

# The Brazilian Review

VOL. XV

RIO DE JANEIRO, TUESDAY, October 8th, 1912

No. 41

== BALDWIN LOCOMOTIVE WORKS ==

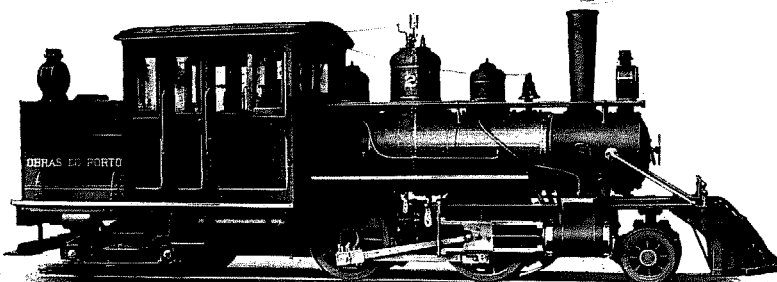
PHILADELPHIA, PENNA., U. S. A.

==== Cable Address: — "Baldwin, Philadelphia." =====

MANUFACTURERS OF

## LOCOMOTIVES

FOR  
BROAD  
AND  
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*Locomotives for Logging and Industrial Purposes and for Mines and Furnaces. Plantation Locomotives for Permanent or Portable Track. Electric Motor and Trailer Trucks*

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

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P. O. B. 131

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ESTABLISHED 1878

General Merchants, Importers & Contractors

SUPPLY THE PRINCIPAL RAILWAY AND STEAMSHIP COMPANIES OF BRAZIL

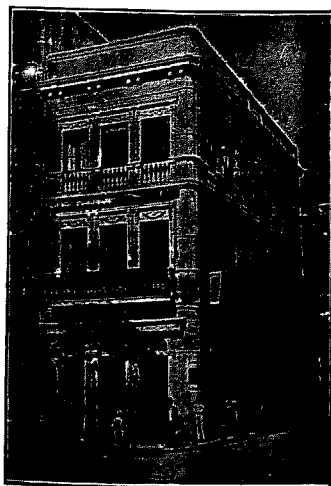
Importers of Railway Appliances, Tools; Repair Material for Cars, Locomotives, Boilers, Wagons; Lubricating Oils and Greases.  
Burning Oils; Carbide, Railway Apparatus, Industrial, Agricultural and Mining Machinery, Implements, Tools and Supplies; Packing, Pumps, Scales, Safes, Artisans' Tools; Rubber,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

AGENTS AND REPRESENTATIVES for

R. & J. Dick, Ltd. Glasgow Original Balata Belting.  
Mander Brothers, London - Olsina Water Paint.  
Bliven & Carrington, New York - Lubricating Oils and Greases.  
Wm. Simons & Co., Ltd. Renfrew, Scotland - Dredger Constructors.  
Enfield Cycle Co., Ltd, Redditch, England - Royal Enfield Cycles.  
Bickford Smith & Co., Ltd., Tuckingmill, — Safety Fuses.  
W. B. Brown & Co. (Bankhall) Ltd., — Steel Wire Ropes.

Dynamit — Actien — Gesellschaft (Vormals Alfred Nobel & Co.) Hamburg - Explosives.

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Telegrams:  
"EPIDERMIS".

Telephone:  
265

Post Office Box  
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**Flour Mills: Rua da Gambôa No. 1**

DAILY PRODUCTION: 13.000 BAGS.

**Cotton Mill - Rua da Gambôa No. 2. -**

250 LOOMS.

8.000 SPINDLES.

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BUENOS AIRES. — 335, CALLE B. MITRE

ROSARIO. — 1.086, CALLE SANTA FE.

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## AGENCIES

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

**The Mill's marks of flour are:-**

"NACIONAL"

"BUDA-NACIONAL"

"SEMOLINA"

"BRAZILEIRA"

"GUARANY"

AND FOR SUPERIORITY

HAVE BEEN AWARDED

Gold Medal Paris 1889.

First Prize Brazil 1908.

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First Prize Turin 1911.

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ENGINEERS, MERCHANTS

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**Rio de Janeiro - Fry, Youle & Co., Rua da Alfandega No. 10**

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

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

HEAD OFFICE, TORONTO, CANADA — NEW YORK OFFICE, 25 BROAD ST.

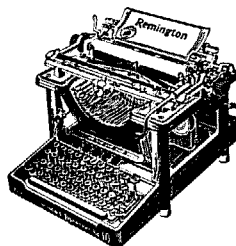
SÃO PAULO, PRAÇA ANTONIO PRADO No. 1 — RIO DE JANEIRO, 76 AVENIDA CENTRAL

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

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

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

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



## REMINGTON TYPEWRITER

The latest models of the REMINGTON TYPEWRITER offer visible writing and other important innovations, without sacrificing the famous forged steel type-bar with type-bar hanger, and other principles of construction which have made the Remington known for years as the most durable of typewriters. The N. 11 Remington-Wahl machine is the only typewriter which writes and adds or subtracts at the same time and by simply touching the keys. It is the only machine possessing a key-set decimal tabulator. We shall be pleased to show you this leader of modern writing machines at your office or at our stores, 125, Rua Ouvidor, Rio de Janeiro and 19, Rua Direita, São Paulo.

**CHAS. H. PRATT,**

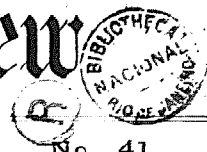
General Agent for Brazil.

# The Brazilian Review

VOL. XV.

RIO DE JANEIRO, TUESDAY, OCTOBER 8th, 1912.

No. 41



## The Western Telegraph Company, Limited.

THE ONLY DIRECT ROUTE WITH SOUTH AMERICA UNDER ONE MANAGEMENT.

### CABLE STATIONS IN SOUTH AMERICA:

#### WESTERN TELEGRAPH COMPANY.

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Rio de Janeiro (Avenida Central No. 117).  
Santos (Largo 11 de Junho No. 1).  
S. Catharina, Rio Grande do Sul.

##### Uruguay:—

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##### Argentina:—

Buenos Aires (287 and 29, Calle San Martín).

#### RIVER PLATE TELEGRAPH COMPANY.

##### Argentina:—

Buenos Aires (287 and 29, Calle San Martín).

#### WEST COAST OF AMERICA TELEGRAPH COMPANY.

##### Chili:—

Arica, Pisagua, Iquique, Antofagasta, La Serena,  
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Valparaiso (Calle Prat 69).  
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#### EASTERN TELEGRAPH COMPANY.

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49, Strand, W.C.

Liverpool: 113, Exchange Buildings.

Manchester: 14, Spring Gardens.

Glasgow: 5, Royal Bank Place.

Newcastle-on-Tyne: 15, Exchange Buildings,  
Quayside.

Cardiff: 33, Merchants' Exchange, Rute Docks.

Madrid: Calle de la Puebla 14.

Marseilles: Hôtel des Postes.

Malta: Central Station, St. George's.

Rome: 28, Via Venti Settembre.

#### COMMERCIAL CABLE COMPANY.

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**Paraguay** ...  
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**Peru** ... Via Cable West Coast.  
**Bolivia** ...

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**Germany** ... Emden, Vigo, Madeira.  
**Belgium** ... Eastern Madeira.  
**Holland** ... Emden, Vigo, Madeira.

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**Spain** ... Eastern Madeira.  
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#### HEAD OFFICES OF THE COMPANY:—

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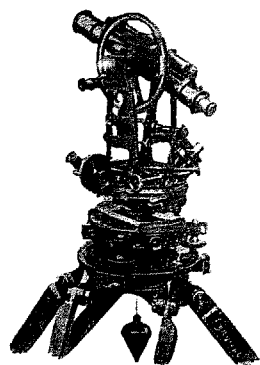
## THE AMAZON TELEGRAPH COMPANY, LTD.

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## ELLIOTT BROTHERS

Manufacturers of surveying, telegraph, optical, mathematical, and electrical instruments; every description of engineering apparatus, and of the anschutz gyro-compass as supplied to the British Admiralty.

CENTURY WORKS, LEWISHAM, S.E.

CENTRAL OFFICE:

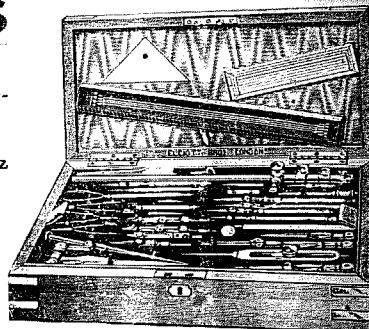
Central Buildings, Westminster, London, S.W.

Sole Agent for Brazil:—

David McNeill

Avenida Rio Branco 117, 2<sup>nd</sup> floor, Room 10.

RIO DE JANEIRO



# **Borlido Maia & Co.'s**

Advertisement Page

P. O. Box 131

Rua do Rosario, 55, 58

Cable - Address -- BORLIDO

Rio de Janeiro

**IMPORTERS AND SOLE AGENTS FOR**



## **DICK'S PATENT BELTING**

Telegraphic Address: "GUTTA PERCHA," GLASGOW.

**R. & J. DICK, LTD.**

Greenhead Works, GLASGOW

ESTABLISHED 1810

## **WM. SIMONS & CO., LIMITED**

RENFREW

Engineers, Shipbuilders and Dredger Constructors

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DREDGERS OF ALL DESIGNS AND CAPACITIES

CONSTRUCTED BY SAME, INCLUDING:—

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

STEAM HOPPER BARGES

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BARGES WITH HYDRAULIC AND STEAM GRAB CRANES

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

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## **WATER PAINT**

Made by Mander Brothers - Wolverhampton

## **PORTLAND CEMENT.**

### **BRAND J. B. White & Brothers.**

## **Enfield Cycle Co., Ltd., Redditch.**

"Royal Enfield"

Bicycles of every description

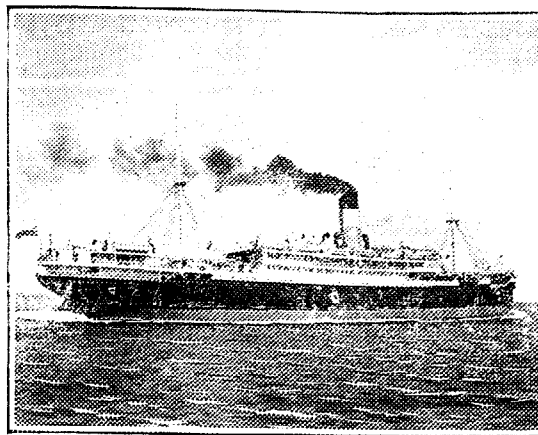
## **Safety Fuses**

Bickford Smith & Co. Ltd. Tuckingmill,  
ENGLAND

## **Lubricating Oils**

of Bliven & Carrington.

# LAMPORT & HOLT LINE



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

Average Passage, Rio to New York, 17 days.

## SAILINGS FOR NEW YORK.

BYRON..... 11th October  
VASARI\*..... 16th       »  
VESTRIS\* (new)..... 1st November

VOLTAIRE..... 16th November  
BYRON..... 3rd December.  
VERDI\*..... 16th       »

## VASARI

Sails 16th October for

**Bahia, Trinidad, Barbados & New York.**

Tickets issued for the circular trip from Rio to New York and thence to Liverpool, Southampton, London, Hamburg and Bremen, by the Cunard, White Star and American Liners.

Special Tourist Tickets issued for the Round Trip to New York in connection with the New Twin Screw Steamer "VESTRIS" (11,500 tons)

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

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

:: :: :: FOR FURTHER PARTICULARS, APPLY TO :: :: ::

**The Agents, NORTON, MEGAW & Co. Ltd., Rua 1<sup>a</sup> de Março, 112**

Telephone No. 47 -- RIO DE JANEIRO -- P. O. BOX 34

Santos - F. S. HAMPSHIRE & Co. Ltd., P. O. B. 10. Bahia - F. BENN & SON.

## CORCOVADO RAILWAY

Time table for ordinary days

UP				DOWN			
A.M.		P.M.		A.M.		P.M.	
Cosme Velho for Paineiras.....	6.15	Cosme Velho for top of Corcovado	2.40	Paineiras for Cosme Velho.....	7.20	Paineiras for Cosme Velho.....	2.00
" " " "	8.00	" " " "	3.00	" " " "	8.45	" " " "	4.00
" " " "	10.45	" " " "	6.15	" " " "		" " " "	5.40
		" " " "	8.00			" " " "	8.00

### Sundays and Holidays

UP				DOWN			
A.M.		P.A.		A.M.		P.A.	
Cosme Velho for Paineiras.....	8.00	" " " "	5.00	Paineiras for Cosme Velho.....	8.30	Paineiras for Cosme Velho.....	12.30
" " " " top of Corcovado	9.00	" " " "	5.30	" " " "	9.30	" " " "	1.30
" " " "	1.00	" " " "	4.00	" " " "	10.30	" " " "	3.30
" " " "	11.00	" " " "	5.00	" " " "	11.30	" " " "	4.30
		" " " "	7.00			" " " "	5.30
		" " " "	8.00			" " " "	6.30
		Cosme Velho for top of Corcovado	12.00			" " " "	7.30
		" " " "	1.00			" " " "	8.30

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

NOTE.— On ordinary days and church holiday 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 newspapers.

Rio, December 1910.

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

# LONDON AND BRAZILIAN BANK, LIMITED.

ESTABLISHED 1862.

Capital.....	£2,500,000
Capital paid up.....	£1,250,000
Reserve Fund.....	£1,300,000

Head Office..... 7, Tokenhouse yard, London, E. C.  
 Branch Office in Rio de Janeiro..... 19, Rua da Alfandega.  
 Paris Branch..... 5, Rue Scribe, Paris.

Draws on Head Office and the following Branches:—

LISBON, OPORTO, MANAOS, PARA', CEARA', PERNAMBUCO, BAHIA, SANTOS, S. PAULO, CURITYBA, RIO  
 GRANDE DO SUL, PORTO ALEGRE, MONTEVIDEO,  
 BUENOS AIRES, ROSARIO DE SANTA FE', PARIS and NEW YORK (Agency).

Also on the following Bankers:—

Messrs. Glyn, Mills, Currie & Co.—London.  
 Société Générale—Paris and Branches.  
 Messrs. Joh. Berenberg, Gossler & Co.—Hamburg.  
 Credito Italiano—Italy.

Crédit Lyonnais—Spain.  
 Anglo-Oesterreichische Bank—Austria-Hungary.  
 (Anglo-Austrian Bank).  
 Banco de Portugal—Portugal.  
 Imperial Ottoman Bank—Turkey, &c.

## CORRESPONDENTS.

The Bank has Agents or Correspondents in all the principal ports and Cities of Brazil, Uruguay, Argentina, United States & Europe.

# THE LONDON & RIVER PLATE BANK, LIMITED.

ESTABLISHED 1862.

## CAPITAL

AUTHORISED .....	£4,000,000
SUBSCRIBED .....	3,000,000
PAID UP .....	1,800,000

RESERVE FUND ..... 2,000,000

29 RUA DA ALFANDEGA and 112 RUA DA QUITANDA

And at London, Paris, Antwerp, New York, Santos, S. Paulo,  
 Pernambuco, Pará, Manaos, Bahia, Curitiba, Victoria, Buenos Aires, Rosario, Mendoza, Concordia, Bahia Blanca,  
 Barracas, Cordoba, Paraná, Tucuman, Once, Boca, Montevideo, Paysandu, Salto and Valparaiso.

## AGENCIES IN BRAZIL

Maranhão, Ceará, Maceió, Rio Grande do Sul, Pelotas and Porto Alegre.

Correspondents in all other chief towns of Brazil.

BILLS OF EXCHANGE issued and purchased on the  
 following places:—

LONDON and all the principal towns of the UNITED  
 KINGDOM.

PARIS and all the principal towns of FRANCE and of  
 ARGENTINE REPUBLIC, URUGUAY, CHILE  
 UNITED STATES, CANADA and JAPAN.

CURRENT ACCOUNTS opened with commercial firms and  
 private individuals.

DEPOSITS received for fixed periods or at 30 days notice  
 of withdrawal.

LETTERS OF CREDIT issued.

STOCK & SHARE ORDERS executed and every description  
 of banking business conducted.

TERMS ascertainable on application to the Bank.

# BRASILIANISCHE BANK FÜR DEUTSCHLAND

Established 1887 by and Representatives in Brazil of the  
 Direction der Disconto-Gesellschaft, Berlin, and  
 Norddeutsche Bank in Hamburg, Hamburg.

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

Reserve Fund..... 3,300,000

## HEAD OFFICE : HAMBURG

Branch Offices : Rio de Janeiro, Caixa 108 - São Paulo, Caixa 520 - Santos, Caixa 185  
 Porto Alegre, Caixa 27 - Bahia, Caixa 152

## Cable Address in Brazil: ALLEMABANK

CORRESPONDENTS IN : Pará, Manaos, Maranhão, Ceará, Pernambuco, Maceió, Parahyba do Norte, Victoria, Rio Grande do Sul,  
 Pelotas, Curitiba, Paranaigua, Santa Catharina, etc.

Draws on:—

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

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

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

Paris.  
 Paris.  
 Paris.  
 Paris.  
 Paris.  
 Paris.

Italy..... Credito Italiano  
 Societa Bancaria Italiana

Portugal—Banco Lisboa & Açores and correspondents

Spain—Banco Hispano Americano.

United States, Argentina, Uruguay, Chile, Mexico  
 and any other countries.

Opens accounts current. Pays interest on deposits for fixed periods. Executes orders for purchase and sale of stock  
 shares, etc., and transacts every description of banking business.

# THE BRITISH BANK OF SOUTH AMERICA, LTD.

HEAD OFFICE: 2 A. MOORGATE STREET,  
LONDON, E. C.

Capital ..... £2,000,000  
Idem paid up ..... 1,000,000  
Reserve Fund ..... 1,100,000

Office in Rio de Janeiro { Rua Primeiro de Março, 45 and 47.  
Rua do Hospício, 1, 3, 5, and 7.

Branches at— **SÃO PAULO, BAHIA,  
BUENOS AIRES, MONTEVIDEO and  
ROSARIO.**

Correspondents in:—Pernambuco, Pará, Manaus, Ceará, Victoria, Macaé, Maranhão.

Santa Catharina, Paranaguá, Curitiba, Rio Grande do Sul, Pelotas, Porto Alegre, Santos, Piahy, Matto Grosso.

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Banque de Bordeaux .... Bordeaux.  
J. Berenberg, Gossler & Co. .... Hamburg.  
and Correspondents in Germany.  
Banco Belinzaghi ..... Milan.  
Banca Commerciale Italiana ..... Genoa.

Società Bancaria Italiana... Genoa.  
and Correspondents in Italy.  
Messrs. E. Sainz & Hijos... Madrid.  
García Calamarte & Co. .... Madrid.  
and Correspondents in Spain.  
Crédit Franco-Portugais .... Oporto.  
Banco de Portugal ..... Lisbon.  
and Correspondents in Portugal.  
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E. Raoul, Duval & Co. .... Havre.

Also draws on South Africa, New Zealand and principal Cities on Western Coast of South America. Opens Current accounts.

Receives deposits at notice or for fixed periods and transacts every description of banking business.

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## BANCO ALLEMÃO TRANSATLANTICO

Capital. .... 30,000,000 Marks  
Reserve Fund. .... 8,150,000 "

Founded in 1886 by the Deutsche Bank of Berlin.

