5/8	106	104 1/2	1 5/8	106		
	1904.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2		
4 1/2%	Conversion								
	1910.....	83 3/4	83 1/2	84 3/4	83 3/4	83 3/4	83 3/4		
5 1/2%	1908.....	101 1/2	101 1/2	101 1/2	101 1/2	102	102		
	Sac Paulo 1888...	102	102	102	102	102	102		
	"    " 1899....	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.....	73 1/2	73	73	73	73	73		



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

[illegible]

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

DE CRITION.		February 29th, 1912.	
S. Paulo Gas Co. Limited.	71	—	11 1/2
do 6% cum. pref.	11 1/2	—	12
do 5% Debts. (Regd.)	49	—	50
Dumont Coffee, ord.	12 1/2	—	11
do 7 1/2 Cum pref.	10 3/4	—	11 1/4
do 5 1/2 2% 1st Mt. Deb.	103	—	105
Itto de J. Tram. Light & Power 1st Mt. 30 yrs. 5% Gld B'25.	116 1/2	—	117 1/2
do 5% 1st Mt. Bds. Red.	102 1/2	—	103 1/2
Fará Elect. Ry. & Light.	99	—	100
do 6% Pref.	6 7/8	—	7 1/4
do 70,000-115-00.	5	—	5 1/2
do 5% Deb. stk.	5	—	5 1/2
São Paulo Tram Light & Power \$100.	72 1/2	—	73 1/2
do 5% Mt. Debt. Red (\$500).	102	—	104
do 5% Perp. Cons. 1cb. Stk.	101 1/2	—	103 1/2
San Paulo Mat. 6% 1st Mt. Db.	46	—	51
Municipality of Pará Improvements 6%.	88	—	90
N. Brazilian Sugar Factories.	1/4	—	2 1/4
Mandúas Har. 5% Db. Reg. Rd.	93	—	98
do 5% 2nd. Debts. Reg. Rd.	97	—	98
do Lump; 7% cum. Pref.	7	—	8
do 6% Debts. Red.	88	—	91
do Trans & Light	92	—	95
Napin & Webb 1908 Ord.	1 7/16	—	1 17/32
do 5 1/2% Cum. Pref.	1 3/32	—	1 1/8
do 4 1/2% 1st Mt. Deb. Red. Stg. Bds.	105	—	103
Pernambuco Water. 6% 1 Db.	98	—	100
Cent. Bahia Ry. Exp. 2nd Mt. Stg. Bds.	98	—	100
ditto "B" Certs.	81	—	83
S. Paulo Coffee 7% Cum. Pref.	26	—	28
ditto 5% 1st Mt. Deb. Red.	6	—	6 1/2
Neuchatel Asphalté Ord.	102	—	104
do 5% cum Pref.	5 1/2	—	6
Val de Travers Asphalt Paving.	9 5/8	—	10 1/8
do 5% Deb. Stk. Red.	1	—	1 1/8
	98	—	101

### QUOTATIONS ON THE PARIS BOURSE.

STATE AND MUNICIPAL LOANS.		France
Brazilian Gold Loan	4 1/2 % 1933	97.80
"	4 1/2 % 1938	100.15
"	4 1/2 % 1890	89.40
"	5 % 1895	100.67
"	5 % 1908 Funding	105.10
"	4 % Recision	87
"	5 % 1903 (Port of Rio)	102.50
"	5 % 1905 Brazil N. W. Railway	101.60
"	5 % (Port of Pernambuco)	568
"	4 % 1919 (Goyaz Railway)	447
"	4 % 1911	443
Alagoas, State	5 per cent. 1906	450
Amazonas, State	5 per cent. 1906	450
Bahia, State		450
Bahia, State	1910	205.50
Bahia, Municipal	5 per cent. 1907	507
Ceara State	5 0 0 1910	465 5
Espirito Santo, State	5 per cent. 1904	446
"	5 per cent. 1908	442
Maranhao State	5 per cent. 1908	452
Niteroi State	1907	432
Parana State	1910	514
Minas, 1911		480 25
Para, State	5 per cent.	490 25
Para, Municipal	1910	50
Pernambuco, State	5 per cent.	42
Pernambuco, State	5 per cent. 1905	181
Pernambuco, State	5 per cent. priv.	176
Rio Grande do Norte, State		477
S. Paulo, State	5 per cent. 1905	457
"	5 per cent. 1907	505 24
"	5 per cent. 1908	507

	RAILWAY PORTS, etc.
Brazil Railway and .....	465
Brazil Railway .....	503 50
do do 4 per cent. ....	476
Central General de Pernambuco .....	477
Brazil Central Railway 5 per cent. ....	478 50
Rioyaz Railway 5 per cent. ....	479 1
North of Brazil Railway 5 per cent. ....	387
North West of Brazil Railway 5 per cent. ....	421
Parana Railway (North) 5 per cent. ....	473
A. Parana Rio Grande Railway Bonds 1st series .....	474
ditto ditto 2nd series .....	455
ditto ditto 3rd series .....	455
ditto ditto 4th (Itarare) series .....	454
ditto ditto 5th (S. Francisco) series .....	454
ditto North de S. Paulo .....	438
South of Brazil .....	487
South of Brazil 500 2nd series .....	489
South West of Bahia 6 per cent. ....	465
Pietaria and Minas bonds 1st series .....	455
Pietaria and Minas bonds 2nd series .....	453
Curandinho to Diamantina .....	453
Rio de Janeiro Tramways .....	490 1
Port of Bahia 5 per cent. ....	435
Port of Para 5 per cent. ....	479
do Prof. 6 000 .....	389
do (deb.) .....	168
do ord. ....	233
Port of Rio Grande, priv. 500 fra. ....	549
Port of Rio Grande bonds .....	429
Santos e São Paulo .....	445
Acieries du Bresil .....	497
Español del Rio de la Plata .....	495
Foncier du Bresil .....	598
Do, do, do (deb.) .....	456
Credito Hypothecario A. PAULO .....	467 50



## BUSINESS DONE ON THE RIO STOCK EXCHANGE

DURING THE WEEK ENDED MARCH 23rd, 1912.