HEAD OFFICE: BERLIN

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

BRANCH - OFFICES AT:

Bahia Blanca	La Paz	BOLIVIA	Antofagasta	antiago	Montevideo	URUGUAY
Buenos Aires	Oruro		Arica	Temuco		
Cordoba	Arequipa		Concepcion	Valdivia	CHILE	Barcelona
Mendoza	Callao	PERU	Iquique	Valparaiso		SPAIN
Rosario	Lima		Osorno			Madrid
Tucuman	Trujillo					

The Bank is agent of the **DEUTSCHE BANK OF BERLIN** (Capital & Reserves 310,000,000 Marks)

and draws on the following Banks & Bankers:

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Union of London & Smith's Bank Ltd.  
Capital & Counties Bank Ltd.  
Deutsche Bank (Berlin) London Agency.  
J. Henry Schröder & Co.  
Konig Brothers.  
**PARIS:** Comptoir National d'Escompte de Paris  
Crédit Lyonnais.  
De Neufville & Co.

**PORTUGAL:** Banco Lisboa e Açores, Lisbon and Branches.  
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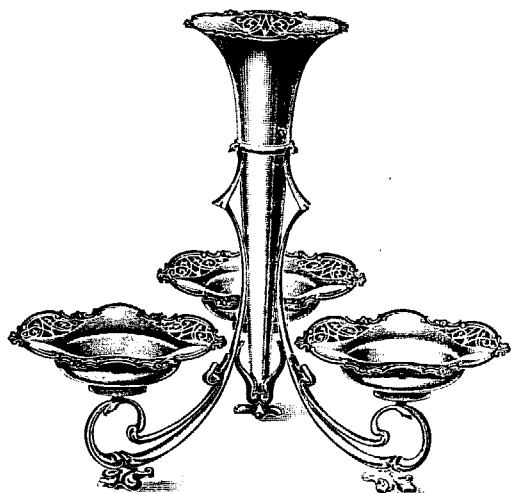
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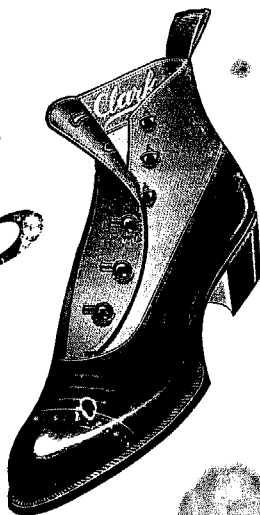
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# The Brazilian Review

EDITOR—W. G. CHANCELLOR.  
OFFICES—Jornal do Brazil Building,  
Third Floor, Room No. 5, Avenida Rio Branco, No. 110.  
P. O. BOX: 472, RIO DE JANEIRO.  
Telephone No. 4606.  
TELEGRAPHIC ADDRESS: "CHANCELLOR" RIOJANEIRO

Subscription: \$05 or £4 per annum.

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All communications to be addressed to the Editor.

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- Oct. 13.—CAP ORTEGAL, H.S.D.G., for River Plate.  
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## News of the Week

The returns of the Directorate General of Public Health for the week ending September 28th, 1912, are as follows:—Yellow fever, 0; bubonic plague, 0; smallpox, 0; measles, 11; scarlet fever, 0; whooping cough, 4; diphtheria, 1; influenza, 22; typhoid fever, 0; dysentery, 4; beri-beri, 0; leprosy, 0; erysipelas, 1; marsh fevers, 7; pulmonary diseases, 80. Total deaths from all causes, 398, equal to an annual rate of 21.99 per thousand inhabitants. Mortality of infectious diseases to total number of deaths, 33.66 per cent. Under treatment in hospital: Yellow fever, 0; smallpox, 10; bubonic plague, 0; under observation, 6.

The cables from Europe show that all the chancelleries instead of having their looked for holiday are working overtime owing to troubles in the Balkans. The late Lord Salisbury was popularly supposed when people were telling him of British disasters in South Africa, to have murmured "there will be trouble in the Balkans in the spring." There have been rumours of troubles in the Balkans all this year, but things seem now to have come to a head and it will require a very tight hand to prevent a general conflagration. Serbia and Bulgaria are spoiling for a fight with Turkey and if war really does break out no one knows where it will end. The Great Powers are so nervous of any one of them getting the better of the others in Eastern Europe that anything may happen when the dogs of war are let loose in that part of the World. It is sincerely to be hoped that trouble may be averted, but it will task all the ingenuity of the best European diplomatists to see that the peace is kept.

In England and Ireland everybody is busy with the Home Rule question and in spite of the fact that Mr. Churchill has said that the "difficulty of Ulster" must be removed, this little obstacle will take more than words to clear from the Government's path. Mid-Lothian was rather a knock-down blow, nor have the results of any of the recent by-elections been such as to warrant extravagant enthusiasm amongst Ministers. Liberal Governments have ere now fallen on a Home Rule Bill and history has a way of repeating itself which may not in this instance be very comforting to the Coalition. The history of the next few months will be eventful in the annals of Great Britain.

In Rio the weather has been for the most part fine and sunny, but at the same time cool, in fact if we could always have it as during the last week even the most confirmed grumblers would have their occupation taken away. General Roca paid a fine compliment to the climate of Rio, for when he got back to Buenos Aires he told a reporter that his health had been greatly improved by its beneficial effects and that he proposed to return to this Capital next year as he had derived so much benefit here. People who knew Rio twenty or thirty years ago would have thought anyone mad who could talk like this. It only shows how deep a debt of gratitude the community owes Dr. Cruz and to the Governments that so wholeheartedly supported him. It was unworthy of the Amazonas Legislature that one of its members in moving the rejection of the project which provided for inviting Dr. Cruz to exterminate yellow fever in Manaus, said that he considered that Dr. Cruz was enjoying a greatly over-rated reputation. That he is not, is proved by the healthy condition to-day of Rio de Janeiro and Pará. It is a great pity that the project was thrown out, for Manaus enjoys none too savoury a reputation from the sanitary point of view either in Europe or the States and its progress will be retarded by this refusal to put its hygienic house in order.

During the week the number of deaths in the Federal District was 398, as against 382 last week and 366 in the week before that. The highest temperature recorded at the Observatory was 28.6 Centigrade or 83.48 Fahrenheit, the lowest 13.9 Centigrade or 57.02 Fahrenheit and the average 19.2 Centigrade or 66.56 Fahrenheit. The largest number of deaths was as usual from tuberculosis, which carried off 80 people. The next most deadly infectious

disease was influenza, which claimed 22 victims. Generally speaking, however, as the coefficient per 1,000 is equal to 21.99 per annum, this is not at all bad for a tropical city. Indeed, it compares very favourably with most other cities of its size in the tropical zones, of which there are not very many.

The Minister of Finance has received a letter from Mr. R. B. Johnson, Director of the Passenger Department of the United States Marine Exposition Company, stating that early next year the s.s. *Exhibition* will visit various Brazilian ports. The vessel will carry samples of the principal manufactures of the United States and the idea is to get into touch with merchants, bankers and business men in Brazil for the purpose of making a strong propaganda for American goods. The letter asks for information with regard to the wharfing of a ship 580 feet long, 80 feet beam, and 25 feet draft at Bahia, Rio de Janeiro, and Ceará. We doubt very much if there will be much doing in Ceará in this direction. In Rio, of course, it will be all right and at Bahia it may be just possible. Mr. Johnson also wants to have full information with regard to the distance from the quays to the stations, as it is intended not only to take the 400 passengers to the interior, but to bring people living in the interior to the ship to see for themselves the exhibits which will there be on show. There is nothing like energy and this new departure on the part of the American merchants and manufacturers might well be imitated by those of Europe, for in these days of competition no advertising stone can be left unturned with impunity.

We notice from the statistics published by the Municipality that in the Urban District of Rio de Janeiro alone there are no less than 37 cinematograph shows open. In these shows there is room for 12,983 people, viz., 5,431 first class and 7,549 second class. Thus the cinemas if all full will take in an hour between Rs. 9,000\$000 and Rs. 10,000\$000, or between £600 and £700! No wonder that fortunes are being made and that we hear of gigantic offers on the part of powerful companies to buy out individuals being refused. As the sums made by the impresarios of this form of entertainment are so large the public certainly has the right to ask that the films shown should be of a proper kind. Just lately that has been what we must say we consider to be a just outcry on the part of the press, against the extremely bad influence many of the films may have on young minds. These films are not actually indecent, but their moral is very often extremely bad. They for the most part hinge on adultery, murder, and suicide, and no one can maintain that this is a healthy atmosphere for young people of a highly impressionable character at a very impressionable age. Indeed a few weeks ago a boy and a girl committed suicide together, their whole proceedings and final rash act being suggested by a film that they had seen in each other's company. The public surely does not really hanker after tragedies. Life itself is full enough of troubles without one coming from a cinema, where one was supposed to go for amusement and relaxation, plunged into the deepest gloom. There is so much that might be portrayed with advantage which would prove both amusing and instructive, while the amount of world news shown in pictures at the shows here is quite inadequate. People coming from Europe are struck with the tragic nature of the films which predominate in Rio and the lack to a great extent of real comedy and of the portrayal of the World's events. It would be difficult, no doubt, for the authorities actually to interfere, unless something frankly pornographic in nature were reproduced, but a certain influence might be brought to bear, while the mass of the public themselves might direct the providers of the shows as to the films that they most want to see. We decline to believe that the majority are satisfied or pleased with the battle, murder, and sudden death, or with the presentation by living figures of the seven deadly sins.

The t.s.s. *Vestris*, built and engined by Messrs. Workman, Clark and Co., Belfast, which, together with her sister vessels, *Vandyck* and *Vauban*, have been specially designed for the British and South American service of the Liverpool, Brazil, and River Plate Steam Navigation Company, Limited (Messrs. Lamport and Holt, Liverpool, managers), arrived in Rio on Sunday. The *Vestris*, 511ft. in length, with a gross tonnage of over 10,000 tons, has

been built on the Isherwood longitudinal system of construction, and fulfils the requirements of Lloyd's 100 A1 class, besides complying with the Board of Trade requirements for a first-class passenger certificate. The vessel is propelled by two independent sets of quadruple expansion engines balanced on the Schlick-Tweedy system, by which vibration is practically eliminated. She has six decks, namely, the main, upper, shelter, bridge, promenade, and boat decks. Accommodation is provided for 280 first class passengers in large and well-appointed state-rooms, and the accommodation provided for second-class passengers is hardly inferior to that of the first-class. The state-rooms are all large and well lighted. From the freight point of view, these vessels are exceptionally well equipped, the cargo space being divided into five spacious holds practically free of obstruction owing to the adoption of the girder system of construction. A portion of the main and upper two decks has been fitted up for the carriage of chilled meat, fruit and produce, insulation of the most improved and up-to-date type having been arranged, while an efficient system of coolers and fans will preserve these consignments in fresh and perfect condition. On the trials, which were very successful, there was a noticeable absence of vibration, which is one of the features of the Isherwood system.

Apropos of things maritime, the Conde Asdrubal do Nascimento and Messrs. Carlos Pereira da Silva Porto and Antonio Rabello Braga have just petitioned the Legislative Congress of the State of São Paulo to give a guarantee of 6 per cent. on the capital of Rs. 6,000,000\$000 or £400,000 for a period of 50 years and thus assist the company which they propose to form to establish a service of quick vessels between Rio and Santos. We have already referred to this proposal and the petition which has now been sent to the State Congress shows that the petitioners undertake to establish the service within one year. To begin with three vessels will be purchased, fitted with every modern improvement with a minimum size of 3,000 tons, and with a speed of 18 knots. Motors are to be substituted by the Diesel system: voyages will be daily with a minimum duration of 12 hours from port to port. As already stated in these columns the fares would be 35\$000 first class, 20\$000 second class and 10\$000 third class. There would be a considerable free list, including the President and Vice-President of the State, Federal Senators and Deputies from the State of São Paulo, State Senators and Deputies, various Ministers and Judges, etc., while, at the request of the various Secretaries of State, a 33 per cent. rebate would be allowed on passages to those presenting such request duly signed by the respective Secretary. A band would be provided on board (might not the petitioners be relieved of this obligation?) while there would be an up-to-date bar, café, and restaurant. As we have remarked before, the service would fill a long felt want and would be a boon to those who are nervous about trusting themselves to the tender mercies of the Central Railway.

On the 28th ult. the monument erected over the grave of Dr. Affonso Penna, late President of the Republic, was inaugurated in the São João Baptista cemetery. The monument was erected by order of the Government, and amongst those present were the President of the Republic, the Ministers of State, many Senators and Deputies and members of the diplomatic corps. Short but sympathetic speeches were made by the Minister of Justice (in the name of the President of the Republic) and Senator Feliciano Penna. References were made in the speeches to the foundation of the City of Bello Horizonte by Dr. Penna, when he was President of the State of Minas Geraes, to the reorganisation of the Federal Army undertaken by him and to the foundation, on his initiative, of the Military Town of Deodoro. Our readers will remember that Dr. Affonso Penna died while occupying the Chief Magistracy, being succeeded on his decease by Dr. Nilo Peçanha, till then Vice-President of the Republic.

At one time the Zoological Gardens in Rio were practically a howling wilderness, with here and there a cage with a solitary and doleful occupant representing some very familiar species of animal. Now, however, the Gardens have been transformed and are well worth a visit. The legends

placed in prominent places recording the fact that there are new arrivals at the Zoo every week are now no longer romances, but solid facts. Last week there was quite a large batch of arrivals, including chimpanzees, bears, monkeys of various kinds, geese, pheasants, ostriches, cranes, etc., etc. In the old days the gambling on the «bicho» began at the Zoo, but nowadays there would be too many animals for the game, which, we believe, still goes on though officially supposed to have been stopped altogether.

Justice is like the wheels of God in this country in so far that it grinds slowly, though there we fancy the analogy stops. It will somewhat surprise people on the other side to hear that the court martial on those responsible for the Naval trouble in November and December, 1910, is not yet concluded! When this is stated it will not be surprising to them to hear that the trial of Dr. Mendes Travares, who was alleged to have instigated the shooting of Commander Lopes da Cruz outside the Naval Club last year, only came up for hearing last week. It must be said that when the case does reach the Courts the delays are over and it goes like a whirlwind compared with grave cases of a similar nature in England or the States. Thus this trial in question lasted less than two days. The case was so flagrant a one that we referred to it in these columns where we are not, as a rule, in the habit of reporting the tragedies which so frequently occur in this city. Considerable public comment has been aroused by the verdict.

It is stated on excellent authority that ex-President Roosevelt proposes to visit this country. No date is given as it must naturally depend on the elections next month. However, if the «ex» is not then removed, there seems no reason to doubt that Mr. Roosevelt will come down here pretty soon after to rest from the labours of his campaign. His son, Kermit, is already here, so that there is a personal attraction for him as well as a natural desire to see a country whose future is so closely bound up with that of the States and so full of promise. Mr. Roosevelt is one of those personalities who dominate wherever they go and whose careers are watched with the greatest interest all the world over. If and when he gets to Brazil he will find waiting for him as warm and as enthusiastic a welcome as he could find in any part of the globe.

On the 28th ult. the foundation stone of the Sanatorio «Ainha D. Amelia» was laid on the Praia de Leblon, in the presence of the Prefect of the Federal District, the representative of the Cardinal Archbishop of Rio de Janeiro and various representatives of the Ministers of State. The sanatorium which will be of considerable size was intended for the treatment of children suffering from tuberculosis. It was originally intended that the foundation stone should be laid when Dom Carlos I. of Portugal paid his visit to Brazil, and to this it owes its name. The tragedy of February 1st, 1908, dashed these hopes and as a consequence the project somewhat hung fire. Now, however, sufficient funds are forthcoming and the work will be proceeded with. Considering the number of deaths from tuberculosis which occur every day in Rio, the need for the institution is a crying one. It will consist of a large central pavilion and four smaller ones, while special care will be bestowed on the gardens, where the patients will be able to enjoy the warmth of the sun in sheltered places. Sea breezes will blow upon it, situated as it will be on a hill overlooking the Atlantic, while the spot chosen is one of the healthiest that can be found in the neighbourhood of this capital. The institution will be a godsend to Rio and it is deserving of both public and private support.

The post office quite kept up to its new standard last week and the letters and papers arriving by the Araguaya on Sunday evening were nearly all distributed by 4 p.m. the following day. Another improvement which is about to be inaugurated is the despatch of mails from this capital to the State of Rio Grande do Sul by land instead of by sea. So far the mails have been carried overland only as far as the State of Paraná, but now the further distant State is to be served. An experiment was made last week when a mail was sent from Rio Grande to Rio via the São

Paulo-Rio Grande Railway. The despatch of mails in this manner will be of the greatest benefit to trade, for letters which have hitherto been sent by sea have often been held up owing to the fact that the steamer which is carrying them has been delayed on the Rio Grande bar. Access to Rio Grande will soon be easier both by land and sea thanks to the São Paulo-Rio Grande Railway and to the Company which is clearing the bar and building the port. The activity in Southern Brazil these days is extraordinary and European capitalists will soon be casting their eyes down that way, where already the keen business American is making his mark.

According to cables from London, a correspondent has written to the «Financial News» showing that in view of the increasing importance and volume of business between England and Brazil, it would be well to study in what way the voyage between the two countries could be curtailed. The project seems to savour somewhat of that put forward some time ago in France, and consists in running a train from Calais to Gibraltar, crossing thence to Tangiers in a rapid steamer and proceeding by rail on a line to be built along the coast to the city of Bathurst, at the mouth of the Gambia. Thence a rapid steamer would cross to Pernambuco in a very few days. The correspondent says, modestly enough, that he is aware of the great technical difficulties which stand in the way of such a project, but that he does not consider them to be insuperable. The cost would be approximately £30,000,000. The question is whether or not the trade that would result would as yet justify such an outlay. The saving of time is not mentioned, but it would doubtless be very great. So far the vessel that is to bring us nearest to Europe is the Burdigala, which was due to leave Bordeaux on October 5th and arrive in Rio on October 18th, a thirteen day trip. Apropos of the Burdigala, she seems to have had some trouble with her crew at Bordeaux about the food and sanitary arrangements on board, but this was smoothed over. She is the first of the new fast service of steamers to be run by the Compagnie de Navigation Sud Atlantique between Bordeaux, Brazil and the Plate.

With the advent of the vessels of this company, the old ships of the Messageries Maritimes will presumably disappear from these waters. The Atlantique, the Amazone, the Chili, the Magellan, and the Cordillere have been familiar figures on this coast for many a long year and right well have they done their work. Many a time when other lines were not to be depended on, these vessels have come into port with their mails exactly to the minute. For this reason we shall be sorry to see the last of them. They have done their work admirably, but with the rush of progress in these days of hustle they have to give way to finer and more attractive boats. We can only hope that the new service will be as reliable and as sure as that so efficiently carried out by these old boats. If they are, merchants and banks here will have nothing of which to complain.

H.M.S. Active is once more on her way home and presumably her place will shortly be taken here again by H.M.S. Glasgow. The Active did not enter the Bay on her homeward voyage, but when passing the entrance to the Bay sent a wireless greeting to the Captain of the Brazilian battleship Minas Geraes, regretting that time did not permit of a stop here. Captain Francisco de Mattos replied wishing the ship a good voyage and expressing hopes that the ship's company would find all their friends well at home. The Active called at Bahia.