Description	Sales	Highest	Lowest	Closing	Previous	Date
<b>Government Securities.</b>						
Apólices 5% a.m.	673	1.0265	1.0245	1.0255	1.0265	Mar. 15
Loan (unom) 1903	1	1.0201	1.0201	—	—	—
State of Rio 1 per cent	78	98.75	97.55	97.55	98.55	Mar. 15
Rio Municip. 1906	318	9.85	9.65	9.65	9.65	—
State of Minas	93	99.8	9.51	99.6	—	—
Apólices 50000	5	1.0105	1.0105	1.0005	—	—
Loan (unom) 1909	381	1.0135	1.0125	1.0125	1.0135	Mar. 15
N. Nietheroy Municipality	240	2.05	2.05	—	—	—
Apólices 1200	4	1.0105	1.0095	1.0105	—	—
Rio Municipality 1902	30	1931	1931	1931	—	—
State of P. Santos 6% a.m.	9	99.05	99.05	—	—	—
Loan (unom) 1897	25	1.0105	1.0105	1.0105	—	—
State of Rio 6% a.m.	12	5.05	5.05	5.05	5.05	Mar. 15
State of Rio 6% a.m.	5	5.05	5.05	—	—	—
6% a.m.	23	5.05	5.05	5.05	—	—
Rio Municipality 1906 nom.	135	2075	2075	—	—	—
Rio Municip. 1910	100	2075	2075	2075	—	—
<b>Banks.</b>						
Brazil	725	2.05	2.05	2.05	—	—
Mercantil	50	2.05	2.05	—	—	—
Commercia	6	2.05	2.05	—	—	—
Commercia	55	2.05	2.05	—	—	—
Lavoura e Comercio	20	1.05	1.05	—	—	—
Brazil (fract.)	10.40	2.05	2.05	2.05	—	—
Commercio (frac)	1218	2.05	2.05	—	—	—
Nacional Brasileiro	2	1.05	1.05	—	—	—
<b>Railways and Tramways.</b>						
Minas S. Jeronymo	100	23.55	23.55	—	—	—
Victoria e Minas	203	1025	1015	—	—	—
Rede Sul Mineira	226	955	955	—	—	—
<b>Cotton Mills.</b>						
Confiança Industrial	3	2.05	2.05	2.05	2.05	Mar. 15
Petropolisano	30	2.05	2.05	2.05	—	—
Progresso Industrial	3	2.05	2.05	2.05	3.5	Mar. 15
Aliança	118	2055	30.5	30.5	—	—
S. Felix	80	965	—	—	—	—
Corcovado	25	25.5	25.5	—	—	—
<b>Miscellaneous.</b>						
Duca da Bahia	55.0	10.5	9.55	10.25	9.55	Mar. 15
Duca de Santos	196	58.05	57.05	58.05	—	—
Terras e Colonizações	1000	11.5	11.25	11.5	—	—
Loterias Nacionais	2950	625	605	605	5955	Mar. 15
Loteria Nacional de 30 ds.	1250	645	5645	645	595	—
Duca da Bahia 30 ds.	2700	10.5	10.05	—	10.15	—
<b>Debentures.</b>						
Duca de Santos	887	21.5	21.15	—	—	—
Fabril Paulistano	255	21.5	21.05	—	—	—
Cervejaria Brasilia	125	21.5	21.35	21.35	—	—
Botafogo	90	2085	2.75	2.05	—	—

## BALANCE OF THE CAIXA DE CONVERSAO

SATURDAY, March 23rd, 1912.

Net amount (total ready for emission)	51,841,365,000
Subsidiary coin balance in hand	10,458,927
Cash, gold in deposit	£11 129,070.00
Francs	61,320.70
Marks	28,131.189
Milreis gold (Brazilian)	285,254,000
Dollars	27,080,670
Pesos (Argentine)	1,30,820
Crowns	10,590
Pesetas (Spanish)	721,340
Liras	340
Government responsibility	18,609,395,000
Difference in gold	340,380,034
	424,693,420,000

## Credit Balances.

Notes issued	565,127,010,000
Less retired and replaced	191,533,410,000
Notes in circulation	373,593,600,000
In cash	51,081,790,000
Subsidiary coin received from Treasury	18,000,000
	424,693,420,000

The gold in the Caixa de Conversão on Saturday, March 23rd, 1912, amounted to 344,261,365,007 equivalent at the rate of 15d to £23,517,424 or £245,131 less than on the previous Saturday.

## Coffee Market

## COFFEE ENTRIES.

In bags of 60 kilos

RIO	FOR THE WEEK ENDED			FOR THE CROP TO	
	Mar. 21 1912	Mar. 14 1912	Mar. 23 1911	Mar. 21 1912	Mar. 23 1911
Central R'y	38,241	35,261	19,915	1,650,329	1,541,871
Leopoldina R'y	1,115	1,691	—	25,911	197,850
Inland	258	5,445	5,759	163,570	161,965
Coastwise, discharged	—	—	—	—	—
<b>Total</b>	<b>39,614</b>	<b>42,400</b>	<b>25,674</b>	<b>1,839,810</b>	<b>1,891,686</b>
Transferred from Rio to Nietheroy	852	1,601	—	52,006	34,511
<b>Net Entries at Rio</b>	<b>38,762</b>	<b>40,799</b>	<b>25,674</b>	<b>1,787,804</b>	<b>1,857,175</b>
Coastwise, in transit	—	—	—	—	—
Nietheroy from Rio & Leopoldina, Ry	4,950	6,060	852	276,845	317,662
<b>Total Rio, including Nietheroy &amp; transit</b>	<b>43,712</b>	<b>46,859</b>	<b>26,526</b>	<b>2,064,649</b>	<b>2,174,837</b>
<b>Total Santos</b>	<b>73,857</b>	<b>68,364</b>	<b>26,911</b>	<b>9,018,956</b>	<b>7,682,719</b>
<b>Total Rio &amp; Santos</b>	<b>117,569</b>	<b>115,223</b>	<b>53,437</b>	<b>11,113,605</b>	<b>9,857,556</b>

The coast arrivals for the week ended March 21st, 1912, were from:

S. João da Barra 258

The total entries by the different S. Paulo Railways for the Crop to Mar. 21st, 1912, were as follows:

	Per Jundiahy	Sorocabana and others	Total at S. Paulo	Remaining at S. Paulo
1911/1912	7,915,293	1,116,626	9,031,919	2,048,956
1910/1911	6,894,291	1,050,528	7,944,819	7,682,719

## COFFEE SAILED

DURING THE WEEK ENDING Mar. 21st, 1912 WERE CONSIGNED TO THE FOLLOWING DESTINATIONS:

In Bags of 60 kilos

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio	13,795	25,320	4,360	893	200	—	41,571	1,848,139
Santos	—	38,885	1	559	—	—	39,845	7,584,121
1911/1912	13,795	61,205	4,361	1,852	200	—	84,416	9,432,260
1910/1911	80,216	24,475	2,421	3,855	—	—	110,967	9,763,799

## FOREIGN STOCKS

In Bags of 60 kilos

	Mar. 18 1912	Mar. 9 1912	Mar. 18 1911
United States Bonds	2,047,000	2,170,000	2,242,000
Italy	2,227,000	2,310,000	2,516,000
Both	4,274,000	4,480,000	4,758,000
Deliveries United States	1,5,000	132,000	51,000
Visible Supply at United States ports	2,317,000	2,365,000	2,428,000

## SALES OF COFFEE.

DURING THE WEEK ENDING March 21st, 1912.

	March, 21 1912	Mar. 14 1912	Mar. 23 1912
Rio	56,910	43,686	21,365
Santos	89,601	74,969	87,489
<b>Total</b>	<b>146,511</b>	<b>118,655</b>	<b>111,784</b>



## Value of Coffee cleared for Foreign Ports.

DURING THE WEEK ENDING March 21st, 1912.

	Mar. 21	Mar. 14	Mar. 21	Mar. 14	Crop to Mar. 21	
	Bags	Bags	£	£	Bags	£
Rio.....	40,211	41,040	146,432	149,814	1,658,908	5,891,420
Santos.....	39,541	102,561	155,412	399,865	7,563,950	28,936,350
Total 1911-1912	80,055	144,001	302,844	549,679	9,222,858	34,827,770
do 1910-1911	108,516	156,442	349,674	500,991	9,544,156	27,859,554

## COFFEE LOADED (EMBARQUES).

In bags of 60 kilos.

DURING THE WEEK ENDING March 21st, 1912.

	DURING WEEK ENDED			FOR THE CROP TO	
	1912 Mar. 21	1912 Mar. 14	1911 Mar. 23	1912 Mar. 21	1911 Mar. 23
Rio.....	46,835	50,192	9,527	1,693,010	1,713,063
Nitheroy.....	7,568	842	3,129	210,149	199,368
In transit.....					
Total Rio including Nitheroy & transit.....	54,403	51,034	12,656	1,903,159	1,912,431
Santos.....	57,926	75,354	116,478	7,591,234	7,940,369
Total Rio & Santos.....	112,029	126,728	129,134	9,494,393	9,852,800

Up to March 21st, entries for the last ten years were as follows:

1902-03.....	10,359,114
1903-04.....	9,426,162
1904-05.....	9,143,159
1905-06.....	8,944,216
1906-07.....	16,084,089
1907-08.....	9,299,678
1908-09.....	11,597,765
1909-10.....	13,063,369
1910-11.....	9,836,142
1911-12.....	11,113,605

## OUR OWN STOCK.

IN BAGS OF 60 KILOS

RIO: Stock on Mar. 14th.....	288,896
Entries during week ended March 21st.....	38,764
Loaded (Embarques) for the week.....	327,660
STOCK IN RIO ON March 21st.....	46,835
Stock at Nitheroy and Porto da Maciana on Mar. 14th.....	46,339
Allocation to Mar. 14th.....	55,902
Entries at Nitheroy plus total cargoes including transit.....	59,358
Deduct: embarques at Nitheroy, Porto da Maciana and Vianon and salines during the week.....	167,514
STOCK IN NITHEROY AND AFLOAT March 21st.....	119,737
STOCK IN 1st and 2nd HANDS AND BROKE AT NITHEROY and AFLOAT ON March 21st.....	399,562
SANTOS: Stock on March 14th.....	2,076,189
Entries for week ended March 21st.....	73,857
Loaded cargoes during same week.....	2,150,046
STOCK IN SANTOS ON March 21st.....	2,063,018
Stock in Rio and Santos on March 21st 1912.....	2,363,578
do do on March 14th 1912.....	2,473,922
do do on March 23rd 1911.....	2,135,239

**Entries** at Rio and Santos for the week ending March 21st were 107,571 bags as against 115,223 bags last week and 53,420 bags last year. For the crop up to March 21st they amounted to 11,113,605 bags as against 9,857,556 bags last year.

**Shipments** at Rio and Santos for the week ending March 21st were 142,029 bags as against 126,728 bags last week and 120,134 bags last year. For the crop up to March 21st they amounted 9,494,393 bags as against 9,852,800 bags last year.

**F.O.B. Value** of shipments at Rio and Santos for the week ending March 21st amounted to £542,090 as against £479,517 last week and £415,201 last year. For the crop up to March 21st the value amounted to £35,398,167 as against £28,459,862 last year.

**Sales** of 116,511 bags were declared at Rio and Santos for the week ending March 21st as against 118,652 bags last week and 111,874 bags last year.

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

	Mar. 21st, 1912	Mar. 14th, 1912	Mar. 23rd, 1911
Rio No. 7, 10 kilos.....	8\$458	8\$392	7\$121
Superior Santos.....	8\$267	8\$200	6\$700
New York No. 7 (cts.).....	14.45	14.38	12.25

**Stock** at Rio and Santos on March 21st was 2,363,578 bags as against 2,473,922 bags last week and 2,135,239 bags last year.

During the week prices rose considerably and touched points which have not been seen since October last when the boom was at its height. Today in Havre prices were 85 1/2 as against 90 in October and at Hamburg they were 68 1/2 as against 71 1/4. In New York the highest price touched in October was 14.29 but there was an immediate drop the next day of considerable importance. Today in New York they touched 13.66.

The weather in the interior has been variable, wet one day and dry the next. There have been some heavy rains which must have washed off some of the coffee but at the same time they must have done good and strengthened what remained on the trees. The heavy rains are inclined to encourage the growth of weeds and a little coffee is lost this way, though the loss is probably counterbalanced by the good done to the trees by the rain.

The following are the estimates of the Associação Commercial of Santos:—

	No. of coffee trees	1911/12	
		Bags of 60 kilos	Arrobas per 1,000 coffee trees
Mogyana.....	229,075,000	3,600,000	63
Sorocabana.....	97,328,300	1,520,000	62 1/2
Paulista.....	278,377,000	4,011,000	57 1/2
Bragantina and Norte.....	52,530,500	505,000	38 1/2
São Paulo total.....	657,310,800	9,636,000	60 1/3

With regard to the 1912-13 crop the Associação puts it as follows:—

	Bags of 60 kilos		Arrobas per 1,000 coffee trees	
	Bags of 60 kilos	Arrobas per 1,000 coffee trees	Bags of 60 kilos	Arrobas per 1,000 coffee trees
Mogyana.....	3,022,000	52 3/4	872,000	35 3/4
Sorocabana.....	872,000	35 3/4	2,684,000	38 1/2
Paulista.....	2,684,000	38 1/2	317,000	24
Bragantina and Norte.....	317,000	24	6,895,000	42

According to this estimate the next crop will be 28.4% less than the present. Adding the coffee from the South of Minas the next crop to be exported from Santos would not exceed 7 1/4 millions.

## State of São Paulo

## Planting Conditions in October 1911.

DISTRICT	RAINFALL		TEMPERATURE	
	Normal	Total month	Normal	Average for month
Taubaté.....	111.9	124.7	20.6	18.9
Campinas.....	127.4	181.0	20.1	18.8
Ribeirão Preto.....	171.3	171.9	22.6	21.5
S. Carlos do Pinhal.....	39.7	224.7	18.8	18.5
Botucatu.....	101.6	160.2	19.7	17.8
Santos.....	165	287.8	25.5	20.0



## CONSUMPTION IN JANUARY

(Messrs. G. Dunsing and Zoon's Circular).

	1912	1911	1910	1909	1908
	Bags.	Bags.	Bags.	Bags.	Bags.
Germany.....	422,000	431,000	334,000	562,000	478,000
France.....	118,000	152,000	153,000	149,000	138,000
Austria.....	70,000	75,000	65,000	50,000	86,000
Hungary.....	18,000	19,000	20,000	21,000	22,000
United Kingdom.....	14,000	16,000	17,000	16,000	16,000
Switzerland.....	672,000	693,000	689,000	798,000	740,000

\* Last month Estimate.

## RAINFALL ON THE LEOPOLDINA RAILWAY

(In hundredths of an inch).

Stations	DAYS				
	18	19	20	21	22
Cachoeiras.....	35	5	80	75	..
Friburgo.....	..	..	..	50	..
Capivary.....	45	..	70	60	96
Macahé.....	..	..	..	25	30
Triunpho.....	..	..	..	21	..
Campos.....	..	..	..	..	110
Taty.....	..	..	..	..	60
Socego.....	8	..	..	105	..
Mar de Espanha.....	..	..	..	186	13
Bicas.....	..	..	..	81	13
F. de Campos.....	..	..	..	80	..
Saude.....	..	..	40	..	25
Aréal.....	..	..	..	..	41
Muquy.....	..	..	..	..	..
Itapemirim.....	..	..	..	5	..
Mathilde.....	..	..	100	5	100
Victoria.....	..	..	187	140	188
Castello.....	..	..	80	15	14
Alegre.....	..	..	20	10	..