Early in the present year amongst the visitors to Rio were Mr. J. S. Bergheim and his wife. His visit was very unostentatious, but he was completely charmed with this country and especially with its flora. Some of our readers here may have had the pleasure of meeting him and of chatting with him on subjects varying from Gobeline tapestry down to tree frogs. About both these subjects and the vast field lying between them he knew much more than most people. It is, therefore, with the greatest regret that we see from the London papers that he has succumbed to injuries received in a motor accident. All



the London papers, including the «Times» and the «Financial Times», have given most sympathetic notices about his career, and, as the latter points out, «the world has lost a man whose strong personality and intimate sympathy with humanity in general had endeared him to a wide circle of friends by whom he will be sincerely mourned.» His was a name known wherever oil interests were strong and he was a director of numerous oil companies, having all his life been interested in oil ventures in various parts of the world. At the time of his death he was working on the proposition of the supply of oil fuel to the British Navy. We desire to associate ourselves with our London contemporaries in a sincere expression of regret at his untimely death.

Brazilian Independence Day was celebrated in London not only officially, but by the banquet of the Brazilian Benevolent Society of that Capital. The banquet took place at the Savoy Hotel, the chair being taken by Dr. Regis de Oliveira, the Brazilian Minister. Amongst those present were Dr. Joaquim Ignacio Tosta (Brazilian Treasury Delegate), Dr. Amarilio Hermes de Vasconcellos, Dr. Guerra Duval (Secretary Brazilian Legation), Dr. José de Paula Rodrigues Alves (Secretary Brazilian Legation), Dr. José Antonio Pereira dos Santos, Count F. de Navasquez, Messrs. Francisco Alves Vieira (Brazilian Consul-General), Hippolyto Hermes de Vasconcellos (Brazilian Consul, Southampton), Braz Saldanha, Monteiro de Barros, Milton Weguelin Vieira, Adelino Pinto Leite Tosta Filho, Renato Araujo, W. Arthur Rix, George Willison, Cyril Lynch, Godofredo Itacolumy Franca, J. J. Marwood, (Western Telegraph Company), H. da Costa Santos, G. N. da Silveira, Agapito Iconomus, N. A. Coelho, E. Kanthack, and the following Attachés of the Brazilian Consul-General: Messrs. Alfredo Carlos Morgan, Alfredo Polzin Edgard de Amaral e Silva, Heraclito Hermes de Vasconcellos, and Captain Raul Quadros.

After the toast of «The King» and the «President of the Brazilian Republic», submitted by the Chairman, had been honoured by the assembly, Mr. Francisco Alves Vieira (the Brazilian Consul-General) proposed the toast of the evening—«The Republic of Brazil»—in which he referred to the events which led to the war of independence and also to the important part that José Bonifácio had played in establishing the independence of the country. The other toasts were that of the «Visitors», which was proposed by Mr. Hippolyto Hermes de Vasconcellos and responded to by Mr. W. Arthur Rix, and the «Press», which was submitted by Dr. Guerra Duval. The Brazilian Benevolent Society was founded about three years ago, with the object of helping necessitous Brazilians in London, and, according to its rules, «Independence Day» is to be annually celebrated by a banquet.

A few days ago the Prefect of the Federal District paid a visit to the Praia Vermelha in order to inspect the work which is being done by the Companhia Caminho Aereo Pão de Açúcar. He went up the Morro da Urca in a passenger car, belonging to this aerial railway, accompanied by Dr. Augusto Ramos and Col. Fridolino Cardoso, Directors of the company. It is stated that the panorama that is obtained from the top of the Urca and also from the summit of the Sugar Loaf is unrivalled. We understand that it is proposed to provide a restaurant on the top of the latter hill, where dinner will be served in 1st class railway carriages which will slowly make a tour of the summit as passengers are dining. Whether this will pay or not is a matter for the company to think out, but we rather fancy that it will not be too successful, after the novelty has worn off. The part which will be most exciting will be swinging in the air in the aerial carriages and watching the panorama literally from space.

The Minister of the Interior forwarded a short time ago to Dr. Brasílio Machado, President of the Education Council, the invitation which had been received from the organisers of the International Congress of School Hygienics to be held in New York in August, 1913. Brazil, it is hoped, will be well represented, and a meeting was held a few days ago to study the question of organising the commission to arrange for such representation. Amongst those invited to be present at the meeting were the Direc-

tors of the Polytechnic School, of the Faculty of Medicine, of the various Faculties of Law, of the Medical and Surgical Society, of the Military College, of the Dom Pedro II. School, of the Department of Public Health, and of several other important services. A central commission is to be appointed by Dr. Brasílio Machado and the work of organisation will be commenced forthwith. As there is nearly a year in which to make preparations, the Brazilian representation should be worthy of this country. Brazil has a genius for exhibition organisation, as has recently been shown by the success she attained at the New York International Rubber Exposition.

King Manoel has issued a proclamation in which he denies the truth of the report which had been circulated to the effect that he had renounced his rights to the Throne of Portugal. He says that on the contrary he is fully convinced that only in the restoration does the salvation of his country lie. In the meantime a large number of emigrés have been arriving here, but it is questionable whether the result will be wholly satisfactory. There is a growing feeling that the Brazilian Government has possibly done a good turn to the two friendly nations of the Peninsular to her own detriment. In any case there seems to be a large number of somewhat undesirable people arriving and the local press shows but little enthusiasm at the advent of a great many priests and of large batches from the rank and file of the recent unsuccessful monarchist attempts. At the time Brazil extended her invitation to Spain and Portugal, we remarked that it was to be hoped that the right people would come here who would be willing to settle down and work honestly and not just accept Brazilian hospitality as a shelter for conspiracy. Whatever one may think of the present régime and Government in Portugal, it is not the business of political refugees to accept the proffered hospitality of this country, and then set to work to upset that régime from Brazilian cover. Undoubtedly there is a feeling here that some of our guests would better have stayed away.

Among the decrees recently signed by the President of the Republic are those providing for the opening of a credit of Rs. 6,989,701\$000 gold or £786,841, for the payment of instalments due on vessels being built and on naval material ordered in Europe, and for the opening of a credit of Rs. 223,283\$213 gold or £25,116 4s. 5d. for payment for goods supplied to the battleship Minas Geraes and the cruisers Bahia and Barroso during the year 1910.

The President of the Republic has sent a Message to the National Congress dealing with the memorial presented to him by the Minister of Agriculture and asking that a law may be passed as soon as possible to regulate the legal standing of Indians in Brazil. The Minister in his memorandum recalls the fact that in his Message to Congress in March last the President of the Republic called the attention of the Legislature to the necessity of passing a law to regulate the position of the Indians. This necessity is all the more urgent in view of the creation of the Service for the Protection of the Indians which is now in working order. As early as 1537 Paul III. declared that the Indians were men like others, and therefore free, while Regulations were drawn up in 1548 and 1570, which though somewhat in contradiction to each other, nevertheless made for the liberty of the aboriginal. Later, however, the Pope, alarmed by the atrocities occurring in Mexico and Peru, sanctioned slavery and protection as a means of avoiding these horrors. In 1639 Pope Urban VIII. excommunicated the captors and vendors of the Indians, but in 1653 the Portuguese Government once more permitted the establishment of slavery. Brazilian legislation dealing with the Indians dates from the royal rescripts of Dom John VI. in 1808, 1809, and 1811, all of which were favourable to slavery. In 1831, the Law of October 27th, in the regency of Padre Feijó, repealed the orders of Dom John VI. and considered the Indians as orphans. Decree of June 3rd, 1838, instructed the judge whose business it was to look after orphans to do the same for Indians and their property. This Decree was confirmed by the Regulations of March 15th, 1842, and the standing of the Indians has remained the same from that day to this.

The bill which is now introduced by the Minister of Agriculture provides in its first clause for the recognition of all Indians, born on Brazilian soil, as Brazilian citizens. The Indians would be classified, land would be provided for their settlement, they would all be registered, as would their births, marriages and deaths. Penalties would be enforced for crimes against them, while they themselves would be treated according to a special penal code. There are various other dispositions referring to the property of the Indians, etc., etc., all of them making for the provision of greater safeguards for a part of the population which at present is not sufficiently civilised to look after itself completely. The general lines of the law are excellent and will greatly strengthen the hands of the Service for the Protection of the Indians, whose efforts so far have been considerably handicapped by the legal standing of those with whom they had to deal. Dr. Pedro de Toledo has done a public service by bringing forward this proposition, which is eminently interesting at a time when the Putumayo question is so fresh in men's minds. Mention must also be made of the valuable assistance which the Minister has received from Colonel Rondon, who as Director of the Service, has thrown himself so enthusiastically into the work.

Can this, from a recent issue of the «Times», be more Brazilian propaganda:—«A Dive in Chains from Putney Bridge.—Many people collected on Putney Bridge yesterday afternoon to watch Mr. Harry Martin, who appears on the music-hall stage under the title of «The Brazilian Handcuff King», dive from the bridge into the Thames in a straight waistcoat and chains. At the last moment the police intervened, but a barge was chartered and Mr. Martin made his dive into the river before the police could again interfere. When he came out Mr. Martin had freed himself from his fetters.»

That the Titanic disaster has awakened people to the fact that it is time «something was done» is exemplified by the news of the alterations which are to be made to the Olympic (to cost about £250,000) and the modifications in the plans of the new White Star liner Britannic. The new Britannic will be similar to the Olympic, but will be somewhat larger, her tonnage being 50,000. The Olympic is to undergo alterations at an early date, and eventually both vessels will in two important respects bear evidence of the recent change in expert and public opinion as regards protection against the effects of collision with icebergs or other obstacles. These improvements include the introduction of a complete inner skin extending to a considerable height above the load line throughout the most vulnerable portions of the vessels and also the increased height and number of the watertight bulkheads. The inner skin will consist of heavy plating extending for more than half the length of the vessels, from the watertight bulkhead in front of the forward boiler room to the after end of the turbine engine room, and it will be strongly connected with the outer shell. Hitherto it has been considered sufficient if a vessel could float with any two compartments pierced; but the Olympic and Britannic, in addition to having this extra protection against serious damage, will be able to float with only six compartments flooded.

In view of the fact that so many new large liners are being built for the South American trade it will be interesting to hear if the Royal Mail Steam Packet and other Companies will have any statement to make with regard to modifications in plans. It is true that icebergs do not as a rule lie in the path of vessels plying between Europe and South America, but between New York and here there must be danger sometimes, while there is always the risk of running into sunken wrecks or derelicts. Most people still lately would have pool-poohed the idea of an accident to a great liner, but the Titanic disaster has proved that the millionth chance does sometimes come off and therefore no expense or trouble must be spared to eliminate even that chance.

Amongst other recent decrees signed by the President of the Republic, are those approving the plans and estimates for the erection of the building for the administration and fiscalisation department of the Port of Pará, (the cost

of the building is estimated at Rs. 375,276\$980 gold or £42,218) approving the plans and estimates for the provision of apparatus for the loading and unloading of coal along the deep part of the quays at Pará, (the cost of this is estimated at Rs. 120,383\$978 paper or £8,025), opening credits of Rs. 50,000\$000 and Rs. 120,000\$000, respectively for improvements at the port of Parnahyba and for completing the surveys of the port of Amaração, State of Piahy.

A São Paulo paper has been interviewing the Governor of the State of Santa Catharina, who is at present staying at Poços de Caldas on the case of the monk João Maria and the alleged attack by fanatics on the City of Curitiba. Col. Vidal Ramos is of opinion that the whole trouble is over and that it was in no sense a religious but essentially a political movement. Our readers will remember that the monk João Maria had stated that the Monarchy had been declared in the North and that he was sent to declare Dom Pedro III. in the South and make Curitiba the temporary headquarters of the restoration movement.

We are glad to note that at last the Government is seriously considering the proposal to improve the drainage system of the City of Rio de Janeiro and bring it thoroughly up to date. According to the proposal, the City would be divided into two portions, one of which would include the City proper and reach as far as the Marine Arsenal and the other the rest of the Federal District. The sewage of the first portion would be carried out to sea, while that of the second would be treated by the latest and most effective bacteriological method. We understand that these matters are being very seriously considered by Government and that a demonstration tank to show the method of bacteriological treatment is now installed at the Gavea and is giving the most excellent results. It looks as though at last Government was about to initiate an improvement which has been on the tapis for several years. It is interesting to note in this connection that the work of installing the drainage system of the Island of Paqueta is now well advanced. The Rio de Janeiro City Improvements Co., which is doing the work, expect to inaugurate the service in April of 1913.

The commission appointed by the Minister of Public Works to study the project referred to above consists of Dr. Luiz de Andrade Sobrinho, Chief Fiscal Engineer, attached to the City Improvements Co.; Dr. Carlos Seidl, Director General of Public Health, Dr. Placido Barbosa, Delegate of Public Health, and Drs. Gustavo de Silveira and Leander Costa, Directors General of the Ministry of Public Works. The Minister of Public Works has himself visited the bacteriological tank and expressed his satisfaction at the results obtained. He has also promised to follow the future experiments with a lively interest.

That America is forging ahead in the matter of motor car construction and exportation is proved by some figures that have just been issued. Thirty million dollars worth of American automobiles found markets abroad last year, against less than one million dollars worth ten years ago. The total number of actual machines exported to foreign countries was 21,757. The export price last year averaged less than in any earlier year in the history of the export trade, the average being 900 dollars, as against 1,100 dollars in the previous year. On the import side the automobiles imported last year amounted to only about two million dollars in value as against four million dollars in 1907. The average import value of each automobile brought into this country last year was 2,216 dollars. English-speaking people are the chief purchasers of American automobiles. Of the total exported last year, 6,288 went to Canada, 5,716 to the United Kingdom, and 3,625 to Australia and New Zealand, the next largest number, 1,611, being credited to South America.

We desire to offer our congratulations on their respective birthdays to our contemporaries O Jornal do Commercio, O Paiz, and the Diario Official, all of which have been celebrated within the last ten days. The Jornal was 85, the Diario Official 51 and the Paiz 28.



In accordance with the contract made by Government with the Compagnie Port de Rio, when the new quays are quite ready, the Custom House will have to be transferred from its present site, opposite the Ilha das Cobras and the Ilha Fiscal, to the said quays. Thus a large area covered with warehouses will be left empty. This being the case, we understand that it is the intention of the authorities to kill two birds with one stone and utilise this part of the City for coasting steamers, thus adding to the capacity of the quays and relieving the coasting service. The idea seems to be to form a basin between the islands above mentioned and the shore, where coasting vessels may ride quietly at anchor and discharge their cargo. So soon as the matter has been further studied, tenders for the work will be called for both at home and abroad for the execution of the necessary work. At present the part of the Bay in question is much exposed to the heavy swells which so often roll in from the Atlantic. It is generally hoped that this new work will not interfere with the extension of the new quays to their terminal point at Cajú.

Dr. Lauro Muller has issued a communiqué to the press which runs as follows:—"The insistence with which the press includes the name of Dr. Lauro Muller in the list of possible candidates for the next Presidential term obliges him to call the attention of those who may be interested to the telegram which on assuming office as Minister of Foreign Affairs, he addressed to the Governor of the State of Santa Catharina. The perusal of this document will immediately show that the actual Minister of Foreign Affairs considers that he is prevented from accepting any elective political post by the motives of public interest to which he then referred, inspired, as he is, with feelings of conscience which cannot be altered by the opinions of third parties however praiseworthy and weighty these may be."

The s.s. Byron brought from New York for the Caixa de Amortização 50,000 notes of 20\$000 each 50,000 of 50\$000 each and 5,000 apolices (public bonds) all manufactured by the American Bank Note Company.

Prince Louis of Orleans and Bragança has just published a book in Paris called «Sous la Croix du Sud.» In this work he describes his visit to South America in 1905, when our readers may remember the Federal Government did not allow him to land on Brazilian soil. It is stated that his studies of Argentina, Chile, Bolivia, Paraguay, and Uruguay show great intelligence and a remarkably keen sense of observation and fill a gap in French literature which has long been open. He gives an interesting account of his feelings at the time of the fall of the Empire when, still a child, he was brought down from Petropolis, to be shipped off with his family to Europe. He recognises the great progress that the country has made since the Declaration of the Republic but he maintains that the same and possibly even greater advance, would have been made had the Monarchy not fallen. He also feels sure that exchange would have remained more staple and the country not been prejudiced as it was by its heavy fall and subsequent oscillations. He deeply regretted that he was not allowed to land on his native shore but he had the pleasure of receiving many old friends and servants on board the Amazon during her stay in the Bay. The book is one that apparently is well worth reading and the observations regarding other countries than Brazil on this Continent full of instruction and interest.

H.M.S. Oak, the third torpedo boat destroyer of the «Firedrake» type built for the British Admiralty by Messrs. Yarrow and Company, of Glasgow, was successfully launched on Thursday, September 5th. The Oak is 255 feet long, with a beam of 25 feet 7 inches, the propelling machinery consisting of Parsons turbines driving twin screws. Steam is supplied by three of the latest type of Yarrow boilers, fitted with the firm's patent feed heating device and arranged for burning oil fuel exclusively. The contract speed of the vessel is 32 knots.

## MINAS GERAES.

According to the report which the Prefect of the City of Bello Horizonte, Capital of the State, has just presented to the Municipal Council, it appears that Revenue during the year 1911 amounted to Rs. 1,134,932\$411 or Rs. 115,980\$811 in excess of estimates. Expenditure, however, amounted to Rs. 2,534,346\$868, so that there is a deficit of no less than Rs. 1,399,414\$457. Expenditure had been estimated at Rs. 1,018,932\$600 and the large difference which exists between these figures and those for actual outlay is accounted for by extra-budgetary expenditure on such urgent necessities as lighting, water, and drainage services, etc., and also by the payment of debts outstanding from previous fiscal years. Revenue for the current year is fixed at Rs. 972,951\$600, and Expenditure at the same figure. The debt of the Prefeitura is Rs. 8,791,066\$415 or about £586,071. The area of the City is some 8,815,382 square metres, of which about 4,407,691 are already built over. The average value of land in the City has risen by 180 per cent. during the last three years. The number of houses built in 1909 was 275; in 1910, 357; in 1911, 433; and in 1912 (six months) 270. The number of licensed vehicles is 1,044, of which 39 are motor cars. The last census was taken in 1906, but it is now computed that the population of the City is 40,000.

## ARRIVALS AND DEPARTURES.

### Arrivals.

By the s.s. Araguaya from Southampton on September 29th—F. Siltan, W. Harrison, H. Stilton, E. Beard, Miss H. Ayres, C. Simmons.

By the s.s. Arlanza from Buenos Aires on October 2nd —R. Ripley, W. Hussey, B. Dawson, H. Collier, J. H. Brown, A. C. Hughes, E. Fales, A. Stuart, M. A. Robertson.

By the s.s. Descado from Southampton on October 3rd —W. Troubridge, S. Rowe, A. Parsons, R. H. Browne, L. Parrish.

### Departures.

By the s.s. Araguaya for Buenos Aires on September 30th—H. Beaufort, Dr. Emery, Dr. R. Bensaude, A. Radford, F. Locke, H. Tross, W. Massey, H. Holk and family, D. Bell.

By the s.s. Asiatic Prince for New York on September 30th—C. A. Lull, M. Kane, H. Gee.

By the s.s. Arlanza for Southampton on October 2nd —M. V. Simpson, O. Osborne, H. V. Foy, A. Patient, Dr. J. Spiers, D. Kirkpatrick, Mr. and Mrs. T. P. Gourlay, H. Falk, O'Keefe, J. O. Unwin, E. G. Hime, A. L. Carroll, S. Hime, W. Holland, J. F. Glossop, E. O. Tootal.

Englishman, 35, bachelor, good social position, 14 years in India as Office Manager Railway and Shipping Company, Organising, Secretarial and Accounts Work, also accustomed to handling general and plantation labour. At present in Rio, desires appointment anywhere S.A. Credentials satisfactory, Rio references. — ENERGICO, c/o. Brazilian Review, P.O. Box 472.