## COFFEE PRICE CURRENT.

During the Week ending March 31st, 1912.

DESCRIPTION	Mar. 15	Mar. 16	Mar. 18	Mar. 19	Mar. 20	Mar. 21	Ave. age.
<b>RIO—</b>							
Market N.6. 10 kilos	8.511	8.511	8.579	8.617	8.601	8.715	8.586
• N.7. " "	8.375	8.375	8.513	8.579	8.511	8.647	8.468
• N.8. " "	8.238	8.238	8.375	8.443	8.375	8.511	8.321
• N.9. " "	8.102	8.102	8.238	8.306	8.238	8.375	8.185
<b>SANTOS—</b>							
Superior per 10 kilos	8.200	8.200	8.300	8.300	8.300	8.300	8.267
Good Average	7.500	7.500	7.600	7.600	7.600	7.600	7.567
<b>N. YORK, per lb.</b>							
Spot N.7. cent.	14 3/8	14 3/8	14 1/2	14 1/2	14 5/8	14 1/2	14.45
• 8. " "	14 1/8	14 1/8	14 1/8	14 1/8	14 1/4	14 1/8	14.10
<b>Options—</b>							
• May....	13.43	13.46	13.55	13.60	13.62	13.43	13.51
• July....	13.62	13.65	13.64	13.70	13.72	13.52	13.60
• Sept....	13.63	13.68	13.75	13.81	13.82	13.69	13.72
<b>HAVRE, per 50 kilos</b>							
Options..... francs.							
• May....	83.75	84.25	84.75	85.00	84.75	83.50	84.33
• July....	82.75	83.00	83.75	84.00	83.75	82.75	83.33
• Sept....	83.00	83.25	83.75	84.00	83.75	82.75	83.41
<b>HAMBURG per 1/2 k.</b>							
Options..... pfennige							
• May....	67.50	67.75	68.25	68.50	67.75	67.75	67.81
• July....	67.75	68.00	68.50	68.75	68.25	67.75	68.16
• Sept....	67.75	68.00	68.50	69.00	68.50	68.00	68.29
<b>LONDON, per cwt.</b>							
Options..... shillings							
• May....	62/3	62/6	62/9	62/9	62/6	61/3	62/4
• July....	62/-	62/3	62/9	62/9	62/9	61/6	62/2
• Sept....	62/-	62/3	62/6	62/9	62/6	61/3	62/2

## MANIFESTS OF COFFEE

## RIO DE JANEIRO

DURING THE WEEK ENDING MARCH 21st 1912.

Date.	Vessel and Destination.	Shippers	Bags	Total
12.—P.	MAFALDA—Genoa	Donato Batelli	4	
Ditto—		Sundry	1	5
15.—JAVORINA—Antwerp		Dias Garcia & Co.	1,500	
Ditto—		Pinto & Co.	48	
Ditto—		Ornstein & Co.	250	1,798

15.—PAMPA—Marseilles	Louis Boher	2,500
Ditto—	Pierre Pradez	850
Ditto—	Ornstein & Co.	1,500
Ditto—	Eugen Urban & Co.	875
Ditto—Constantinople	Pinheiro & Ladeira	500
Ditto—	P. Giffree	250
Ditto—	Castro Silva & Co.	125
Ditto—	Hermann Basch	1,000
Ditto—	Ornstein & Co.	250
Ditto—	Pinto & Co.	500
Ditto—Salonica	Eugen Urban & Co.	875
Ditto—	Castro Silva & Co.	375
Ditto—	Hermann Basch	375
Ditto—	Ornstein & Co.	125
Ditto—Algiers	Castro Silva & Co.	500
Ditto—	Pinto & Co.	250
Ditto—Candia	Castro Silva & Co.	125
Ditto—Piraeus	Hermann Basch	125
Ditto—Smyrna	Ornstein & Co.	375
Ditto—Samsoun	Ornstein & Co.	230
Ditto—Dedeagach	Ornstein & Co.	250
Ditto—Trebizonde	Ornstein & Co.	75
Ditto—Odessa	Ornstein & Co.	125
Ditto—Varna	Pinto & Co.	250
Ditto—Oran	Pinto & Co.	1,375
Ditto—Melilla	Eugen Urban & Co.	250

EUGENIA—Trieste	Theodor Wille & Co.	495
Ditto—	Ornstein & Co.	249
Ditto—	Castro Silva & Co.	681
Ditto—	Eugen Urban & Co.	422
Ditto—	Pinheiro & Ladeira	350

16.—VERDI—New York	Theodor Wille & Co.	3,000
Ditto—	Castro Silva & Co.	2,250
Ditto—	Ornstein & Co.	2,000
Ditto—	Pierre Pradez	1,500
Ditto—	Hermann Basch	1,500
Ditto—	Ad. Schmidt & Filho	1,500
Ditto—	Hard, Rand & Co.	1,000
Ditto—	Mc. Laughlin & Co.	548
Ditto—	Pinto & Co.	500

19.—ARAGUAYA—Montevideo	Pinto & Co.	145
Ditto—	John Moore & Co.	300
Ditto—Buenos Aires	Norton Megaw & Co.	173
Ditto—	Ad. Schmidt & Filho	225
Ditto—	Hard, Rand & Co.	50

HABSBURG—Hamburg	Eugen Urban & Co.	750
Ditto—	F. A. Est. de Minas	5,000
Ditto—	Hermann Basch	250
Ditto—	Pinheiro & Ladeira	375
Ditto—Copenhagen	Pinheiro & Ladeira	500
Ditto—Cape Town	Norton Megaw & Co.	200

Total Exterior... 40,211

16.—ITAPUGA—R. Grande	Sequeira & Co.	500
Ditto—	Ornstein & Co.	50
Ditto—	Eugen Urban & Co.	25
Ditto—Pelotas	Castro Silva & Co.	50
Ditto—	Ornstein & Co.	25
Ditto—	Pinto & Co.	25
Ditto—P. Alegre	Sequeira & Co.	142
Ditto—	Eugen Urban & Co.	50
Ditto—	Pinto & Co.	90

18.—ARAGUARY—Maceio	Ornstein & Co.	30
Ditto—	F. A. Est. de Minas	50
Ditto—Pará	Pinto & Co.	165
Ditto—	Eugen Urban & Co.	500
Ditto—	Ornstein & Co.	505
Ditto—Pernambuco	Zenba Ramos & Co.	140
Ditto—	Ornstein & Co.	100
Ditto—	Pinto & Co.	60

BRASIL—Mangos	D. Pereira	30
Ditto—	Pinto & Co.	40
Ditto—	Sequeira & Co.	250
Ditto—	Theodor Wille & Co.	550
Ditto—	Zenba Ramos & Co.	120
Ditto—Santarem	Pinto & Co.	10
Ditto—Ceará	Pinto & Co.	100
Ditto—Tutuya	Sequeira & Co.	155
Ditto—Maranhão	Theodor Wille & Co.	290
Ditto—Itacatiara	Pinto & Co.	70

21.—ITAPERUNA—Pelotas	Ad. Schmidt & Filho	150
Ditto—P. Alegre	Ad. Schmidt & Filho	9
Ditto—	Castro Silva & Co.	50

Total Coastwise... 4,360

## SANTOS

DURING THE WEEK ENDING MARCH 21st 1912.