## CHRIST CHURCH, RUA EVARISTO DA VEIGA, No. 61. RIO DE JANEIRO.

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

### SERVICES

According to the use of the Church of England.

### FIRST AND THIRD SUNDAYS OF THE MONTH.

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

### OTHER SUNDAYS OF THE MONTH:

Matins and Sermon at 11 a.m.

Holy Communion at 9 a.m.

By Previous Arrangement with the Chaplain, the Rev. W. Graham M. A. or the Verger Mr. Strube, at the British Library, Rua do Ouvidor.  
**MARRIAGES, BAPTISMS, CHURCHINGS, ETC.**

# Vinol

## Rio de Janeiro and São Paulo



# “PYRENE”

**Sole Agent for São Paulo BYINGTON & Co. Rua Commercio, 4**

## Rubber

**Telegram from London.** Spot quotation on October 4th for fine hard Pará was 4s. 6d., as against 4s. 7d. on September 27th and 4s. 7d. on September 20th.

**Stock of Rubber.** According to the figures given at last week's Cabinet Meeting, the stock of rubber at Pará on September 28th was 1,425 tons, an increase of 161 tons compared with September 21st. No figures are available as to stock at Manaus. On September 30th, 1911, stock at Pará and Manaus amounted to 3,180 tons.

**S. Antonio (Pará) Rubber Estates.** At an extraordinary general meeting of the S. Antonio (Pará) Rubber Estates, Limited, on the 18th ultimo, a resolution for the voluntary winding up of the undertaking was unanimously adopted. Mr. R. B. Fidler, who presided, explained that that course was but the natural sequel to the ordinary general meeting of September 4, when the shareholders expressed their preference for liquidation by an overwhelming majority.

**F.M.S. Rubber Exports.** The official figures of the exports of rubber from the Federated Malay States show a great increase, which had to a large extent been anticipated. In the month of August these exports came to 3,655,535 lbs., which compares with 2,695,861 lbs. in July. It brings up the total exports for the eight months of the year to date to 21,733,000 lbs., as against 11,583,000 lbs. in the corresponding period of 1911, and only 7,229,000 in 1910.

**Straits Settlements Rubber Exports.** A cablegram received by the Malay States Information Agency from the Colonial Secretary, Singapore, gives the export of rubber from Straits Settlements ports during the month of August as 1,632,933 lbs., as compared with 850,000 lbs. in July. These figures include transshipments of rubber from various places in the neighbourhood of the Straits Settlements, such as Borneo, Java, Sumatra, and the non-Federated Malay States, as well as rubber actually exported from the colony, but do not include rubber exports from the Federated Malay States.

**Ceylon Rubber.** The following statistics of the exports of rubber of domestic production from Ceylon during the years ended June, 1911 and 1912, have been extracted from official returns issued by the Ceylon Government:—

	July-June 1910-11, lbs.	July-June, 1911-12 lbs.
United Kingdom .....	2,888,032	5,712,339
United States .....	2,112,768	2,814,772
Other countries .....	427,280	1,566,907
Total exports of rubber of domestic production .....	5,428,080	10,094,018

A London contemporary says:—It is stated that final arrangements have been concluded between the Bank of Brazil and the parties interested in and forming the Brazilian Syndicate organised in 1910 to increase the price of rubber, whereby the latter will, under conditions as yet unknown, take charge of and dispose of the same. The amount of rubber held by the Bank of Brazil as collateral for money advanced to finance the aforementioned scheme is 2400 tons. It is said to be the present intention of the directors in charge of this liquidation to dispose of this rubber to bona fide manufacturers only, hoping in this way to avoid manipulation by dealers who might be interested in affecting the price of coming crop. The rubber is only to be sold and shipped from Pará, as its storage in London, Liverpool, or New York might have the effect of depressing present prices.

According to cables which have been received by the Minister of Agriculture from the Chief of the Brazilian Delegacy to the International Rubber Exposition in New York, the speeches made by the Brazilian representatives at Boston were very well received. The Mayor of Boston has promised to offer prizes in the school of that city for proficiency in the Portuguese language. Mr. Barrett offered a banquet to the Delegacy. The Congress closed with a banquet to 1,200 people and the Brazilian representative was elected a member of the Permanent Commission at Brussels.

## Dividends

**The London and Brazilian Bank, Limited,** has declared a dividend at the rate of 12 per cent. per annum for the half year ending July 31st last.

**Rio de Janeiro Tramway, Light and Power Co., Ltd.** A telegram from London states that this company is paying a quarterly dividend of 1 1/4 per cent.

**Mappin and Webb.** The directors have declared an interim dividend on the ordinary shares at the rate of 7 per cent. per annum, payable on October 1st.

**San Paulo (Brazilian) Railway.** The Board recommend the payment of the following dividends for the half-year ended June 30 last: On the preference stock 2 1/2 per cent., being at the rate of 5 per cent. per annum, less income-tax; on the ordinary stock 5 per cent., being at the rate of 10 per cent. per annum, together with a bonus of 2 per cent., both free of income-tax, making 7 per cent. for the half-year. A sum of £200,000 is carried forward, subject to audit.

## Railway News

### THE LEOPOLDINA RAILWAY COMPANY.

#### ESTIMATED WEEKLY TRAFFIC RECEIPTS.

Year.	Week Ended.	Receipts for Week			Total from 1st January
		Currency.	Exch.	Sterling.	
1912	28th Sept.	630,000\$	16 1/8	£ 42,328	£ 1,181,139
1911	30th	518,000\$	16 3/16	£ 34,938	£ 980,399
Increase...	—	112,000\$	—	£ 7,390	£ 200,740
Decrease.	—	—	1/16	—	—

A few days ago the new station of the Goyaz Railway at the top of the Urubú serra, in the Bambuhy District of the State of Minas, was opened to traffic.

The President of the Republic has signed Decree No. 9788 of the 2nd inst. approving the definite surveys and estimates of the section of 67 kilometres of the line from Girão to Cratheus on the Cearense Railway system. The estimated cost is Rs. 4,305,653\$516.

The President of the State of S. Paulo signed on September 26th Decrees authorising the opening to traffic of the following sections belonging to the Mogyana Railway Company:—Section of 10 kilometres lying between the stations of Monteiros and Mendonças, of the Jatahy and Pirajú branch line, and section of 18 kilometres lying between stations of Corredeira and Sampaio Moreira of the Santos Dumont branch line.

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The President of the Republic has signed Decree No. 9,790 of 2nd inst., approving the definite surveys and estimates for the section lying between kilometres 200 and 385 of the line from Machado Portella to Carinhanha of the Central Railway of Bahia extension. The estimated cost is Rs. 7,621,653\$281.

The President of the Republic has signed Decree No. 9792 of 2nd inst., approving the definite surveys and estimates for the section lying between kilometres 100 and 175.200 of the line from Bom Jesus dos Meiras to Tremedal on the Central Railway of Bahia extension. The estimated cost is Rs. 2,773,587\$075.

The President of the Republic has signed Decree No. 9792 of 2nd inst., approving the definite surveys and estimates for the section lying between kilometres 150 and 331 starting from Arassauhy on the line from Tremedal to Tremedal on the Bahia Railway system. The estimated cost is Rs. 9,504,541\$064.

## New Issues

**Companhia Edificadora Paulista.** This Company has been organised in São Paulo with a capital of Rs. 500,000\$000.

**Companhia Melhoramentos da Praia Grande de Santos.** This Company has been organised with a capital of Rs. 500,000\$000.

**The Brazilian Timber Estates Co.** A cable from London states that this concern has been registered at Somerset House with a capital of £150,000. The object of the company is to purchase the estate of Santa F, State of Rio de Janeiro, with houses, farms, etc., and to engage in the timber trade.

**The Miranda Estancia Company, Limited.** The President of the Republic has signed Decree No. 9792 of 2nd inst., authorising this company to be formed. The object of this concern is to engage in agricultural pursuits and to buy, sell, and rent lands, etc., in Brazil. The capital is £160,000, divided into 160,000 shares of £1 each. The registered office of the company is in England.

**The Pará Municipality.** A project was last week presented to the Municipal Council of the City of Belém, Capital of the State of Pará, approving the last municipal loan made by the Ethelburga Syndicate in London, as well as the general bond appended to the same contract for the realisation of a loan of £600,000 sterling, as authorised by Law No. 589 of January, 1912.

**The State of Rio de Janeiro.** The issue of £3,000,000 which was made in London for this State last week of Messrs Boulton Bros. seems to have had a somewhat lukewarm welcome. At first cables came through to the effect that it had been a complete success, but later it was said that anything between 50 and 85 per cent. had been left on underwriters' hands. This is generally attributed to the size to the issue and to the fact that the market is very nervous owing to the crisis in the Balkans. In any case the loan does not seem to have been a great success, but it is believed that interest will be aroused in it later. The finances of the State of Rio are satisfactory, though perhaps a smaller loan to start would have been more advisable.

## Company Reports

### PRINCE LINE, LIMITED.

#### DIRECTORS.

John Donald, Esq., South Shields, Chairman.  
The Hon. Robert James, Richmond, Yorks, Vice-Chairman.  
C. H. Scott, Esq., Manchester.  
W. R. Kay, Esq., Bingley.  
Sir William H. Bailey, Manchester.  
J. Leadbitter Knot, Esq., Newcastle.  
William Spicer, Esq., Whitley Bay.  
James Knot, Esq., Managing Director.

The accounts for the year ended 30th June, 1912, are presented herewith to the shareholders.

The gross profit on the year's working amounts to £246,362 3s. 8d., from which is to be deducted for repairs and renewals £20,715 18s., leaving £225,646 5s. 8d. After paying interest and sundry charges, a balance of £212,962 2s. 8d. is shown, to which must be added the balance of £5,571 5s. 9d. brought forward from last year, making £218,533 5s. 9d. to the credit of profit and loss account, which the directors recommend to be dealt with as follows:

	£	s.	d.
Depreciation	100,000	0	0
Add to general reserve account	25,000	0	0
Add to insurance reserve fund	25,000	0	0
An interim dividend of 3 per cent. paid 2nd March, 1912	18,044	17	0
The Directors now propose to pay a further dividend of 7 per cent. making 10 per cent. for the year	12,101	13	0
Carrying forward	8,383	15	9
	£218,533	5	9

Shipping business generally has been very prosperous during the year, and freights have ruled higher than they have done for great many years. There are indications, however, that the prosperity has reached high water mark.

**Fleet.**—The following changes have taken place during the year. The Highland Prince has been sold, and the Monemoy, Mohawk, and Hutton have been purchased and re-named respectively the Austrian, Hungarian, and Stuart Princes.

The directors retiring from office are Mr. W. R. Kay and Mr. J. Leadbitter Knot, who, being eligible, offer themselves for re-election.

The auditors, Messrs Broads, Paterson, and Co., of London, retire, and are eligible for re-election.

By order of the Board,

John Donald, Chairman.

Robert James, Vice-Chairman.

James Knot, Secretary.

Newcastle-on-Tyne, 14th September, 1912.

## Notes

**Gold Cheques** for the payment of import duties during the month of August amounted to Rs. 4,065,727\$876, all issued by the Bank of Brazil.

**Treasury Remittances.** On Wednesday last by the s.s. Arlanza, the Treasury remitted to their agents in London, Messrs. N. M. Rothschild and Sons, the sum of £150,000.

**Rio Customs Revenue for September** amounted to Rs. 4,075,388\$044 gold and Rs. 6,027,283\$931 paper, equivalent to £860,289, as against £856,525 for the month of August.

**Inconvertible Notes in Circulation** on September 30th amounted to Rs. 608,558,600\$000, as compared with Rs. 609,052,261\$000 on August 31st, a reduction of Rs. 493,664\$000, this reduction being accounted for by change of 398,707\$000 into silver, 94,237\$000 into nickel and 720\$000 into bronze coin. On August 31st, 1898, inconvertible notes in circulation amounted to Rs. 788,361,614\$500, so that up to September 30th the total number withdrawn is 179,806,014\$500. Convertible notes in circulation at end September amounted to Rs. 374,242,230\$000 so that paper money (convertible and inconvertible) in circulation on September 30th amounted to Rs. 982,800,830\$000, equivalent at 16½ to £65,520,055, or £609,567 more than at the end of August.

**Gold Movements in August.** Imports of gold during the month were on a smaller scale than usual, while exports expanded, but the net results of movements is still favourable, the respective totals being £3,617,000 and £2,633,000. Reduced receipts from the Transvaal were the chief cause of the falling off in imports, only about £2,863,000 in bars coming to hand from that quarter, as against £3,462,000 in August last year, whilst there was also a sharp drop in shipments from Rhodesia, the figure being £128,000, as compared with £219,000. In both cases of course, the decrease was due to a difference in the dates of arrival of steamers. From India, too, the receipts were rather smaller at £189,000, but West Africa increased its contribution from £93,000 to £126,000. As regards the exports, the chief absorbing countries were India, Brazil, Germany, and Switzerland. The last mentioned country took £210,000 in bar gold—an unusually large amount—while just half a million in German gold coin went to Berlin, £653,000 in sovereigns to Brazil, and £394,000 in bar gold to India, these items in all cases showing a considerable increase as compared with 1911. For the eight months to date imports have amounted to £33,325,000 and exports to £24,056,000, so that during that period our stores of the metal have been enriched to the extent of about 9 1/4 millions. In view of the recent buying of silver by the Indian Government for coinage purposes, it is interesting to note that exports of the white metal to that country during the month almost quadrupled, amounting to £1,140,000 as compared with £391,000 in August last year and £615,000 in August, 1910.

**British and Colonial Stamps.**—Good value. Mint and used pairs, blocks at prices of singles. Advantageous offer for re-selling at good profit. Will buy small specialised collections. Bank or Commercial references required and given. Newfoundland, Guy set, seven shillings, excepting No. 100.—Address, «W», Teresette, West Hill Road, Bournemouth, England.

## Brazilian Warrant Co, Ltd.

**S. Paulo Santos**

Public Warehousemen.

Custom House and General Forwarding Agents.

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

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

**88 Great St. Helen's**

LONDON, E. C.

## THE BRITISH SUBSCRIPTION LIBRARY.

RUA DO OUVIDOR, No. 105.

(Above Messrs. Clark and Co.'s Store.) Entrance by Rua Sachet, No. 39.

The Committee have pleasure in informing Subscribers that the NEW LIFT is now working from 8-30 a.m. to 7 p.m.

The Library is open from 8-30 a.m. to 10 a.m., and from 12 noon to 7 p.m.

## Banco Mercantil do Rio de Janeiro.

67, PRIMEIRO DE MARÇO, 67.

President—João Ribeiro de Oliveira e Souza.

Director—Agenor Barboza.

### Business.

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

### RATES OF INTEREST.

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

## THE BRAZILIAN TRUST AND LOAN CORPORATION, LTD.

Authorised Capital—£1,000,000 in 200,000 Shares of £5 each

Issued Capital—£250,000 in 50,000 Shares of £5 each

### Directors—

Wm. Douro Hoare, Esq., Chairman.

Max J. Bonn, Esq.

Sir Wm. Evans Gordon.

Edward Anthony Benn, Esq.

Oecil F. Parr, Esq.

The Corporation is prepared to undertake the following class of financial and other business in Brazil, viz:—To act as Agents for Companies and Private Parties, Trustees for Debenture Issues, and General Agency Business connected with Brazil.

For further information apply to the offices of the Corporation, Pinners Hall, 8/9 Austin Friars, London. E.C.

(Signed) JNO. HOLLOCOMBE, Secretary.

# Money Market

QUOTATIONS DURING THE WEEK ENDING, 4th October, 1912  
AS FOLLOWS:  
(Compiled, by Permission, from the figures given daily in the  
"Journal do Commercio").

Official Rates.	Night	90 d/s	30 d/s	90 d/s	30 d/s
New York	reita	reita	reita	reita	reita
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
Italy	reita	reita	reita	reita	reita
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
Hamburg	reita	reita	reita	reita	reita
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
Paris	reita	reita	reita	reita	reita
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
London	reita	reita	reita	reita	reita
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c
	60c	60c	60c	60c	60c

## THE BRAZILIAN REVIEW.

Saturday, October 5th, 1912.

Exchange closed this afternoon with banks drawing at 16 3/16d.

Rubber prices fell 1d. and closed last night in London at 4s. 6d. The stock of rubber at Pará on September 28th amounted to 1,425 tons, an increase of 161 tons compared with September 21st. No figures are forthcoming as to stock at Manaus.

Coffee at Rio and Santos for the week ending October 3rd gave £1,555,082, as against £1,513,602 for the same week last year. For the crop it gave £13,163,548 or £781,974 more than last year.

Deposits at the Caixa de Conversão amounted to £23,658,954, or £2,670 less than on the previous Saturday.

Messrs. N. M. Rothschild and Sons announce that bonds amounting to £72,600 nominal capital of the Brazilian Four and a Half per Cent. Loan of 1888 and to £102,800 nominal capital of the Brazilian Four per Cent. Loan of 1889 have been purchased for the sinking fund of October 1st, 1912.

Messrs. Seligman Brothers give notice that the coupons due October 1st of the Federal District of Rio de Janeiro Five per Cent. Loan of 1901 (£4,000,000) and of the City of Rio de Janeiro Four and a Half per Cent. Consolidation Sterling Loan of 1912 (£2,500,000), will be paid by them on and after that date.

The half-yearly interest due October 1st next on the Province of São Paulo (Brazil) Five per Cent. Sterling Loan of 1888 will be paid on and after that date at the counting-house of Messrs. J. Henry Schröder and Co., 145 Leadenhall Street, E.C. The numbers are published of 155 bonds, amounting to £24,200, which have been drawn for repayment at par on October 1st.

The numbers are announced of 56 bonds of £20 each of the Municipality of Belo Horizonte Six per Cent. Sterling Loan, 1905, (State of Minas Geraes), amounting to £1,120, drawn to be paid off at the Anglo-South American Bank, Limited, Old Broad Street, E.C., or Messrs. Perier and Co., Paris, on September 30th, 1912.

## BUSINESS DONE ON THE RIO STOCK EXCHANGE

DURING THE WEEK ENDED OCTOBER 4th, 1912.

Bank Rates:	DAYS				
	30	1	2	3	4
Bank of England..	4 1/2%	4 1/2%	4 1/2%	4 1/2%	4 1/2%
Bank of France...	3 1/2%	3 1/2%	3 1/2%	3 1/2%	3 1/2%
Open Market Rates:					
London.....	3 3/4%	3 13/16%	3 7/8%	3 5/16%	3 15/16%
Paris.....	3 1/2%	3 1/2%	3 1/2%	3 1/2%	3 1/2%
Paris Cheques:	25.28 1/2	25.28 1/2	25.27 1/2	25.27	25.27 1/2
Brazilian Bonds:					
5% 1889.....	86 1/2	84 1/4	84 1/4	83 3/4	83 3/4
5% 1895.....	102	102	102	101 1/2	101 1/2
5% Funding.....	103 1/2	102 1/4	102 1/4	102 1/4	102 1/4
5% 1903.....	103	103 1/2	103 1/2	103 1/2	103 1/2
4% Conversion 1910.....	83 1/2	83 1/4	83 1/4	83 1/4	83
5% 1908.....	101 1/4	101	101	101	101
São Paulo 1888...	102	102	100	100	100
5% 1899.....	101	101	101	101	101
5% 1904.....	101 1/2	101 1/2	100	100	100
Leopoldina Ry. Co. Ltd. Ord.....	73 1/2	72 1/2	72	72	72 1/2
S. Paulo Ry. Co. Ltd. Ord.....	222	221	217 1/2	216	216
Paulista Loan £15,000,000....	101 1/4	101 1/2	101 1/2	101 1/2	101 1/2
Rio Municipality 5 per cent.....	100 1/2	100 1/2	98	97 1/2	97 1/2
Belo Horizonte 1905 6 0/0....	104	101	101	101	101
Brazilian T. L. & Power Co. Ltd. Ord.....	—	100 1/2	101 1/4	100 3/4	102 1/2
Brazil Railway Co. Ltd. Ord.....	—	115	115	115	114 1/2
Dumont Coffee Co. 7 1/2 Cum. Pref.	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4
British Consols: 2 1/2 60/.	74 1/4	74 3/16	74 1/8	74 3/16	74 1/4

Description	Sales	Highest	Lowest	Closing	Previous	Closing	Date
<b>Government Securities.</b>							
Apollon 5 1/2%.....	572	1:0065	9995	1:0055	1:0055	1:0055	Sept. 27
Apollon (5000).....	4	1:0105	1:0055	1:0055	1:0055	1:0055	" 27
Apollon (2000).....	13	1:0105	1:0055	1:0055	1:0055	1:0055	" 26
Loan (Union) 1903.....	29	1:0405	1:0385	1:0405	1:0385	1:0385	" 25
Loan (Union) 1909.....	190	9765	9745	9765	9765	9765	" 27
Loan (Union) 1911.....	261	9705	9705	9705	9705	9705	" 18
State of Rio 4 per cent.....	614	9655	9655	9655	9655	9655	" 27
State of Minas.....	16	9655	9655	9655	9655	9655	" 27
State of E. Santo 6 1/2% nom.	12	9405	9405	9405	9405	9405	" 27
Rio Municipality 1906.....	679	2075	2075	2075	2075	2075	" 4
Rio Municipality £20.....	141	3025	2985	3025	3025	3025	" 26
Rio Municipality 1906 nom.	25	2015	2015	2015	2015	2015	" 13
Niteroi Municipality.....	210	2085	2085	2085	2085	2085	" 7
<b>Banks.</b>							
Brazil.....	5 0	2665	2595	2665	2665	2665	" 24
Commercial.....	30	2365	2365	2365	2365	2365	" 26
Mercantil.....	170	2605	2605	2605	2605	2605	" 21
Lavoura e Comercio.....	10	1805	1805	1805	1805	1805	Aug. 23
<b>Railways.</b>							
Goyaz.....	200	7755	7755	7755	7755	7755	Sept. 27
Victoria & Minas.....	200	1125	1125	1125	1125	1125	" 16
<b>Cotton Mills.</b>							
Alliança.....	197	2965	2965	2965	2965	2965	" 5
<b>Miscellaneous.</b>							
Centros Pastorais.....	200	285	285	285	285	285	" 27
Terras e Colonização.....	1,400	134250	134250	134250	134250	134250	" 27
Docas da Bahia.....	600	1145	1125	1145	1145	1145	" 27
Docas da Bahia (v/c 30da.).....	1,300	1205	1175	1205	1205	1205	" 25
Transporte e Carruagem.....	50	905	905	905	905	905	" 27
Docas de Santos.....	74	6105	6105	6105	6105	6105	Aug. 26
Auto Avenida.....	50	1105	1105	1105	1105	1105	Sept. 2
<b>Debitum.</b>							
Jornal do Brazil.....	100	1975	1975	1975	1975	1975	" 21
Brazil Industrial.....	12	1955	1955	1955	1955	1955	" 27
Melao Victoria.....	30	1955	1955	1955	1955	1955	" 27
Botafoogo.....	18	2055	2055	2055	2055	2055	" 27
Man. Fluminense.....	60	2055	2055	2055	2055	2055	" 27
Industrial Mineira.....	48	2055	2055	2055	2055	2055	June 26
Docas de Santos.....	121	2105	2095	2105	2105	2105	Sept. 15
Auto Viacao.....	85	2035	2035	2035	2035	2035	" 10
A Propriedade.....	400	2005	2005	2005	2005	2005	" 10

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

DESCRIPTION	September 12th, 1912		
Government Securities			
Go 1 Loan 1883 4 1/2 %	98	—	100
Do 1885 4 1/2 %	101	—	103
Do 1889 4 %	87 1/4	—	87 3/4
Do 1895 5 %	101	—	103
Do 1903 5 %	102	—	103
Do 1908 5 %	101	—	101
Do 1910 5 %	83	1 1/4	83 3/4
Do 1914 5 %	93 1/4	—	92 5/4
Do 1914 5 % Iss. at 90 % Non-call pd.	81	—	82
Do 1914 5 % Iss. Sep. fy. pd.	103	—	104
New Funding Bonds 1888 3 1/2 %	84 1/4	—	84 3/4
Consolidation Bonds 1901-2-3 4 %	101	—	102
State of S. Paulo 5 % 1885	100	—	101
Do 5 % 1890	101 1/2	—	101 1/2
Do 5 % 1894	100 1/2	—	101 1/2
Do 5 % Treasury 1894. Serip fully pd.	96	—	99
State of Para 5 %	95	—	99
Do 1907	95	—	99
Bahia 5 % Gold Loan 1904	98	—	100
Comp. Lloyd Brasileiro 5 % 1903 Stk.	102 1/2	—	103
Comp. Lloyd Brasileiro 5 % Stk Bds	94	—	97
State of Alagoas 5 % Bonds	89	—	91
Municipal Bonds			
Rio de Janeiro 4 1/2 % 40 % Bonds	95	—	97
Do 4 1/2 % 100 % Stk. Lm. 1912 (Lon.	88 1/4	—	89 1/4
Do 1897	85	—	86
Rio de Janeiro 5 % Gold Bonds	95	—	97
Do 5 % Gold Bds. Gu by U. S. of Brazil	93	—	95
City of Santos 5 %	96	—	97
Do 1910 5 %	99	—	101
Bello Horizonte 5 %	95	—	97
Manoel G. of Al. 1 1/2 %	90	—	92
City of Belem (Para) 5 % 1904, B. of 1905	87	—	89
Pelotas (Para) of 5 % Stk. Lm. of 1905	84	—	86
Do 5 1/2 % Stk. All paid	84	—	86
S. Paulo (Rio) 5 % 1898	91	—	92
Porto Alegre Guar. Sterling 5 % Gold Bds.	96	—	97
Scrip. certis. 1914	97	—	98
City of Pernambuco 5 % Gold Bds.	97	—	98
Port of Bahia 5 % Gold Bds. Bds. Bds.	95	—	97
Port of Para 5 % Gold Bds.	95	—	97
Railways			
Brazil Great Southern 5 % Cum. Pref.	100	—	101
Brazil Rail. Common Stock	115	—	117
Do 5 % non-Cum. Pref. Stk.	120	—	125
Do 5 % Cum. Pref. (End. Ck.)	102 1/2	—	104 1/2
Gr. Western of Brazil, Ord. 5 %	10 1/4	—	10 5/4
Do 5 % 60 % Non-Cum. Pref.	11 1/4	—	11 3/4
Leopoldina Limited	73 1/2	—	74 1/2
Do 5 1/2 % Pref.	70 7/8	—	71 1/8
Porto Alegre a Novo Hamburgo 5 % Pref.	—	—	1 1/2
S. Paulo, Limited	211	—	216
Do 5 % Non-Cum. Pref.	111	—	115
Railway Obligations			
Brazil Gr. Southern 5 % Stk. Mt. Debs. Red.	91	—	100
Do 5 % Stk. Mt. Debs. 1896	87	—	92
Do 5 % Term. Deb. Stock	97	—	98
Brazil Ry 4 1/2 % Stk. Mt. of yr. Gd. Bds.	92	—	93
Gr. Western of Brazil, Stock 5 %	134	—	135
Do, Iss. at 90 % Sep. 250 Pds.	89 1/2	—	90 1/2
Leopoldina 4 % Deb. Stk. Red.	80	—	81
Do Term. % Deb. Red. Guar. 1-7-500	92 1/2	—	93 1/2
Madeira-Manoré Ry. 60 00 yr. Iss. Mt. Bds. Red.	101	—	105
Mogiana 5 % Deb. Bonds	103	—	105
Do, Sul Mineira Ext. Iss. Mt. 5 % Stk. Bds. Red.	101 1/2	—	105 1/2
S. Paulo, Ltd. 5 1/4 % Delentures Stock	113	—	115
Do 5 %	100	—	102
Sorocabana Ry. 4 1/2 % Ist. Debs. Red.	90 1/2	—	91 1/2
Do, Iss. at 90 % Sep. all paid	89	—	90
S. San Paulo 5 % Deb. Red. Sep. fully pd.	90	—	91
Brasil N. E. 5 % Deb. Red.	96	—	98
Banks			
British Bank of South America, Limited	28	—	29
London & Brazilian Bank, Limited	34	—	35
London & River Plate Bank, Limited	55	—	56
Banco Español del Rio de la Plata	17	—	18
Shipping			
Lampert and Holt 6 % Cum. Pref. (Prov.	15/16	—	1
Cert.)	96	—	97
Do, Deb. Stk., Red. Sep. fully pd.	141	—	152
Royal Mail Steam Packet Co. Ltd.	84	—	86
ditto Iss. at 110 % Sep. 250 pd.	95	—	96
ditto 5 % Non-cum Pref Stk.	103	—	105
ditto 4 1/2 % Ist. Deb. Red.	101	—	103
ditto 5 % Deb. Red.	1 1/16	—	1 3/16
Prince Line Ltd.	—	—	—
Mining			
Ouro Preto, ord	1/16	—	3/16
St. John del Rey	13/16	—	7/8
do Pref. 100 %	1 1/8	—	1 1/4
Telegraphs			
American Tel. Shares	7 1/4	—	7 3/4
Do 5 % Deb. Red. Sep.	95 1/2	—	97 1/2
Western Tele. Co. shares	13 1/8	—	13 5/8
do 4 % deb.	96	—	98
Miscellaneous			
Camarafora Waterworks 5 1/4 % deb. Red.	99	—	101
City of S. Paulo Imps. & Freehold Land 6 % 1/2.	121	—	122
Ist Mt. Debs. Sep. fy. pd.	97	—	98
City of Santos Imp. Ord.	12 1/4	—	12 3/4
do 6 % Cum Pref.	11 3/8	—	11 7/8
do 5 % Ist charge debts.	99	—	101
do 5 % (Trams) Debs. Red.	99	—	101
Ingersoll-Rand Com. Stock	120	—	120
do 6 % Cum. Pref. Stock	106	—	109
do 5 % Ist. Mt. Bds., Red.	100	—	105
Rio de Janeiro City Imp Limited.	4 1/4	—	4 1/2
do 5 % Deb. 1878-80	100	—	103

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

DESCRIPTION.	September 12th, 1912.
Rio de Janeiro C. I. Co. 5% Deb. 1882-1901.	99
do 5% dbs. Red. 1901.	101
Rio de Janeiro Flour Mills Limited.	101
do Mort. deb.	103
S. Paulo Gas Co. Limited.	112 1/2
do 6% cum pref.	113 3/4
do 5% Deb. (Res.)	12 1/4
Dumont Coffee ord.	13 1/2
do 7 1/2 Cum pref.	12 1/4
do 5 1/2% 1st. Mor. Deb.	102
Gia. F. C. Jardim Botanico 5% 40 yr. 1st. Mort. Bds. Red.	100
Rio de Janeiro Tram. Light & Power.	151 1/2
Rio de J. Tram. Light & Power 1st Mt. 30 yr. 5% Gld Bds.	103 1/4
do 5% 1st Mt. Bds. Red.	104 1/4
Para Fiegl. Ry. & Light.	7 1/2
do 6% Cum Pref.	5
do 70,000-115,000.	5
do 5% Deb. stk.	100 1/2
S. Paulo Tram Light & Power \$100.	261
do 5% 1st Mt. Debt. Red (\$500).	104 1/2
do 5% Perp. Cons. Deb. 84.	107
Son Paulo Macoen 5% 1st. Mt. Bds.	34
Municipality of Para Improvements 9%.	87
N. Brazilian Sugar Factories.	3 1/2
Mannas Har. 5% Do. Rg. Rd.	25
do do 5% 2nd. Debs. Reg. Rd.	28 1/2
do Imp. 7% cum. Pref.	5 1/2
do 6% Deb. Red.	86
do Trans & Light Co.	90
Mappin & Webb 1908 Ord.	117 3/2
do 5 1/2% Cum. Pref.	132
do 4 1/2% 1st Mt. Deb. Red.	100
Lernambouro Water. 5% 1st. Dbs.	99
do 6% 2nd Dbs. Ste. Bds.	99
Cent. Bahia Rly. Reg. Trust 'A'. Certs Red.	81
ditto "B" Certs.	86
S. Paulo Coffee 7% Cum. Pref.	6 1/2
ditto 3 1/2% 1st Mt. Deb. Red.	92
Neuchatel Asphalt Ord.	2 1/4
do 5% cum Pref.	5 5/8
Val de Travers Asphalt Paving	1 1/2
do 5% Deb. Stk. Red.	95

QUOTATIONS ON THE PARIS BOURSE.

Sept. 7th, 1912

## STATE AND MUNICIPAL LOANS

STATE AND MUNICIPAL LOANS		Francs
Brazilian Govt. Loan	4 1/2 % 1883	99.70
"	4 1/2 % 1888	101.50
"	4 1/2 % 1899	87.65
"	5 % 1903	100.00
"	5 % 1898 Funding	105.40
"	5 % Decision	84.80
"	5 % 1903 (Port of Rio)	103.60
"	5 % 1905 Brazil N. W. Railway	101.25
"	5 % (Port of Pernambuco)	50.75
"	5 % 1910 (Goyaz Railway)	437.50
"	4 9/10 % 1911	428
Alagoas, State 5 per cent. 1906		411.50
Amazonas, State 5 per cent. 1908		404
Bahia, State		499
Bahia, State 1910		457
Bahia, Municipal 5 per cent. 1905		453
Cerro State 5 0/0 1910		58.50
Espirito Santo, State 5 per cent. 1894		482
" do 5 per cent. 1908		415
Maranhão, State 1910		512.50
Minas State 1907		458
" 1910		459
Minas 1911		502
Para, State 5 per cent.		410.50
Para Municipality		175
Parana, State 5 per cent.		468
Pernambuco, State 5 per cent. 1905		401
Pernambuco, State 5 per cent. priv.		419
Rio Grande do Norte, State		508
S. Paulo, State 5 per cent. 1905		503
" do 5 per cent. 1907		508
" do 5 per cent. 1908		508
<b>RAILWAYS PORTS, etc.</b>		
Brazil Railway ord.		585
Brazil Railway		611
" " 4 1/2 % deb.		408
Cie. General de Pernambuco		325
Brazilian Federal Railway 5 0/0		71
Cie. Railway 5 per cent.		407
North of Brazil Railway 5 per cent.		365
North West of Brazil Railway 5 per cent.		420
Parana' Railway (North) 5 per cent.		406
S. Paulo Rio Grande Railway Bonds 1st series		473
" ditto ditto 2nd series		480.50
" ditto ditto 3rd series		480.50
" ditto ditto 4th (Itararo) series		480.50
" ditto ditto 5th (S. Francisco) series		490.50
Norte de S. Paulo		411
South of Brazil		---
South of Brazil 5 0/0 2nd series		443
South West of Bahia 6 per cent.		440
Victoria and Minas bonds 1st series		442
Victoria and Minas bonds 2nd series		440
Curralho to Diamantina		484
Rio de Janeiro Tramways		437
Port of Bahia 5 per cent.		369
Port of Para Pref. 6 0/0		249
do. ord.		408
do. (deb.)		444
do. 5 per cent.		549
Port of Rio Grande, priv. 500 fra.		440.50
Port of Rio Grande bonds		437.50
Fazendeiros de S. Paulo		495
Suceries du Bresil		394
Soc. Immobiliere São Paulo (debs.)		472
Rancho do Couto Hypothecario S. Paulo		448.50
Banco Espanol del Rio de la Plata		460
Banco Hypothecario Espirito Santo		460
Credit Foncier du Bresil		468
do. do. (deb.)		462
Credit Foncier de Minas Geraes (de es.)		462



## BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE

DURING THE WEEK ENDED OCTOBER 3rd, 1912.

DESCRIPTION.	Sales	Highest	Lowest	Closing	Closing Previous Date
<b>Government Securities.</b>					
State Apol. 9 series.....	38	1:045	1:040	1:045	1:075 Aug. 30
<b>Municipal Loans:</b>					
Camara de Mococa.....	107	103	103	103	103 Sept. 26
Camara de Limeira.....	100	915	915	915	955 " 24
Camara de Jahu.....	95	95	95	95	95 " 26
Camara de S. Carlos.....	24	905	905	905	100 Aug. 30
Camara de Des. Salvador.....	40	95	95	95	95 " 5
Camara de Araraquara.....	220	102	98	98	101 Sept. 17
<b>Banks.</b>					
União.....	250	18	18	18	18 " 26
S. Paulo.....	92	155	155	155	155 " 25
Commercial 40%.....	259	12	12	12	12 " 26
Commercial 40% 300s.....	175	130	130	130	130 " 19
<b>Railways:</b>					
Paulista.....	126	150	140	140	145 " 21
Novyana.....	111	35	30	30	30 " 26
R. de F. Perus-Pirapora.....	50	20	20	20	17 " 24
<b>Miscellaneous.</b>					
Comp. Melhoramentos.....	220	14	13	13	13 " 21
Comp. Melh. 30 ds.....	200	15	15	15	15 " 24
Ind. Refrigerat. Pastoral.....	170	18	18	18	18 Feb. 14
<b>Debentures.</b>					
L. F. Dourado.....	100	99	99	99	99 Sept. 20
Soc. Acon. E. de S. Paulo.....	125	90	90	90	90 " 24
E. F. S. Paulo-Goyaz.....	100	91	91	91	91 " 24
Ferro Esmaltado Silex.....	2	101	101	101	101 May 30
Elect. Rio Claro.....	300	98	98	98	98 Sept. 14
Clia. T. Luz Ferga.....	100	92	92	92	92 " 5
Foz e F. Jabotical.....	25	94	94	94	94 " 15

## BALANCE OF THE CAIXA DE CONVERSAO

SATURDAY, October 5th, 1912.

Net amount (total ready for emission).....	50,325,470\$00
Subsidiary coin balance in hand.....	11,082\$00
Cash, gold in deposit, £14,493,215-0-0.....	217,306,223\$00
France, 61,557,080.....	36,627,623\$00
Marks, 22,007,680.....	16,156,576\$66
Milreis gold (Brazilian), 257,970\$000.....	435,324\$76
Dollars, 27,072,292.....	83,443,251\$37
Pesos (Argentine), 130,225.....	387,243\$66
Crowns, 8,664.....	51,408\$85
Pesetas (Spanish), 733,000.....	430,341\$04
Liras, 40.....	238,184 3/4 584,321\$92
Government responsibility.....	18,009,395\$02
Difference in gold.....	340,330\$91
	430,560,650\$00

## Credit Balances.

Notes issued.....	595,132,840\$00
Less retired and replaced.....	220,015,680\$00
Notes in circulation.....	374,217,160\$00
In cash.....	56,325,470\$00
Subsidiary coin received from Treasury.....	11,082\$00
	430,560,650\$00

The gold in the Caixa de Conversão on Saturday, Oct. 5th 1912, amounted to 554,884,521\$000 equivalent at the rate of 164 to £23,658,954 or £2,670 less than on the previous Saturday.

## Bank Balances

## BANCO MERCANTIL DO RIO DE JANEIRO

BALANCE ON September 30th, 1912.