15.—UMBRIA—B. Aires	Gustav Trinks & Co.	532
Ditto—	Companhia E. de Café	201
Ditto—	R. Alves Toledo & Co.	50

17.—HABSBURG—Hamburg	Companhia C. de Café	5,635
Ditto—	Theodor Wille & Co.	3,501
Ditto—	Naumann Gepp & Co.	2,000
Ditto—	Michaelson Wright & Co.	2,000
Ditto—	C. F. Lima & Co.	1,500
Ditto—	Companhia E. de Café	1,300
Ditto—	Ryo & Co.	250
Ditto—	Krische & Co.	250
Ditto—	M. Martins	1

ITALIA—Genoa	Companhia C. de Café	1,250
Ditto—	Nossack & Co.	500
Ditto—	Krische & Co.	250
Ditto—	Ryo & Co.	250
Ditto—	Whitaker Brotero & Co.	20
Ditto—	S. A. Martinelli	7
Ditto—	B. Pinheiro & Co.	6

18.—WELIGUNDE—Hamburg	Theodor Wille & Co.	1
19.—ESPAGNE—B. Aires	Companhia E. de Café	176



2).—AM. EXELMANS—Hayre .....	Roxo & Co.	3,750	
Ditto .....	Geo. Rosenheim	2,800	
Ditto .....	Nossack & Co.	1,625	
Ditto .....	C. F. Lima & Co.	1,500	
Ditto .....	Michaelson Wright & C.	1,000	
Ditto .....	Companhia C. de Café	500	
Ditto .....	Naumann Gepp & Co.	500	
Ditto .....	Krische & Co.	500	
Ditto .....	Leon Israel & Bros.	500	
Ditto .....	Ca. emir, Lacerda	7	
Ditto .....	S. Freire & Co.	1	
Ditto—Paris .....	Duonire & Co.	500	
Ditto—Nantes .....	Nossack & Co.	225	
Ditto—Havre .....	Antonio Calsalta	2	12 610
HEIDELBERG—ntwerp .....	Krische & Co.	2,500	
Ditto .....	C. F. Lima & Co.	1,750	
Ditto .....	Companhia C. de Café	1,000	
Ditto .....	Hard, Rand & Co.	750	
Ditto .....	Michaelson Wright & C.	500	
Ditto .....	Nossack & Co.	303	
Ditto .....	Geo. Rosenheim	250	
Ditto .....	Roxo & Co.	1	7,554
Ditto .....	Zerrenner Bülow & Co.	1	
Total Exterior .....			39 844

## Shipping

### THE FREIGHT MARKET.

**British.**—Fairplay, of February 29th, says:—At the time of writing, all outward business is at a standstill, pending the final endeavours to avoid the coal strike. So far the uncertainty as to a strike occurring has held up business, but there is no doubt that as soon as a general strike takes place a stupendous business will be done in American coal. The threat of the transport workers not to handle foreign coal cargoes will strike little terror into the minds of most owners, as there will be no lack of highly profitable employment carrying coal from the U.S. to South America, the Mediterranean, etc., without running the risk of delay by bringing cargoes here. This threatened action of the transport workers amounts to cutting their noses off to spite their faces, as obviously the sooner a coal famine occurs the sooner will all workers be brought nearer to starvation, for there will be little or no work, and consequently strike pay will soon vanish, and also sources of financial assistance from all trade unions. There is another serious point for the wild Socialists to consider, and that is, steamship owners might not bring cargoes of food stuffs here so long as a strike exists, for it would only mean being unable to get their boats away again for want of coal. Therefore, as there is plenty of profitable employment to be secured without coming to the United Kingdom, it may be taken for granted that any serious prolongation of a coal strike would soon bring about a semi-famine in the country. A coal strike will hit the workers harder than any class of the community. They would be the worst sufferers both now and in the future, for trade once driven or turned away will be very hard to get back again. Even now it seems a scandalous matter to see British boats loading coal cargoes on the Continent for the Mediterranean ports at about 3s. per ton under rates quite recently paid from Wales. Our competitors are digging well into our Italian and French coal trade, and once they get a footing they will never be ousted out again. The United States are ready to sell millions of tons of coal to our customers, including South American railways built with British capital, and already this week coal has been sold to Buenos Ayres. In a few years' time most of the railways in South America will use oil fuel, which will mean a loss to Wales of over two million tons of coal a year. At the time of writing coal chartering has practically ceased, pending the final negotiations as to a settlement of the coal crisis. Meantime very cheap tonnage is being secured from Rotterdam and Emden to the Mediterranean, etc.

**Argentine** The Brazilian market is quiet and firm, but as yet unaffected by any probably future shortage of coal. We still quote as follows:—

To Bahia and Pernambuco 18/-. To Pelotas 20/-. To Porto Alegre 26/-. To Antonina 12/-. To Florianopolis 14/-. To Itajahy 28/-. To San Francisco 15/-. To Paranaguá, 12/-. To Rio Grande 14/-. To Santos 13/-. To Rio 13/-.  
With 1/ to 1/6 extra from up river ports.

«The Times of Argentina», March 11th, 1912.

## PERSONAL NEWS.

### Arrivals and Departures

#### Arrivals

By the s.s. Araguaya from Southampton on March 18th: G. Gibb, Mrs. W. E. O'Reilly, Mrs. W. G. Chancellor, J. Scott, A. Harwood, F. Howell, J. Bingham, G. Cudge, W. Perry, E. Wild, W. Barton, M. Robertson, C. Street, F. Followes, I. Snyder, J. Gibson, W. Pook, L. Williamson.

By the s.s. Aragon from Buenos Aires on March 20th: J. E. Bolt, H. Savage Landor, C. E. Edward, N. Cooper, D. Bell, G. Stork.

#### Departures.

By the s.s. Araguaya for Buenos Aires on March 19th: A. R. Kenworthy, A. V. Buchan, J. Jenken, L. W. Sloper, R. Johnson, Mrs. Stenhouse, T. Thornton.

By the s.s. Aragon for Southampton on March 20th: E. C. Luckens, J. Haffray, G. Bennet, The Hon. Sir. Walter Holy-Hutchinson, J. H. Drury.

### ARRIVALS AT THE PORT OF RIO DE JANEIRO

During the week ending March 21st, 1912.