<b>Assets.</b>	
Shareholders.....	51,440\$00
Shares pledged.....	80,000\$00
Agents in Brazil and Europe.....	1,435,860\$00
Bills discounted.....	14,972,516\$37
Bills receivable.....	1,061,172\$96
Accounts current guaranteed.....	5,866,820\$35
Securities pledged.....	8,877,570\$45
Securities in deposit.....	5,043,202\$610
Sundry accounts.....	2,194,451\$742
Cash in currency.....	8,551,680\$818
	45,435,097\$58
<b>Liabilities.</b>	
Capital.....	5,000,000\$00
Reserve Fund.....	105,024\$27
Directors' Caution.....	80,000\$00
Accounts current at sight.....	7,016,314\$82
Accounts current with advice.....	2,138,716\$92
Accounts current at fixed dates.....	433,768\$30
Bills with interest.....	9,918,164\$31
Judicial deposits.....	148,291\$700
Securities pledged and in deposit.....	13,927,073\$455
Sundry accounts.....	9,077,679\$51
	48,435,020\$758

Rio de Janeiro, October 3rd, 1912.

João Ribeiro de Oliveira e Souza, President. M. Moraes e Castro, Acg. Accountant.

## LONDON AND BRAZILIAN BANK, LIMITED.

ESTABLISHED 1862.

Capital.....	\$2,500,000
Capital paid-up.....	1,250,000
Reserve Fund.....	1,300,000

BALANCE SHEET OF THE RIO DE JANEIRO BRANCH  
September 30th, 1912.

<b>Assets.</b>	
Capital.....	11,111,111\$120
Bills discounted.....	4,906,773\$770
Bills receivable.....	18,599,213\$549
Head Office and Branches.....	15,205,639\$150
Loans, Accounts current, etc.....	6,535,623\$49
Accounts current guaranteed and sundry securities.....	11,377,976\$730
Securities deposited.....	64,987,658\$910
Sundry Accounts.....	754,636\$770
Cash: In current money.....	6,506,471\$200
	139,065,111\$550
<b>Liabilities.</b>	
Capital.....	22,322,322\$720
Deposits.....	7,450,692\$400
Accounts current without interest.....	1,601,496\$340
Account current at short notice, with interest.....	6,245,581\$64
Deposits at fixed date.....	15,297,734\$520
Accounts with Head Office and Branches.....	7,551,360\$120
Securities pledged and in deposit.....	76,345,635\$460
Sundry Accounts.....	17,641,277\$760
Bills payable.....	105,849\$320
	139,065,111\$550

R. & O. E.—Rio de Janeiro, October 5th, 1912.—For the London and Brazilian Bank, Limited.—(Signed: F. S. Payer, Manager; A. M. Hackett, Ac-  
countant.)

## LONDON AND RIVER PLATE BANK, LIMITED

<b>CAPITAL.</b>	
Authorized.....	\$4,000,000
Subscribed.....	3,000,000
Paid up.....	1,800,000
<b>RESERVE FUND</b> .....	\$2,000,000

## BALANCE SHEET OF THE RIO DE JANEIRO BRANCH

September 30th, 1912.

<b>Assets.</b>	
Bills discounted.....	6,208,569\$020
Bills receivable.....	13,036,651\$670
Loans, Accounts guaranteed, etc.....	5,099,826\$260
Head Office, Branches and Agencies.....	8,943,773\$790
Sundry Accounts.....	555,703\$190
Sundry securities Accounts current guaranteed, etc.....	6,081,365\$570
Securities in deposit.....	49,951,011\$910
Cash: In current money.....	5,450,711\$930
	96,690,867\$340
<b>Liabilities.</b>	
Capital of this branch.....	1,500,000\$000
Deposits at fixed dates.....	3,734,439\$950
Accounts current with and without interest.....	11,545,175\$149
Sundry Accounts.....	13,422,716\$040
Securities pledged and in deposit.....	56,983,371\$480
Bills payable.....	52,499\$780
Head Office, Branches and Agencies.....	9,403,068\$680
	96,690,867\$340

R. & O. E.—Rio de Janeiro, October 3rd, 1912. For the London and River Plate Bank, Limited.—(Signed: C. D. Simmons Manager; N. B. Shaw Ac-  
countant.)

## BRASILIANISCHE BANK FÜR DEUTSCHLAND

## BALANCE SHEET OF THE RIO DE JANEIRO BRANCH.

September 30th, 1912.

<b>Assets.</b>	
Accounts current guaranteed.....	17,962,541\$376
Accounts with Head Office, Branches and Agencies.....	13,620,403\$159
Bills discounted.....	9,793,991\$413
Bills receivable.....	23,713,334\$970
Securities and Bills pledged.....	17,624,431\$559
Securities in deposit.....	23,154,012\$600
Cash: In Currency.....	5,599,265\$186
	111,576,823\$063
<b>Liabilities.</b>	
Capital: 1 Mark equals 18000.....	10,000,000\$000
Accounts current, with and without interest.....	13,446,002\$048
Accounts with head office, branches and correspondents.....	6,417,436\$002
Deposits, fixed dates and with advice.....	11,370,941\$900
Securities pledged in deposit and receivable on account of customers.....	64,521,779\$529
Sundry Accounts.....	5,820,667\$314
	111,576,823\$063

S. &amp; F. O.—Rio de Janeiro. John, Baumann, (Directors)



## THE BRITISH BANK OF SOUTH AMERICA, LIMITED

Capital .....	£ 2,000,000
Capital paid up .....	1,000,000
Reserve Fund .....	1,100,000

## BALANCE SHEET OF THE RIO DE JANEIRO BRANCH.

September 30th, 1912.

Assets.	
Shares invested .....	8,588,688.90
Bills discounted .....	13,512,324.820
Loans, Accounts pledged, etc. ....	26,946,920.470
Bills receivable .....	20,508,249.830
Accounts with Head Office and Branches .....	11,365,408.960
Securities pledged .....	61,049,071.820
Sundry Accounts .....	922,111.030
Cash in current money .....	14,418,426.410
	157,907,412.410
Liabilities.	
Capital .....	17,777,777.760
Accounts current with and without interest .....	16,354,405.820
Accounts current with interest on notice .....	18,641,833.970
Deposits at fixed dates .....	3,200,804.80
Accounts with Head Office and Branches .....	16,297,798.720
Securities pledged and in deposit .....	84,398,514.860
Bills payable .....	39,075.800
Sundry Accounts .....	1,232,278.350
	157,907,412.410

E. & O. E. Rio de Janeiro, October 4th, 1912. For the British Bank of South America, Limited. (Signed) J. W. Applin Manager. R. J. McNair, Actg. Accountant.

## LONDON AND RIVER PLATE BANK, LIMITED.

CAPITAL.	
Authorized .....	£4,000,000
Subscribed .....	3,000,000
Paid up .....	1,800,000
RESERVE FUND .....	
	£2,000,000

BALANCE SHEET OF THE S. PAULO BRANCH.  
September 30th 1912.

Assets.	
Bills discounted .....	1,834,865.90
Bills receivable .....	4,856,288.680
Loans, Accounts pledged, etc. ....	3,318,815.940
Accounts with Head Office, Branches and Agencies .....	1,361,109.750
Sundry Accounts .....	96,765.860
Collaterals and Sundry Securities .....	25,391,080.290
Cash in current money in the safe of the Bank .....	4,735,288.80
	41,582,176.220
Liabilities.	
Deposits capital of the branch .....	500,000.000
Deposits at fixed dates .....	452,704.870
Accounts current with and without interest .....	2,318,435.920
Sundry Accounts .....	4,912,374.800
Deposits of Securities, etc. ....	25,391,080.290
Bills payable .....	119,483.60
Accounts with Head Office, Branches and Agencies .....	7,796,900.890
	41,582,176.220

E. & O. E. — S. Paulo, October 2nd 1912. — For the London and River Plate Bank, Limited. — (Signed) F. O. Quennel, Acting Manager; D. Mitchell Rae, Acting Accountant.

## THE BRITISH BANK OF SOUTH AMERICA, LIMITED

Capital .....	£2,000,000
Capital paid up .....	1,000,000
Reserve Fund .....	1,100,000

## BALANCE SHEET OF THE S. PAULO BRANCH.

September 30th, 1912.

Assets.	
Bills discounted .....	5,168,285.440
Bills receivable .....	12,337,756.470
Loans, Accounts pledged, etc. ....	8,349,396.300
Accounts with Head Office and Branches .....	1,401,641.400
Collaterals, etc. ....	33,871,811.790
Sundry Accounts .....	359,611.820
Cash in hand .....	3,771,208.600
	65,817,771.820
Liabilities.	
General Account .....	9,196,331.440
Deposits fixed .....	1,608,125.910
Accounts with Head Office and Branches .....	9,111,236.360
Bills payable .....	6,161.820
Securities pledged .....	18,398,587.950
Bills and Securities in deposit .....	25,826,460.620
Sundry Accounts .....	430,063.470
	65,817,771.820

S. Paulo, October 4th 1912. — For The British Bank of South America Limited (signed) C. J. Webb Manager; F. S. Speers, Accountant.

## BRASILIANISCHE BANK FÜR DEUTSCHLAND.

## BALANCE SHEET OF THE S. PAULO BRANCH, September 30th 1912.

## INCLUDING SANTOS

Assets.	
Accounts current guaranteed and others .....	23,712,400.00
Bills discounted .....	18,373,600.00
Bills receivable .....	24,657,800.00
Bills pledged .....	14,781,750.00
Securities pledged .....	22,937,000.00
Securities in deposit .....	13,020,110.00
Cash in currency .....	0,696,300.00
Branches and Correspondents .....	11,139,730.00
Sundry Accounts .....	1,469,350.00
	136,817,640.00
Liabilities.	
Accounts current .....	12,542,500.00
Deposits, fixed dates and with advice .....	13,017,400.00
Securities pledged and in deposit and collections .....	75,398,040.00
Head Office branches and Correspondents .....	38,192,000.00
Sundry Accounts .....	2,668,800.00
	136,817,640.00

— S. Paulo, October 4th, 1912 (signed) Rupp, Carl, Director.

## Coffee Market

## COFFEE ENTRIES.

In bags of 60 kilos

RIO	FOR THE WEEK ENDED		FOR THE CROP	
	Oct. 3 1912	Sept. 26 1912	Oct. 5 1911	Oct. 3 1911
Central and Leopoldina	71,625	90,470	64,380	744,588
Inland .....	2,708	1,152	1,490	15,272
Coastwise, discharged ..	7,312	—	1,751	49,098
				48,569
Total .....	81,645	91,622	67,640	809,258
Transferred from Rio to Niteroi .....	4,287	1,923	2,097	17,597
				25,243
Net Entries at Rio .....	77,358	89,699	65,543	791,656
Niteroi from Rio & Leopoldina Ry .....	15,855	12,995	13,986	106,733
				113,715
Total Rio, including Niteroi & transit ..	93,213	102,694	79,529	898,379
Total Santos .....	886,882	871,585	483,427	3,587,650
				1,574,734
Total Rio & Santos ..	480,145	474,229	562,956	4,436,039
				5,517,113

The coast arrivals for the week ended October 3rd, 1912 were from:

Caravelhas .....	4,164
Macahé .....	2,880
S. João da Barra .....	183
Santos .....	77
Alcobaça .....	68
Total .....	7,312

The total entries by the different S. Paulo Railways for the Crop to Oct. 3rd, 1912 were as follows:

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remainder at S. Paulo
1912/1913 .....	3,354,193	195,641	3,549,834	3,587,750	12,084
1911/1912 .....	4,361,326	252,951	4,615,277	4,574,734	40,543

## FOREIGN STOCKS

In Bags of 60 kilos

	Sept. 28, 1912	Sept. 21, 1912	Sept. 30, 1911
United States Ports .....	1,754,000	1,817,000	1,853,000
Havre .....	2,065,000	2,098,000	2,284,000
Both .....	3,819,000	3,915,000	4,137,000
Deliveries United States .....	93,000	119,000	130,000
Visible Supply at United States ports .....	2,313,000	2,152,000	2,219,000

## SALES OF COFFEE.

DURING THE WEEK ENDING Oct. 3rd, 1912.

	Oct. 13, 1912	Sept. 26, 1912	Oct. 5, 1911
Rio .....	59,000	69,436	61,000
Santos .....	318,008	277,564	257,008
Total .....	377,217	346,992	308,008

Up to October, 3rd entries for the last ten years were as follows:

	Bags.
1903-04 .....	5,228,267
1904-05 .....	4,954,807
1905-06 .....	4,587,804
1906-07 .....	4,865,741
1907-08 .....	4,292,012
1908-09 .....	4,804,454
1909-10 .....	7,692,220
1910-11 .....	5,444,717
1911-12 .....	5,351,445
1912-13 .....	5,436,039

# TO COFFEE EXPORTERS

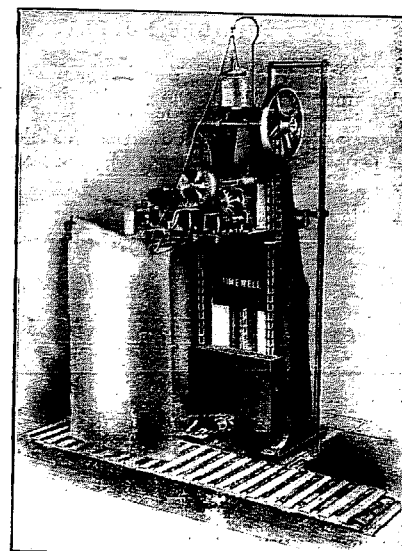
We manufacture Machines which will  
**FILL, WEIGH and SEW**  
**BAGS OF COFFEE READY FOR EXPORT.**

They ensure correct weights and absolutely security  
of the Coffee,

**:: :: THEY ALSO SAVE TIME AND LABOUR :: ::**

For particulars write

**THE SACK FILLING AND SEWING MACHINE  
SYNDICATE, LIMITED,  
60, Mark Lane, London, E. C.,  
ENGLAND.**



## COFFEE SAILED

**DURING THE WEEK ENDING Oct. 3rd 1912 WAS CONSIGNED TO  
THE FOLLOWING DESTINATION:-**

In Bags of 60 kilos

PORTS	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio .....	10,250	25,454	4,802	890	21,988	945	65,333	505,925
Santos....	289,201	125,143	100	103	—	250	415,127	2,343,564
1912/1913	299,451	150,901	4,902	993	22,988	1,235	480,460	3,149,489
1911/1912	117,179	152,890	8,677	2,988	—	—	2,884	3,680,533

**Value of Coffee cleared for Foreign Ports.**

**DURING THE WEEK ENDING Oct. 3rd 1912.**

	Oct. 3	Sept. 26	Oct. 3	Sept. 26	Crop to Oct. 3	
	Bags	Bags	£	£	Bags	£
Rio.....	60,531	111,415	222,534	410,542	733,353	2,692,234
Santos.....	415,027	247,313	1,697,971	994,594	2,342,944	9,261,623
Total 1912/1913..	475,558	358,728	1,920,505	1,405,135	3,076,297	11,953,857
do 1911/1912 ..	273,147	413,183	1,015,379	1,547,890	3,610,309	12,650,795

## COFFEE LOADED (EMBARQUES).

In bags of 60 kilos.

**DURING THE WEEK ENDING Oct. 3rd 1912.**

	DURING WEEK ENDED			FOR THE CROP TO	
	1912 Oct. 26	1912 Sept. 26	1911 Oct. 5	1912 Oct. 3	1911 Oct. 5
Rio.....	93,992	79,686	78,924	745,627	775,822
Nitheroy.....	10,980	8,235	6,790	92,535	98,581
Total Rio including Nitheroy & transit	104,972	87,921	85,714	838,162	874,403
Santos.....	346,519	323,917	316,613	2,453,562	3,023,319
Rio & Santos.....	451,521	411,838	401,357	3,382,044	3,877,716

## OUR OWN STOCK.

IN BAGS OF 60 KILOS

Rio Stock on September 26th.....	273,725
Entries during week ended October 3rd.....	77,458
Loaded «Embarques», for the week.....	351,083
STOCK IN RIO ON October 3rd.....	93,192
Stock at Nitheroy and Porto da Madama on September 26th.....	257,091
« Afloat on September 26th.....	33,542
Entries at Nitheroy plus total embarques including transit.....	13,133
	120,827
Deduct : embarques at Nitheroy, Porto da Madama and Vianna and sailings during the week.....	167,562
	76,711
STOCK IN NITHEROY AND AFLOAT ON October 3rd.....	90,851
STOCK IN 1st and 2nd HANDS AND THOSE AT NITHEROY and AFLOAT ON October 3rd.....	347,942
SANTOS Stock on September 26th.....	2,303,970
Entries for week ended October 3rd.....	386,832
	2,690,802
Loaded (embarques) during same week.....	346,519
STOCK IN SANTOS ON October 3rd.....	2,344,283
Stock in Rio and Santos on October 3rd 1912.....	2,692,195
do do on September 26th 1912.....	2,624,430
do do on October 3rd 1911.....	2,449,166

Entries at Rio and Santos for the week ending October 3rd were 480,045 bags, as against 474,229 bags last week and 562,956 bags last year. For the crop up to October 3rd they amounted to 4,436,039 bags, as against 5,517,528 bags last year.

Shipments at Rio and Santos for the week ending October 3rd were 451,521 bags, as against 411,838 bags last week and 402,357 bags last year. For the crop up to October 3rd embarques amounted to 3,382,044 bags, as against 3,877,716 bags last year.

F.O.B. Value of shipments at Rio and Santos for the week ending October 3rd was £1,555,082, as against £1,626,636 last week, and £1,513,602 last year. For the crop up to October 3rd the value amounted to £13,169,548, as against £12,387,574 last year.

Sales of 477,217 bags were declared at Rio and Santos for the week ending October 3rd, as against 336,892 bags last week and 309,099 bags for the corresponding week last year.

Average Prices were as follows:-

	Oct. 3, 1912	Sept. 26, 1912	Oct. 5, 1911
Rio No. 7 10 kilos .....	\$8609	\$8566	\$8371
Superior Santos .....	\$8617	\$8417	\$8000
New York No. 7 (cts.) .....	14.75	14.60	14.15

Stock at Rio and Santos on October 3rd was 2,692,195 bags as against 2,624,430 bags last week and 2,449,168 bags on the corresponding date last year.

### VISIBLE SUPPLY.

According to Messrs. Duaring and Zoon, the world's Visible Supply of coffee on October 1st, 1912, was 12,151,000 bags, an increase of 713,000 bags compared with September 1st. On October 1st, 1911, the Visible Supply was 12,383,000, or 232,000 more than on October 1st this year.

### RAINFALL ON THE LEOPOLDINA RAILWAY

(In hundredths of an inch.)