- Mar. 15.—NATAL, Brazilian s.s. 215 tons, from Camocim.
- 15.—MAYRINK, Brazilian s.s. 375 tons from Laguna.
- 15.—JAVORINA, German s.s. 2138 tons, from Santos.
- 15.—CARANGOLA, Brazilian s.s. 258 tons, from Santos.
- 16.—ARAGUARY, Brazilian s.s. 1466 tons, from Santos.
- 16.—CORCOVADO, Brazilian s.s. 1916 tons, from Arica Branca.
- 16.—PAULISTA, Brazilian s.s. 615 tons, from Paranaguá.
- 17.—ALDERSGATE, British s.s. 224 tons, from Bahia Blanca.
- 17.—OCEANO, British s.s. 3050 tons, from Cardiff.
- 17.—EUGENIA, Austrian s.s. 3153 tons, from Buenos Aires.
- 17.—CORDOVA, Italian s.s. 3002 tons, from Genoa.
- 17.—VIRGINIA, British s.s. 2790 tons, from Cardiff.
- 17.—ESPAGNE, French s.s. 5478 tons, from Genoa.
- 17.—TIBERIUS, German s.s. 2793 tons, from Pisagua.
- 18.—PLANETA, Brazilian yacht, 37 tons, from Porto Alegre.
- 18.—ITAPERUNA, Brazilian s.s. 713 tons, from Porto Alegre.
- 18.—ITATIBA, Brazilian s.s. 713 tons, from Porto Alegre.
- 18.—AVANTE, Brazilian s.s. 50 tons, from Santos.
- 18.—BORBOREMA, Brazilian s.s. 1082 tons, from Natal.
- 18.—VILLA BELLA, Brazilian s.s. 253 tons, from Itajahy.
- 18.—VIRGINIA, Brazilian yacht, 43 tons, from Cabo Frio.
- 18.—GAMA III, Brazilian yacht, 34 tons, from Cabo Frio.
- 18.—HABSBURG, German s.s. 4076 tons, from Santos.
- 18.—S. SEBASTIAO, Brazilian yacht, 27 tons, from Cabo Frio.
- 18.—MONS AXEL, French s.s. 247 tons, from Marseilles.
- 18.—HURST, British s.s. 2998 tons, from Barry Dock.
- 18.—ST. HELENE, s.s. 4732 tons, from Cardiff.
- 18.—WESTERN MONARCH, Norway barque, 1299 tons, from Pensacola.
- 18.—DULMERRE, British s.s. 2299 tons, from Hull.
- 18.—STIATON, British s.s. 2829 tons, from Cardiff.
- 18.—AXEL JOHNSON, Swedish s.s. 2360 tons, from Stockholm.
- 18.—ITALIA, Italian s.s. 3087 tons, from Buenos Aires.
- 18.—DURENDART, German s.s. 2459 tons, from Montevideo.
- 18.—PALM BRANCH, British s.s. 2525 tons, from Valparaíso.
- 18.—ARACATY, Brazilian s.s. 531 tons, from Mandô.
- 19.—TUPY, Brazilian s.s. 1786 tons, from Pará.
- 19.—ITAUBA, Brazilian s.s. 978 tons, from Porto Alegre.
- 19.—FLORIANOPOLIS, Brazilian s.s. 918 tons, from Montevideo.
- 19.—ARAGUAYA, British s.s. 6654 tons, from Southampton.
- 19.—CAP ARCONA, German s.s. 7528 tons, from Buenos Aires.
- 19.—GRINDEN HALL, British s.s. 2365 tons, from Newport.
- 20.—ANGRA, Brazilian s.s. 141 tons, from Paracaty.
- 20.—FIDELENSE, Brazilian s.s. 259 tons, from S. J. da Barra.
- 20.—CANOE, Brazilian s.s. 1699 tons, from Santos.
- 20.—ANNA, Brazilian s.s. 364 tons, from Florianopolis.
- 20.—SOCIORIO, British s.s. 1064 tons, from Gulf Port.
- 20.—TAINUI, British s.s. 6288 tons, from Wellington.
- 20.—TUNSTALL, British s.s. 2438 tons, from Cardiff.
- 20.—ALICE HARVEY, Chilean tug, 50 tons, from Southampton.
- 20.—MATATUA, British s.s. 4763 tons, from Wellington.
- 20.—ARAGON, British s.s. 6038 tons, from Buenos Aires.
- 20.—RANTU, British s.s. 2662 tons, from New York.
- 20.—BRAGANCA, British s.s. 751 tons, from Buenos Aires.
- 20.—CAP ORTEGA, German s.s. 4727 tons, from Hamburg.
- 21.—LAGUNA, Brazilian s.s. 326 tons, from Laguna.
- 21.—GURUPY, Brazilian s.s. 1221 tons, from Mandô.
- 21.—P. UMBERTO, Italian s.s. 4115 tons, from Genoa.
- 21.—BEN NEVIS, British s.s. 1960 tons, from Talcahuano.
- 21.—SALTA, French s.s. 4239 tons, from Buenos Aires.

### SAILINGS FROM THE PORT OF RIO DE JANEIRO

During the week ending March 21st, 1912.

- Mar. 15.—APPENINE, British s.s. 2306 tons, for Gulf Port.
- 15.—MONS AXEL, French s.s. 2478 tons, for Buenos Aires.
- 15.—DONGOLA, British s.s. 2820 tons, for Santa Lucia.
- 15.—LEGRÉE, British s.s. 1854 tons, for Barbadoes.
- 15.—CROSSBY, British s.s. 2531 tons, for Rio Grande do Sul.
- 15.—BLUTCHER, German s.s. 7629 tons, for New York.
- 15.—PETROPOLIS, German s.s. 3093 tons, for Santos.
- 15.—HABSBURG, German s.s. 4076 tons, for Hamburg.
- 16.—CORCOVADO, Brazilian s.s. 1916 tons, for Santos.
- 16.—ARAGUARY, Brazilian s.s. 1466 tons, for Pará.
- 16.—MAYRINK, Brazilian s.s. 375 tons, for Laguna.
- 16.—BRASIL, Brazilian s.s. 1999 tons, for Mandô.
- 16.—ORION, Brazilian s.s. 957 tons, for Montevideo.
- 16.—ITALIA, Italian s.s. 3087 tons, for Buenos Aires.
- 16.—ALDERSGATE, British s.s. 2264 tons, for London.
- 16.—ALTON, British s.s. 2221 tons, for New York.
- 18.—ITATIBA, Brazilian s.s. 514 tons, for Pernambuco.
- 18.—DOIS AMIGOS, Brazilian yacht, 34 tons, for Cabo Frio.
- 18.—GUAYBYA, Brazilian s.s. 1119 tons, for Porto Alegre.
- 18.—D. GUILHERME, Brazilian lugger, 178 tons, for Itajahy.
- 18.—ARAGUAYA, British s.s. 6654 tons, for Buenos Aires.
- 18.—HEADON, British s.s. 2712 tons, for Santos.
- 18.—ARAGON, British s.s. 6038 tons, for Southampton.



- 18.—DURENDART, German s.s. 2459 tons, for Bremen.  
 18.—PALM BRANCH, British s.s. 2623 tons, for Las Palmas.  
 18.—CHIMERA, British s.s. 2351 tons, for Stettin.  
 18.—CAP ARCONA, German s.s. 5668 tons, for Hamburg.  
 18.—CAP ORTEGAL, German s.s. 4727 tons, for Buenos Aires.  
 19.—CARANGOLA, Brazilian s.s. 236 tons, for S. J. da Barra.  
 19.—ITAPUEBA, Brazilian s.s. 715 tons, for Porto Alegre.  
 19.—PLANETA, Brazilian s.s. 37 tons, for Cabo Frio.  
 19.—ARACATY, Brazilian s.s. 551 tons, for Santos.  
 19.—NATAL, Brazilian s.s. 215 tons, for Camocim.  
 19.—TUPY, Brazilian s.s. 1786 tons, for Santos.  
 19.—GORGOREMA, Brazilian s.s. 1682 tons, for Porto Alegre.  
 19.—KOLOZSVAR, Hungarian s.s. 1210 tons, for Santos.  
 19.—P. UMBERTO, Italian s.s. 4115 tons, for Buenos Aires.  
 19.—TAINUI, British s.s. 6288 tons, for London.  
 19.—HEIDELBERG, German s.s. 2145 tons, for Bremen.  
 19.—TIBERUS, German s.s. 2763 tons, for Teneriffe.  
 20.—BRUSQUE, Brazilian lugger, 265 tons, for Itahy.  
 20.—PYRINEUS, Brazilian s.s. 1044 tons, for Cafedello.  
 20.—BRAGANCA, Brazilian s.s. 751 tons, for Natal.  
 20.—ESPERANCA, Brazilian s.s. 35 tons, for Cabo Frio.  
 20.—DEVOTY, British s.s. 2108 tons, for Santos.  
 20.—TUNSTALL, British s.s. 2438 tons, for Rio Grande do Sul.  
 20.—SALTA, French s.s. 4239 tons, for Marseilles.  
 20.—MATATUA, British s.s. 4735 tons, for London.  
 20.—ALICE HARVEY, Chilean tug, 50 tons, for Punta Arenas.  
 21.—PAULISTA, Brazilian s.s. 615 tons, for Cabo Frio.  
 21.—HOHENSTAUFEN, German s.s. 4086 tons, for Santos.  
 21.—AXEL JOHNSON, Swedish s.s. 2360 tons, for Buenos Aires.  
 21.—BRITTA, Norway barque, 1151 tons, for Barba Joas.  
 21.—S. PAULO, Brazilian s.s. 2215 tons, for Paysandu.  
 21.—NOVILLO, Argentine, s.s. 1941 tons, for Bahia Blanca.