Stations	DAYS				
	29	30	1	2	4
Cachoeiras	35	30	135	75	75
Fr. burgos	50	50	5	5	5
Cordeiro	55	55	132	14	14
Lamarque	40	40	130	20	20
Sa. dourado	50	50	18	25	25
Cap. vary	54	55	74	25	25
Macabe	90	20	95	45	45
Triunfo	110	110	155	40	40
Campos	90	110	145	64	64
Toby	120	120	130	165	165
L. Impos	29	29	160	30	30
Pora Novo	25	25	51	1	1
V. G. sonda	14	14	4	50	50
Recreio	10	10	126	90	90
Cataguases	98	98	170	20	20
Mirahy	15	15	160	25	25
Palma	15	15	140	35	35
S. Paulo	10	10	180	80	80
Poreunela	10	10	150	65	65
Santa Luzia	10	10	112	1	1
Socorro	16	16	110	10	10
Mar de Hespanha	16	16	120	1	1
Bicas	50	50	50	1	1
F. de Campos	10	10	202	1	1
Ligação	13	13	178	1	1
S. Gerardo	40	40	160	40	40
Teixeiras	20	20	100	1	1
Ponte Nova	10	10	112	1	1
Sande	10	10	112	1	1
Arcal	10	10	112	1	1
Murundú	10	10	112	1	1
Mugny	10	10	112	1	1
Itapemirim	10	10	112	1	1
Madalena	10	10	112	1	1
Victoria	10	10	112	1	1
Castro	10	10	112	1	1
Ferve	10	10	112	1	1
Itaperuna	10	10	112	1	1

### COFFEE PRICE CURRENT.

During the Week ending October 3rd, 1912

DESCRIPTION	Sept. 27	Sept. 28	Sept. 29	Oct. 1	Oct. 2	Oct. 3	Ave. Price.
<b>RIO—</b>							
Market N.6. 10 kilos	8.584	8.715	8.715	8.783	8.715	8.715	8.745
" N.7. " "	8.715	8.715	8.715	8.715	8.715	8.715	8.745
" N.8. " "	8.647	8.579	8.579	8.647	8.579	8.511	8.609
" N.9. " "	8.511	8.375	8.375	8.443	8.375	8.300	8.404
" N.10. " "	8.443	8.375	8.375	8.443	8.375	8.300	8.404
" N.11. " "	8.375	8.238	8.238	8.306	8.238	8.170	8.267
<b>SANTOS—</b>							
Superior per 10 kilos	8.700	8.500	8.700	8.700	8.500	8.700	8.617
Good Average	7.800	7.800	8.000	8.000	7.900	8.000	7.917
<b>N. YORK, per lb.</b>							
Spot N.7. cont.	14.3/4	14.3/4	14.3/4	14.3/4	14.3/4	14.3/4	14.75
" N.8. " "	14.1/2	14.1/2	14.1/2	14.1/2	14.1/2	14.1/2	14.1/2
<b>Options—</b>							
" Dec. " "	13.98	13.97	14.01	13.93	13.92	14.07	13.98
" March. " "	14.04	14.03	14.11	14.02	14.03	14.15	14.06
" May. " "	14.06	14.06	14.13	14.04	14.05	14.18	14.08
<b>HAVRE, per 50 kilos</b>							
Options..... francs.	87.00	86.50	87.25	86.75	86.50	87.50	86.91
" Dec. " "	86.00	85.75	86.50	85.75	85.50	86.25	85.95
" March. " "	86.00	85.75	86.50	85.75	85.50	86.25	85.95
" May. " "	86.00	85.75	86.50	85.75	85.50	86.25	85.95
<b>HAMBURG per 1/2 t.</b>							
Options..... pfennige	69.75	69.75	70.25	70.25	70.00	70.50	70.08
" Dec. " "	69.75	69.75	70.25	70.25	70.00	70.50	70.08
" March. " "	69.75	69.75	70.25	70.25	70.00	70.50	70.08
" May. " "	69.75	69.75	70.25	70.25	70.00	70.50	70.08
<b>LONDON, per cwt.</b>							
Option..... shillings	64/3	63/10	64/3	64/3	63/9	64/3	64/1
" Dec. " "	64/3	63/10	64/3	64/3	63/9	64/3	64/1
" March. " "	64/3	63/10	64/3	64/3	63/9	64/3	64/1
" May. " "	64/3	63/9	64/3	64/3	63/9	64/3	64/1

«THE BLUE BOOK OF THE TRADE.»

THE

## TEA AND COFFEE TRADE JOURNAL

The International Organ of the Tea and Coffee Trade.

PUBLISHED ON THE 10th OF EACH MONTH.

91 WALL STREET, NEW YORK.

Cable Address:—TEATRADE.

WILLIAM H. UKERS,

President and Managing Editor.

Foreign Subscriptions:—

\$1.50  
6 Shillings  
5 milreis.  
Postage prepaid.

Advertising Rates:—

\$50 a page.  
\$25 a half-page.  
per issue.

Member of the Grocery and Allied Trade Press of America.  
Member of the American Trade Press Association.

Correspondents in all the producing countries and in all the principal trade centres.

THE TEA AND COFFEE TRADE JOURNAL,  
91 Wall Street, New York.

### MANIFESTS OF COFFEE

#### RIO DE JANEIRO

DURING THE WEEK ENDING OCTOBER 3rd, 1912

Date.	Vessel	Destination	Shippers	Bags.	Total
Sept.					
25-	ORTEGA	Valparaiso	Theodor Wille & Co.	500	
	Ditto	P. Arenas	Norton Megaw & Co.	160	
	Ditto	"	Mc K. Schmidt & Co.	60	
	Ditto	Talcahuano	Eugen Urban & Co.	125	
	Ditto	Coquimbó	Eugen Urban & Co.	100	
26-	ITALIA	Genoa, opt.	Pinheiro & Ladeira	750	
	Ditto	"	Hard Rand & Co.	500	
	Ditto	"	Ornstein & Co.	250	
	Ditto	"	Castro Silva & Co.	250	
	Ditto	"	Pinto & Co.	250	
	Ditto	Genoa	Hermann Baasch	250	
	Ditto	Livorno	A. O. de Minas	30	2,180
28	RUGIA	Hamburg	Ornstein & Co.	4,518	
	Ditto	"	Eugen Urban & Co.	2,500	
	Ditto	"	Dias Garcia & Co.	2,500	
	Ditto	"	Theodor Wille & Co.	1,500	
	Ditto	"	Louis Boher & Co.	1,000	
	Ditto	"	Hard Rand & Co.	1,000	
	Ditto	"	Robert Schoenn	500	
	Ditto	"	Mc K. Schmidt & Co.	250	
	Ditto	"	Hermann Baasch	150	
	Ditto	"	Castro Silva & Co.	125	
	Ditto	Rotterdam	Hard Rand & Co.	1,000	
	Ditto	Wiborg	Ornstein & Co.	250	
	Ditto	"	Eugen Urban & Co.	250	
	Ditto	"	Hermann Baasch	125	
	Ditto	Wasa	Hermann Baasch	125	
	Ditto	Drontheim	Castro Silva & Co.	125	15,732
30-A.	PRINCE	New York	Louis Boher & Co.	1,750	
	Ditto	"	Robert Schoenn	1,000	
	Ditto	"	Dias Garcia & Co.	1,000	
	Ditto	"	Oscar Marques & Co.	500	
	Ditto	"	Ad. Schmidt & Co.	500	4,750
30	ARAGUAYA	Montevideo	Hard Rand & Co.	200	
	Ditto	"	Pinto & Co.	175	
	Ditto	"	Sequeira & Co.	100	
	Ditto	"	Castro Silva & Co.	50	
	Ditto	Buenos Aires	Eugen Urban & Co.	219	
	Ditto	"	Ad. Schmidt & Co.	146	899
30	NUMANTIA	New York	Theodor Wille & Co.	—	3,500
2-	TOCANTINS	New York	Arbuckle & Co.	—	2,000
	OCEANIA	Trieste	Theodor Wille & Co.	2,750	
	Ditto	"	Ornstein & Co.	1,510	
	Ditto	"	Hard Rand & Co.	1,500	
	Ditto	"	Mc K. Schmidt & Co.	500	
	Ditto	"	Oscar Marques	500	
	Ditto	"	Robert Schoenn	250	
	Ditto	"	Pinheiro & Ladeira	250	
	Ditto	"	Eugen Urban & Co.	125	7,385

1-GLENLYON-Alagoa Bay	Ornstein & Co	1,785	
Ditto	Fint & Co	1,600	
Ditto	Norton Megaw & Co	1,350	
Ditto	Castro Silva & Co	1,325	
Ditto	Mc. K. Schmidt & Co	750	
Ditto	Hard Rand & Co	700	
Ditto	Parkson & Co	50	
Ditto-Cape Town	Norton Megaw & Co	1,775	
Ditto	Eugen Urban & Co	1,103	
Ditto	Clarkson & Co	700	
Ditto	Castro Silva & Co	700	
Ditto	Hard Rand & Co	500	
Ditto	Ornstein & Co	125	
Ditto-East London	Castro Silva & Co	1,700	
Ditto	Clarkson & Co	550	
Ditto	Mc. K. Schmidt & Co	500	
Ditto	Ornstein & Co	425	
Ditto	Theodor Wille & Co	400	
Ditto	Norton Megaw & Co	350	
Ditto	Pinto & Co	250	
Ditto-P. Natal	Castro Silva & Co	600	
Ditto	Ornstein & Co	600	
Ditto	Mc. K. Schmidt & Co	550	
Ditto	Theodor Wille & Co	300	
Ditto	Mc. K. Schmidt & Co	250	
Ditto	Clarkson & Co	175	
Ditto	Pinto & Co	100	
Ditto-Mossel Bay	Norton Megaw & Co	550	
Ditto	Parkson & Co	425	
Ditto	Pinto & Co	400	
Ditto	Ornstein & Co	400	
Ditto	Castro Silva & Co	350	
Ditto-Delagoa Bay	Ornstein & Co	1,150	
Ditto	Norton Megaw & Co	60	22,960
Total overseas			60,531

20-ITATINGA-P. Alegre	Castro Silva & Co	1,120	
Ditto	Ad. Schmidt & Co	100	
Ditto-Florianopolis	Castro Silva & Co	150	
Ditto	Mario Souza & Co	150	
Ditto-R. Grande	Castro Silva & Co	60	
Ditto-Pelotas	Ad. Schmidt & Co	35	1,615

Oct.			
1-LAGUNA-Laguna	Castro Silva & Co	50	
Ditto	Thomas Silva & Co	40	
Ditto	Q. Moreira & Co	40	130
-IBIAPABA-Morrore	Eugen Urban & Co		165
-MUOURY-Pará	Eugen Urban & Co	730	
Ditto	Pinto & Co	65	
Ditto-Pernambuco	Pinto & Co	170	
Ditto	Sequeira & Co	100	
Ditto	Eugen Urban & Co	60	
Ditto-Ceará	Sequeira & Co	50	
Ditto-Maranhão	Pinto & Co	50	1,225
-PARA-Pará	Theodor Wille & Co	615	
Ditto-Manaós	Eugen Urban & Co	285	
Ditto-Maranhão	Eugen Urban & Co	280	
Ditto	Theodor Wille & Co	255	
Ditto	Zenhe Ramos & Co	20	
Ditto-Ceará	Teixeira Borges & Co	2	1,450
-ITAPERUNA-P. Alegre	Ad. Schmidt & Co	150	
Ditto	S. Major & Co	1	
Ditto-Pelotas	Ornstein & Co	110	260
Total coastwise			4,812

## SANTOS

DURING THE WEEK ENDING OCTOBER 3rd, 1912

Sept.			
24-SIENA-Genoa	Theodor Wille & Co	625	
Ditto	Michaelson Wright & Co	500	
Ditto	Nossack & Co	500	
Ditto	Godofredo da Fonseca	375	
Ditto	Diebold & Co	375	
Ditto	Cia Sampaio Bueno	250	
Ditto	Cia Puglisi	120	
Ditto	S. A. Martinelli	50	
Ditto	Sundry	5	
Ditto-Naples	F. Macchiorlatti	57	
Ditto	S. A. Martinelli	2	
Ditto	Cia Puglisi	1	
Ditto	Sundry	5	
Ditto-Livorno	Godofredo da Fonseca	125	2,970
25-RUGIA-Rotterdam	Société F. Bresilienne	6,250	
Ditto	Cia. Prado Chaves	4,000	
Ditto	Ed. Johnston & Co	2,382	
Ditto	Theodor Wille & Co	2,375	
Ditto	Leon Israel & Bros	2,250	
Ditto	Nossack & Co	1,875	
Ditto	Naumann Gepp & Co	1,750	
Ditto	R. Alves Toledo & Co	1,500	
Ditto	Michaelson Wright & Co	1,000	
Ditto	Cia Sampaio Bueno	1,000	
Ditto	Zerrenner Bulow & Co	419	
Ditto	Ed. Johnston & Co	2	
Ditto-Hamburg	Theodor Wille & Co	17,625	
Ditto	Cia. Prado Chaves	8,000	
Ditto	Naumann Gepp & Co	5,250	
Ditto	Naumann Gepp & Co	125	
Ditto	R. Alves Toledo & Co	2,750	
Ditto	Michaelson Wright & Co	2,500	
Ditto	Leme Ferreira & Co	2,500	
Ditto	Leon Israel & Bros	2,000	
Ditto	Société F. Bresilienne	1,750	
Ditto	Krische & Co	953	
Ditto	Hard Rand & Co	500	
Ditto	Eugen Urban & Co	500	
Ditto	Diebold & Co	500	
Ditto	Nioac & Co	500	

Ditto	J. Cordeiro	126	
Ditto	Nossack & Co	125	
Ditto	B. Machado	12	
Ditto	Theodor Wille & Co	3	
Ditto	B. Pinheiro & Co	3	
Ditto	Hard Rand & Co	2	
Ditto	Ad. Bastos & Co	2	
Ditto	F. Macchiorlatti	1	
Ditto	Souza Pinto & Co	1	
Ditto	Roberto Donhee	1	70,529

26-CHILI-Bordeaux	Alberto Reismann		4
27-ORTEGA-Valparaiso	Krische & Co	200	
Ditto	Société F. Bresilienne	80	
Ditto-Montevideo	Nossack & Co	100	
Ditto	M. Moraes	1	381

27-NUMANTIA-New York	Theodor Wille & Co	65,000	
Ditto	Leon Israel & Bros	7,250	
Ditto	Ed. Johnston & Co	6,000	
Ditto	Eugen Urban & Co	6,000	
Ditto	McLaughlin & Co	2,500	
Ditto	Gustavus Trinks & Co	2,000	
Ditto	Diebold & Co	2,000	
Ditto	Naumann Gepp & Co	1,000	
Ditto	Société F. Bresilienne	1,000	
Ditto	Whitaker Brotero & Co	500	
Ditto-Consumpt. on board	Theodor Wille & Co	1	95,251

27-ITALIA-Genoa	Theodor Wille & Co	500	
Ditto	Naumann Gepp & Co	500	
Ditto	Godofredo da Fonseca	500	
Ditto	S. A. Martinelli	2	1,502

28-ASIATIC PRINCE-N. York	Cia. Prado Chaves	45,000	
Ditto	Naumann Gepp & Co	7,500	
Ditto	Zerrenner Bulow & Co	3,900	
Ditto	Ed. Johnston & Co	2,750	
Ditto	Krische & Co	2,250	
Ditto	Michaelson Wright & Co	2,000	
Ditto	Cia Sampaio Bueno	1,750	
Ditto	Hard Rand & Co	1,000	
Ditto	G. Trinks & Co	1,000	
Ditto	Hollworthy Ellis & Co	500	
Ditto-Consumpt. on board	R. Alves Toledo & Co	500	
Ditto	Hollworthy Ellis & Co	1	67,251

28-MAGICIAN-S. Francisco	Naumann Gepp & Co	1,000	
Ditto	Krische & Co	1,500	
Ditto	Theodor Wille & Co	1,000	
Ditto	Ed. Johnston & Co	500	
Ditto-Portland	Hard Rand & Co	1,000	
Ditto	Hollworthy Ellis & Co	500	
Ditto	Theodor Wille & Co	500	
Ditto	Naumann Gepp & Co	250	
Ditto-Vancouver	Leon Israel & Bros	750	
Ditto	Naumann Gepp & Co	250	
Ditto	Whitaker Brotero & Co	250	
Ditto-Seattle	Leon Israel & Bros	500	
Ditto	Naumann Gepp & Co	250	
Ditto	Hard Rand & Co	250	
Ditto	Krische & Co	250	
Ditto	Ed. Johnston & Co	250	
Ditto-S. Pedro	Hollworthy Ellis & Co	750	
Ditto	Société F. Bresilienne	250	
Ditto	Krische & Co	250	
Ditto-Victoria	Hard Rand & Co	250	10,500

28-LUISIANA-Genoa	Michaelson Wright & Co	1,000	
Ditto	R. Alves Toledo & Co	750	
Ditto	Cia. Prado Chaves	250	
Ditto	Eugen Urban & Co	250	
Ditto	Nossack & Co	250	
Ditto	Cia P. A. Gernes	80	
Ditto	Sundry	2	
Ditto-Alexandria	R. Alves Toledo & Co	1,500	
Ditto-Naples	Sundry	2	4,087

28-RHYNLAND-Amsterdam	Société F. Bresilienne	13,500	
Ditto	Theodor Wille & Co	10,233	
Ditto	Ed. Johnston & Co	1,250	
Ditto	Leme Ferreira & Co	1,000	
Ditto	Krische & Co	1,000	
Ditto	Naumann Gepp & Co	1,000	
Ditto	Cia Prado Chaves	750	
Ditto	Leon Israel & Bros	750	
Ditto	R. Alves Toledo & Co	500	
Ditto	Nossack & Co	250	30,045

29-TOCANTINS-New York	Arbuckle & Co		34,025
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Oct.			
1-OCEANIA-Trieste	Theodor Wille & Co	3,975	
Ditto	Naumann Gepp & Co	2,000	
Ditto	Cia. Prado Chaves	1,500	
Ditto	Société F. Bresilienne	1,000	
Ditto	Eugen Urban & Co	867	
Ditto	R. Alves Toledo & Co	674	
Ditto	Zerrenner Bulow & Co	632	
Ditto	Ed. Johnston & Co	500	
Ditto	Hard Rand & Co	500	
Ditto	Michaelson Wright & Co	500	
Ditto	Nossack & Co	500	
Ditto-Alexandria	Cia Prado Chaves	500	
Ditto-Karachi	Michaelson Wright & Co	3	
Ditto-Naples	Sundry	10	13,161

1-ARAGUAYA-B. Aires	Cia Puglisi	1	
Ditto	F. Macchiorlatti	1	

1-ARLANZA-London	Geo. W. Ennor	2,100	
Ditto	L. C. Greenland	2	
Ditto	Société F. Bresilienne	3	
Ditto	E. P. Leone	1	
Ditto-Southampton	Michaelson Wright & Co	750	
Ditto	R. Alves Toledo & Co	250	
Ditto	Ed. Johnston & Co	4	
Ditto-Madeira	Geo. W. Ennor	3	
Ditto-Leixões	Carlos V. de Cunha	3	
Ditto-Paris	Braz, Warrants Co	2	3,118

2-EUCLID-New Orleans	Leon Israel & Bros...	12,250	
Ditto	Ed. Johnston & Co...	10,875	
Ditto	Theodor Wille & Co...	9,500	
Ditto	R. Alves Toledo & Co	9,500	
Ditto	Société F. Bresilienne	7,250	
Ditto	Krische & Co...	5,965	
Ditto	Cia. Prado Chaves	5,500	
Ditto	Hard Rand & Co...	5,492	
Ditto	Michaelsen Wright & O.	4,000	
Ditto	Nossack & Co...	3,625	
Ditto	Naumann Gepp & Co	3,567	
Ditto	C. Trinks & Co...	1,850	
Ditto	Cia Sampaio Bueno...	1,700	
Ditto	Whitaker Brotero & O.	1,090	
Ditto	Leme Ferreira & Co.	750	82,174
Total oversea			415,027
25-ORION-Camacha	Theodor Wille & Co		190
25-MERCURY-Rio	Correia, Irmãos & Co		71
Total coastwise			177

## Cotton

### Imports of Cotton Textiles and Jute from Great Britain

FOR AUGUST

DESCRIPTION	1910	1911	1912
Cotton piece goods grey or undyed	224,630	296,800	313,400
do. bleached	3,481,100	2,152,600	2,979,000
do. printed	3,225,700	2,973,100	1,905,800
do. dyed	6,641,300	5,388,100	6,102,300
do. mixed	13,576,700	11,709,800	11,530,100
Value	215,325	185,572	181,782
Jute Yarn	1,800,600	2,015,200	1,865,600
Jute manufactured piece goods of all kinds	35,000	5,700	12,000

## Shipping

### THE FREIGHT MARKET.

British. «Fairplay» of September 12th says: The freight market continues very firm all round, and in some cases record rates of freights for this time of year have been paid. For instance, it is reported that from the River Plate (San Lorenzo) 29s. o/c has been secured for September loading, which hitherto has almost been considered an out of season month, the wheat coming in for shipment in January/February, and the maize in May/June. It looks as if the boom in Plate rates was going to continue right throughout the year, as business at good rates can even now be done for November/December loading. American business, although commanding rather more attention, is very strong, with every indication of rates further advancing, as charterers are not getting the tonnage anywhere near to the requirements for same.