## ARRIVALS AT THE PORT OF SANTOS

During the week ending March 21st, 1912.

- Mar. 14.—ITAITUBA, Brazilian s.s. 553 tons, from Porto Alegre.  
 14.—EUGENIA, Austrian s.s. 3153 tons, from Buenos Aires.  
 14.—GOOD HOPE, British s.s. 2308 tons, from Antwerp.  
 14.—ORITA, British s.s. 5817 tons, from Liverpool.  
 14.—SAXON PRINCE, British s.s. 2235 tons, from Rosario.  
 14.—NOVELTY, British lugger, 246 tons, from Halifax.  
 15.—A. EXELMANS, French s.s. 3149 tons, from Havre.  
 15.—EMMA, Italian s.s. 1503 tons, from Genoa.  
 15.—UMBRIA, Italian s.s. 3091 tons, from Genoa.  
 15.—ITAPERUNA, Brazilian s.s. 653 tons, from Porto Alegre.  
 15.—CANNING, British s.s. 3458 tons, from Liverpool.  
 15.—HEIDELBERG, German s.s. 2144 tons, from Bremen.  
 17.—CORDOVA, Italian s.s. 3002 tons, from Genoa.  
 17.—ITAPUCA, Brazilian s.s. 862 tons, from Rio de Janeiro.  
 17.—J. HARDIE, British s.s. 2816 tons, from Cardiff.  
 17.—ITALIA, Italian s.s. 5087 tons, from Buenos Aires.  
 17.—LEWISHAM, British s.s. 1284 tons, from Rosario.  
 17.—LAURA, British lugger, 249 tons, from Bahia.  
 18.—PETROPOLIS, German s.s. 3095 tons, from Hamburg.  
 18.—LAGUNA, Brazilian s.s. 300 tons, from Laguna.  
 18.—COROVADO, Brazilian s.s. 825 tons, from Arica Branca.  
 18.—ORION, Brazilian s.s. 540 tons, from Rio de Janeiro.  
 18.—ESPAGNE, French s.s. 2475 tons, from Marseilles.  
 18.—ANNA, Brazilian s.s. 247 tons, from Florianopolis.  
 Mar. 19.—ARAGON, British s.s. 6038 tons, from Buenos Aires.  
 19.—CONDE ASDRUBAL, Brazilian s.s. 2595 tons, from Newcastle.  
 19.—MAYEINK, Brazilian s.s. 234 tons, from Rio de Janeiro.  
 20.—COVERY, British s.s. 2441 tons, from Baltimore.  
 20.—ARAGUAYA, British s.s. 5634 tons, from Southampton.  
 20.—USK, British s.s. 545 tons, from Rosario.  
 20.—BOLOGNA, Italian s.s. 2936 tons, from Genoa.  
 20.—BONN, German s.s. 2568 tons, from Bremen.  
 20.—FRANCE, French s.s. 2504 tons, from Marseilles.  
 20.—KOLOZSVAR, Hungarian s.s. 1210 tons, from Trieste.  
 20.—DONDE, Brazilian schooner 151 tons, from Tijucas.

## SAILINGS FROM THE PORT OF SANTOS

During the week ending March 21st, 1912.

- Mar. 14.—VASARI, British s.s. 5726 tons, for Buenos Aires.  
 14.—VERDI, British s.s. 4179 tons, for New York.  
 14.—ORITA, British s.s. 5807 tons, for Calicut.  
 14.—NIPPOX, Swedish s.s. 2557 tons, for Port of Spain.  
 14.—AVANTE, Brazilian s.s. 51 tons, for Rio de Janeiro.  
 14.—ITAITUBA, Brazilian s.s. 553 tons, for Pernambuco.  
 14.—EUGENIA, Austrian s.s. 3153 tons, for Trieste.  
 15.—ITAPERUNA, Brazilian s.s. 653 tons, for Rio de Janeiro.  
 15.—UMBRIA, Italian s.s. 3091 tons, for Buenos Aires.  
 15.—WESTGATE, British s.s. 1787 tons, for Buenos Aires.  
 15.—NORMA, Norway barque, 772 tons, for Cuba.  
 15.—FLORIANOPOLIS, Brazilian s.s. 576 tons, for Rio de Janeiro.  
 15.—PESBRIDGE, British s.s. 2545 tons, for Santa Lucia.  
 15.—VANCOUVER, British s.s. 2860 tons, for Santa Lucia.  
 16.—RIMOE, Norway lugger, 885 tons, for Newcastle.  
 17.—HABSBURG, German s.s. 4976 tons, for Hamburg.  
 17.—WELGUNDE, German s.s. 2623 tons, for Rio Grande do Sul.  
 17.—CORDOVA, Italian s.s. 3002 tons, for Genoa.  
 17.—ITAPUCA, Brazilian s.s. 862 tons, for Porto Alegre.  
 17.—PAULISTA, Brazilian s.s. 615 tons, for Rio de Janeiro.  
 18.—LAGUNA, Brazilian s.s. 300 tons, for Montevideo.  
 18.—CANOE, Brazilian s.s. 1293 tons, for Mandos.  
 18.—ANNA, Brazilian s.s. 247 tons, for Rio de Janeiro.  
 19.—ARAGON, British s.s. 6038 tons, for Southampton.  
 19.—HEIDELBERG, German s.s. 2144 tons, for Bremen.  
 20.—MAYEINK, Brazilian s.s. 234 tons, for Laguna.  
 20.—ARAGUAYA, British s.s. 5634 tons, for Buenos Aires.  
 20.—FRANCE, French s.s. 2504 tons, for Buenos Aires.  
 20.—BOLOGNA, Italian s.s. 2936 tons, for Buenos Aires.  
 20.—A. EXELMANS, French s.s. 3149 tons, for Havre.

## SHIPS AFLOAT AT THE PORT OF RIO DE JANEIRO

On March 23rd, 1912.

- TRITON, Russian brig, Capt. Don, from Gulfport, Order, Arr. Jan. 30th.  
 GENT, Italian barque, Capt. Capella, from Marseilles, C. da Costa & Co. Arr. Feb. 2nd.  
 FENICE, Italian barque, Capt. Pelloni, from Pensacola, A. G. Fontes, Arr. Feb. 4th.  
 PATRICIA, British barque, Capt. Pedbert, from Glasgow, Amaral Sutherland & Co. Arr. Feb. 4th.  
 DORA, Russian barque, Capt. Norgo, from Gulfport, Order, Arr. Feb. 5th.  
 SANTA ANNA, Italian barque, Cap. Mazzella, from Marseilles, P. Soares & Co., Arr. Feb. 10th.  
 ARGOS, Norwegian barque, Capt. Reinertsen, from Antwerp, D. J. da Silva & Co., Arr. March 1st.  
 MAJORCA, Norwegian brig, Capt. Hansen, from Cardiff, order, Arr. March 6th.  
 PHAROS, Norwegian barque, Capt. Bue, from Cardiff, order, Arr. March 9th.  
 VALBORG, Norwegian barque, Capt. Christiansen, from Gulfport, Paulo Passos & Co. Arr. March 12th.  
 WESTERN MONARCH, Norwegian barque, Capt. Thomsen, from Pensacola, Paulo Passos & Co. Arr. March 16th.  
 JURA, Norwegian barque, Capt. Larsen, from Mobile, D. J. da Silva & Co. Arr. March 23rd.

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## NEXT DEPARTURES

## FOR EUROPE :

KOLOZSVAR.....	29th March
MARTHA WASHINGTON.....	8th April
AFRICANA.....	23rd "
TIBOR.....	26th "
FRANCESCA.....	2nd May
ARGENTINA.....	10th "
SZENT ISTVAN.....	20th "

## FOR RIVER PLATE :

MARTHA WASHINGTON.....	25th March
FRANCESCA.....	12th April
ARGENTINA.....	23rd "

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

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## Hamburg--Südamerikanische--Dampfschiffahrts-Gesellschaft

## IN CONNECTION WITH THE

## Hamburg - Amerika Linie

## TABLE OF DEPARTURE

## Express service to Europe

K. F. AUGUST.....	27th March	CAP ARCONA.....	29th May
CAP ORTEGAL.....	30th April	K. F. AUGUST.....	14th June
CAP BLANCO.....	17th April	CAP ORTEGAL.....	17th "
K. WILHELM H.....	29th April	CAP BLANCO.....	25th "
CAP VILANO.....	8th May	K. WILHELM H.....	3rd July
CAP FINISTERRE.....	18th "		

## Express service to R. Plate

## Intermediate service to Europe

PETROPOLIS.....	29th March	CAP ROCA.....	29th April
HOHENSTAUFEN.....	1st April	BAHIA.....	19th May
S. PAULO.....	12th "	TIJUCA.....	24th "
CAP VERDE.....	15th "	HABSBURG.....	25th "
BELOIRANO.....	20th "	HOHENSTAUFEN.....	10th June

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**LONDON, E. C.**

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via Liverpool the freights must be paid here or in Liverpool.



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BRAZIL AND RIVER PLATE

Average passage, Rio to New York: 17 days

BYRON.....	3rd Ap
VASARI.....	16th "
TENNYSON.....	3rd May
VOLTAIRE.....	16th "

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

Passengers booked through to Liverpool,  
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Superior accommodation for First and Second  
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Fortnightly sailings:—

To Europe.

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

To River Plate, Chile and Peru.

ORONSA.....	10th April
ORCOMA.....	23rd "
ORIANA.....	8th May
ORISSA.....	21st "
ORTEGA.....	5th June

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Malmö, and all other Swedish  
and Norwegian Ports:—

FOR EUROPE.

PRINCESSAN INGEBORG..... 26/28th March  
ANNIE JOHNSON..... 1st Half April

FOR THE PLATE.

NORDHAVET..... 4th April

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FOR EUROPE:

Lisbon, Leixões, Vigo, Roulogne, Dover  
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Date.	Steamer.
28th Mar.....	s. s. "Zeelandia"
18th Apr.....	s. s. "Hollandia"
9th May.....	s. s. "Frissia"
30th May.....	s. s. "Zeelandia"
20th June.....	s. s. "Hollandia"

FOR THE RIVER PLATE:

Santos, Montevideo and Buenos Aires.

1st Apr.....	s. s. "Hollandia"
22nd Apr.....	s. s. "Frissia"
12th May.....	s. s. "Zeelandia"
3rd June.....	s. s. "Hollandia"
24th June.....	s. s. "Frissia"

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NEXT DEPARTURES.

Date.	Steamer.	Destination.
Mar. 29.	"Bremen".....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp, and Rotterdam.
Apr. 12.	"Erlangen".....	Bahia, Madeira, Leixões, Rotterdam, Antwerp, and Bremen.

Passengers & Cargo accepted.

Passenger routes.	Cabin.
Rio, Rotterdam, Antwerp.	
Bremen.....	Marks 450
Rio—Madeira, Lisbon....	
Leixões.....	£ 19-0-0 and 50/9 tax

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AVENIDA CENTRAL, 66-64

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DEPARTURES OF STEAMERS  
FOR EUROPE.

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Through fares to Paris, 1st class.....	725
do do 2nd class.....	550
do do 3rd class.....	190
Through fares to Paris return, 1st class.....	1,149
do do 2nd class.....	82
do do 3rd class.....	34
Marselles, Genoa, 3rd class.....	117,000
Barcelona 3rd class.....	120,000

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S. Paulo.—29, Rua S. Bento.

Santos.—Praça da Republica, 31.

## PRINCE LINE

Regular Sailings to the United States.  
Splendid passenger service.

DEPARTURES

FOR NEW YORK

CHINESE PRINCE.....	28th March
INDIAN PRINCE.....	12th April

FOR NEW ORLEANS.

SAXON PRINCE.....	2nd April
TUDOR PRINCE.....	4th May

AGENTS.

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

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

Table of Departures.

Date.	Steamer.	Destination.
Mar. 26	"Amazon.....	Santos, Montevideo, & Buenos Ayres.
" 27	"Clyde.....	Bahia, Pernambuco, S. Vincent, Lisbon, Leixões, Vigo, Cherbourg, & Southampton
April 1	"Asturias.....	Santos, Montevideo & Buenos Aires.
" 3	"Araguaya.....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Vigo, Cherbourg, & Southampton.
" 10	"Amazon.....	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg, and Southampton.
" 16	"Avon.....	Santos, Montevideo, and Buenos Ayres.
" 17	"Asturias.....	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg, & Southampton.
" 23	"Pampero.....	Santos, Montevideo & Buenos Ayres.
" 29	"Araguaya.....	Santos, Montevideo, & Buenos Aires.
May 1	"Avon.....	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
" 7	"Clyde.....	Santos, Montevideo & Buenos Ayres.
" 8	"Alouette.....	Bahia, Pernambuco, S. Vincent, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
" 13	"Araguaya.....	Santos, Montevideo & Buenos Ayres.

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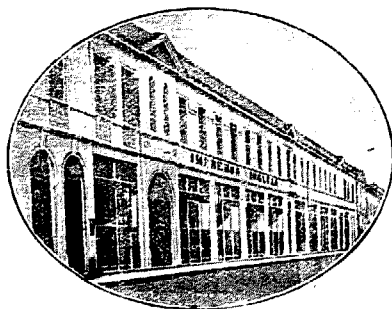
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