Coal Rates from Wales to Rio were quoted at from 22s. to 29s. 6d. The s.s. Watermouth was fixed to Rio at 22s. 6d. and s.s. Ettrickdale to Rio or Santos 23s. (Rio terms.)

Argentine. The Brazilian market is quiet and steady, we having no fluctuations to register in last week's quotations, which were as follows:—To Bahia and Pernambuco 22s. To Pelotas 22s. To Porto Alegre 26s. To Antonina 16s. To Florianopolis 16s. To Itajahy 26s. To San Francisco 18s. To Paranaguá 18s. To Rio Grande 15s. To Santos 14s. To Rio 14s. With 1s. to 1s. 6d. extra from up river ports.

«The Times of Argentina», September 23rd, 1912.

#### ARRIVALS AT THE PORT OF RIO DE JANEIRO

DURING THE WEEK ENDING 3rd OCTOBER, 1912.

Sept. 27-VENCEDOR, Brazilian yacht, 23 tons, from Maché	
27-DISDIQUE, Brazilian yacht, 23 tons, from Funché	
27-S. SEBASTIAN, Brazilian yacht, 20 tons, from C. Frio	
27-RIO ITAPEMIN, Brazilian s.s., 170 tons, from Caravilla	
28-RIO S. MATHEUS, Brazilian s.s., 121 tons, from S. Mathews	
28-DEMERARA, British s.s., 7202 tons, from La Plata	
28-HABSBURG, German s.s., 6436 tons from Hamburg	
30-FRANCESCA, Austrian s.s., 3186 tons from Trieste	
28-PAMPA, French s.s., 2812 tons, from Genoa	
28-EARL OF CARRICK, British s.s., 2550 tons, from Novo Porto	
28-BRECONSHIRE, British s.s., 2279 tons, from Valparaiso	
28 IGUAPE, Brazilian s.s., 253 tons from Laguna	

28-MILVERTON, British s.s., 2070 tons, from Liverpool	
28-ITALIA, Italian s.s., 3087 tons, from B. Aires	
28-NUMANTIA, German s.s., 2804 tons, from R. Grande	
28-S. J. BARRA, Brazilian s.s., 449 tons, from S. Jose Barra	
28-MARANHAO, Brazilian s.s., 763 tons from Manãos	
28-ALAGOAS, Brazilian s.s., 760 tons from Manãos	
28-AMELIA OLARA, Brazilian yacht, 41 tons from C. Frio	
28-DOUS AMIGOS, Brazilian yacht, 34 tons from C. Frio	
28-RIO PARDO, Brazilian s.s., 238 tons, from Caravilla	
28-P. DE MORAES, Brazilian s.s., 496 tons, from Laguna	
28-POSTEIRO, Brazilian s.s., 840 tons, from Pernambuco	
28-CAMERON, British s.s., 1928 tons, from S. Nicolas	
28-OLIVE BRANCH, British s.s., 1760 tons, from C. Bueno	
28-GAMA, Brazilian yacht, 24 tons, from C. Frio	
28-A. SALDANHA, Brazilian s.s., 43 tons, from C. Frio	
28-ARAGUAYA, British s.s., 7654 tons from Southampton	
30-TRIESTE, British s.s., 2734 tons, from Manchester	
30-PROVENCE, French s.s., 2479 tons, from Marseilles	
30-PAULISTA, Brazilian s.s., 668 tons, from Santos	
30-BRUSQUE, Brazilian brig, 261 tons, from Itajahy	
30-TOCANTINS, Brazilian s.s., 250 tons, from Santos	
30-FERNAY BRIDGE, British s.s., 2380 tons, from Hull	
30-MARJORCA, Norwegian brig, 1609 tons, from Pensacola	
30-CARIOCA, Argentine s.s., 636 tons from R. Santa Fé	
30-CAP FINISTERRE, German s.s., 8748 tons from B. Aires	
30-ITAPUCA, Brazilian s.s., 869 tons, from P. Alegre	
Oct. 1-STORENG, Brazilian lugger, 182 tons, from Itajahy	
1-PIRANGY, Brazilian s.s., 750 tons, from Pará	
1-STRATHERBICK, British s.s., 2845 tons from Tocopila	
1-RED CROSS, British s.s., 1832 tons, from Antofagasta	
1-OLIVEIRA ROTELHO, Brazilian s.s., 281 tons, from Paraty	
1-GUBRUNE, British s.s., 995 tons, from B. Grande	
1-HIGHLAND LADDIE, British s.s., 3000 tons, from La Plata	
1-ITACOUT, Brazilian s.s., 513 tons, from P. Alegre	
1-ITAPERUNA, Brazilian s.s., 513 tons, from P. Alegre	
1-P. MAFALDA, Italian s.s., 5997 tons, from B. Aires	
1-JUPITER, Brazilian s.s., 567 tons, from Montevideo	
2-K. F. AUGUST, German s.s., 5590 tons from Hamburg	
2-ARLANZA, British s.s., 9192 tons from B. Aires	
2-ITAPEMIRUN, Brazilian s.s., 132 tons, from Victoria	
2-OCEANIA, Austrian s.s., 3488 tons from B. Aires	
2-IRIS, Brazilian s.s., 887 tons, from Penedo	
2-ITACOMY, Brazilian s.s., 467 tons from P. Alegre	
2-NASSOVIA, British s.s., 3066 tons, from Norfolk	
2-COLOMBO, Italian s.s., 2277 tons, from B. Aires	
2-CANOVA, British s.s., 3424 tons, from Antwerp	
2-ANTONIUS, British s.s., 2361 tons, from B. Blanca	
2-GOSFIELD, British s.s., 2414 tons, from Cardiff	
2-LUIZA, Italian s.s., 838 tons, from Marseilles	
2-SAENBERG, German s.s., 1942 tons, from Hamburg	
2-CAVI, Italian s.s., 1562 tons, from B. Aires	
2-N. AVARRA, German s.s., 3040 tons, from Hamburg	
2-LOHERMEN, British s.s., 5500 tons, from Cardiff	
3-ITAPUCA, Brazilian s.s., 920 tons, from Pernambuco	
3-MONTE AGEL, French s.s., 3076 tons, from Marseilles	
3-TROWBRIDGE, British s.s., 2638 tons, from Rosario	
3-EUCLID, British s.s., 3995 tons from Santos	
3-DESEADO, British s.s., 7291 tons, from Southampton	
3-A. PONTY, French s.s., 3554 tons, from Dunkirk	
3-DUMFRIESHIRE, British s.s., 4088 tons, from Cardiff	
3-ST. NICOLAS, British s.s., from P. Arenas	

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

DURING THE WEEK ENDING 3rd OCTOBER, 1912.

27-DELFAND, Dutch s.s., 2736 tons, for B. Aires	
27-CELTIC RACE, British barque, 1782 tons, for Albany	
27-MOSSORO, Brazilian s.s., 924 tons, from Pará	
27-PINTO, Brazilian s.s., 224 tons, for Victoria	
27-SABIA, British s.s., 1776 tons, for Rosario	
27-ST. ANDREWS, British s.s., 1776 tons, for Rotterdam	
28-RUGIA, German s.s., 4139 tons, for Hamburg	
28-DEMERARA, British s.s., 7292 tons, for Liverpool	
28-PAMPA, French s.s., 2780 tons, for Buenos Aires	
28-ITALIA, Italian s.s., 3088 tons for Genoa	
28-ITAPUCA, Brazilian s.s., 926 tons, for P. Alegre	
29-SATELLITE, Brazilian s.s., 887 tons, from Villa Nova	
29-FRANCESCA, Austrian s.s., 3194 tons, for Buenos Aires	
29-GURUPY, Brazilian s.s., 599 tons, for Santos	
30-CAP FINISTERRE, German s.s., 8748 tons, for Hamburg	
30-ARAGUAYA, British s.s., 6534 tons, for Buenos Aires	
30-ASIATIC PRINCE, British s.s., 4797 tons, for New York	
30-PARA, Brazilian s.s., 1185 tons, for Manãos	
Oct. 1-A. VILLARETE, French s.s., 3781 tons, for Buenos Aires	
1-PROVINCE, French s.s., 2158 tons, for Buenos Aires	
1-P. MAFALDA, Italian s.s., 5087 tons, for Genoa	
1-BYRON, British s.s., 2526 tons, for Santos	
1-HILLBROOK, British s.s., 2534 tons, for Santa Lucia	
1-TOCANTINS, Brazilian s.s., 2500 tons for New York	
1-IBIAPABA, Brazilian s.s., 882 tons, for Amaraçao	
1-IGUAPE, Brazilian s.s., 253 tons, for Carrané	
1-NOVILLO, Argentine s.s., 1555 tons, for Paranaguá	
1-ARDMONT, British s.s., 2249 tons, for Santos	
1-GLENLYON, British s.s., 2654 tons, for Durban	
1-MURCURY, Brazilian s.s., 585 tons for Pará	
1-CAMORNS, British s.s., 2640 tons, for Santos	
2-K. F. AUGUST, German s.s., 5590 tons, for Buenos Aires	
2-ARLANZA, British s.s., 9192 tons, for Southampton	
2-ITAPERUNA, Brazilian s.s., 500 tons for Porto Alegre	
2-POSTEIRO, Brazilian s.s., 840 tons, for Porto Alegre	
2-RED CROSS, British s.s., 1832 tons, for S. Vicente	
2-IGUAPE, Brazilian s.s., 253 tons, for Laguna	
2-IRIS, Brazilian s.s., 882 tons, for Montevideo	
3-DESEADO, British s.s., 7296 tons, for Buenos Aires	
3-ITAPUCA, Brazilian s.s., 869 tons, for Pernambuco	
3-CAVI, Italian s.s., 1591 tons, for Bristol	
3-TROWBRIDGE, British s.s., 2380 tons, for London	
3-COLOMBO, Italian s.s., 2279 tons, for Las Palmas	
3-CANDEARIA, Brazilian lugger, 247 tons for Itabapoana	
3-MONT AGEL, French s.s., 1988 tons, for Buenos Aires	

#### ARRIVALS AT THE PORT OF SANTOS

DURING THE WEEK ENDING 3rd OCTOBER, 1912.

Sept. 28-VILLA BELLA, Brazilian s.s., 253 tons, from Rio	
28-ITAPERUNA, Brazilian s.s., 513 tons, from Porto Alegre	
28-GUAHYBA, Brazilian s.s., 564 tons, from Porto Alegre	
28-ITACOLONY, Brazilian s.s., 467 tons, from Porto Alegre	
28-LOSTANA, Italian s.s., 3061 tons, from Buenos Aires	

- 29-AXEL JOHNSON, Swedish s.s., 2358 tons, for Buenos Aires  
 29-ITATINGA, Brazilian s.s., 925 tons, from Pernambuco  
 29-PAMPA, French s.s., 2912 tons, from Marseilles  
 29-LEWISHAM, British s.s., 1785 tons, from Rosario  
 30-GURUPY, Brazilian s.s., 599 tons, from Manáos  
 30-SIEMARNIGEN, German s.s., 3665 tons, from B. Aires  
 30-LARGA LAVA, British s.s., 2541 tons, from Cardiff  
 30-OSCAR FREDERICK, Swedish s.s., 2543 tons, from Gothenburg  
 30-FRANCESCA, Austrian s.s., 3188 tons, from Trieste  
 30-DELLFAND, Dutch s.s., 2763 tons, from Amsterdam  
 30-JUPITER, Brazilian s.s., 567 tons, from Montevideo  
 30-OCEANIA, Australian s.s., 3488 tons, from Buenos Aires  
 Oct. 1-PRUSSIA, German s.s., 2180 tons, from Rio Grande do Sul  
 1-ARLANZA, British s.s., 9192 tons, from Southampton  
 1-ARAGUAYA, British s.s., 6634 tons, from Southampton  
 1-SPITHEAD, British s.s., 2993 tons, from Cardiff  
 1-HALLE, German s.s., 2546 tons, from Bremen  
 1-F. DE SAVOIA, Italian s.s., 4895 tons, from Genoa  
 1-BOLOGNA, Italian s.s., 2936 tons, from Genoa  
 2-ITAPOAN, Brazilian s.s., 512 tons, from Porto Alegre

**SAILINGS FROM THE PORT OF SANTOS  
 DURING THE WEEK ENDING 3rd OCTOBER, 1912.**

- Sept. 28-ANNA, Brazilian s.s., 247 tons, for Florianopolis  
 28-VILLA BELLA, Brazilian s.s., 253 tons, for Iguaçu  
 28-ITAPERUNA, Brazilian s.s., 513 tons, for Rio  
 28-D. RUDOLPHO, Brazilian yacht, 47 tons, for Tijuca  
 28-TOCANTINS, Brazilian s.s., 2500 tons, for New York  
 28-ASIATIC PRINCE, British s.s., 1791 tons, for New York  
 28-HILGLEN, British s.s., 2773 tons, for Buenos Aires  
 28-VILLE DE PARIS, French s.s., 3263 tons, for Callao  
 28-RHYNLAND, Dutch s.s., 2538 tons, from Amsterdam  
 28-LUISIANA, Italian s.s., 3561 tons, for Genoa  
 29-ITATINGA, Brazilian s.s., 925 tons, for Porto Alegre  
 29-PAMPA, French s.s., 2912 tons, for Buenos Aires  
 30-JUPITER, Brazilian s.s., 567 tons, for Rio  
 30-FRANCESCA, Austrian s.s., 3185 tons, for Buenos Aires  
 30-ITACOLONY, Brazilian s.s., 467 tons, for Pernambuco  
 Oct. 1-OCEANIA, Australian s.s., 3488 tons, for Trieste  
 1-M. DE L'ERRINAGA, British s.s., 2968 tons, for Santa Lucia  
 1-SANTA ROSA, German s.s., 2345 tons, for San Francisco  
 1-ARLANZA, British s.s., 9192 tons, for Southampton  
 1-ARAGUAYA, British s.s., 6634 tons, for Buenos Aires  
 1-V. DE SAVOIA, Italian s.s., 4895 tons, for Buenos Aires  
 1-EUCLID, British s.s., 3096 tons, for New Orleans  
 1-BOLOGNA, Italian s.s., 2936 tons, for Manáos  
 2-GUAHYRA, Brazilian s.s., 654 tons, for Manáos  
 2-ITAPOAN, Brazilian s.s., 512 tons, for Pernambuco

**Sailing-ships Afloat at the Port of Rio de Janeiro**

OCTOBER 5th, 1912.

- FORMOSA, Norwegian barque, Capt. Ellesmere, from Gulfport, B. J. da Silva, Arr. July 9th.  
 BLANCA, Norwegian barque, Capt. Wettern, from Gulfport, A. Fantes, Arr. July 9th.  
 PORTO PARA, Portuguese barque, Capt. Saltão, from Oporto, Borlido Maia & Co., Arr. August 4th.  
 CALBURG, English barque, Capt. Otterson, from Rosario, Fry, Yeule & Co., Arr. August 5th.  
 SIRAH, Norwegian barque, Capt. Alven, from Rosario, Herm. S. B. & Co., Arr. August 6th.  
 NONNE ANGELO, Italian barque, Capt. Regetle, from Marseilles, E. Soares & Co., Arr. August 12.  
 DOROTHEA, Russian barque, Capt. Jansen, from Quebec, Paul. Soares & Co., Arr. August 12.  
 CARL, German barque, Capt. Hentz, from Hamburg, Herm. S. B. & Co., Arr. August 19.  
 ANTONIO PRADO, Italian brig, Capt. Patrone, from Marseilles, da Silva, Arr. August 20th.  
 SOPHE, Norwegian brig, Capt. Helten, from Pensacola, Order, Arr. August 27th.  
 MAELLA, Norwegian brig, Capt. Aes, from Pensacola, C. B. da Silva, Arr. August 27th.  
 NJAD, Norwegian brig, Capt. Vander Loo, from Bremen, Herm. S. B. & Co., Arr. August 27th.  
 O. R. VINNEN, German brig, Capt. Kirchner, from Cardiff, Order, Arr. August 28th.  
 MARQUEZA, British brig, Captain Nelson, from Gulf port, P. B. da Silva, Arr. Sept. 1st.  
 D. J. SILVA, Uruguayan brig, Captain Mill, from Mobile, B. J. da Silva, Arr. Sept. 1st.  
 DUC CUGIM, Italian barque, Captain Leonardo, from Pensacola, Order, Arr. Sept. 5th.  
 HODVING, Norwegian brig, Captain Beck, from Gulfport, D. J. da Silva, Arr. Sept. 5th.  
 ENRICHEFF, Italian brig, Captain Ferrari, from Cadiz, Order, Arr. Sept. 10th.  
 SOLHEIM, Norwegian barque, Capt. Barsen, from Mobile, D. J. da Silva, Arr. Sept. 11th.  
 EDDERSIDE, Norwegian barque, Captain Parren, from Mobile, B. Passos, Arr. Sept. 12th.  
 LENI, German barque, Capt. Benenberg, from Hamburg, H. Stoltz & Co., Arr. Sept. 13th.  
 A. RUSSEL, British barque, Captain Miller, from Cardiff, Austral Sutherland & Co., Arr. Sept. 13th.  
 MAJORNA, Norwegian brig, Captain Fradeson, from Pensacola, Order, Arr. Sept. 13th.  
 OLARA, Norwegian barque, Capt. Bjirkholt, from Rosario, Arr. Sept. 14th.  
 INVERGARRY, British barque, Captain Edwards, from Cardiff, Arr. Sept. 14th.  
 DEVEEN, Norwegian barque, Capt. Larensen, from Mobile, Arr. Sept. 17th.  
 SOCRATES, Norwegian barque, Capt. Haade, from Cardiff, Austral Sutherland & Co., Arr. Sept. 19th.  
 MILVERSTON, British brig, Capt. Davies, from Liverpool, Order, Arr. Sept. 28th.  
 MAJORCA, Norwegian brig, Capt. Hansen, from Pensacola, Order, Arr. Sept. 30th.  
 LUIZA, Italian barque, Captain Quarto, from Marseilles, O. da Costa & Co., Arr. October 2nd.  
 DUMRIESHIRE, British Brig, Captain Ferney, from Cardiff A. Sutherland & Co., Arr. October 2nd.

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* KAISER FRANZ JOSEF I.....	21st "
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CAP ARCONA.....	12th "	CAP BLANCO.....	13th Jan. 13
K. F. AUGUST.....	19th "	CAP VILANO.....	23rd "
CAP ORTEGAL.....	30th "	CAP ARCONA.....	17th Feb.
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SAN NICOLAS.....	27th "	SANTOS.....	8th Nov.
CAP ROCA.....	30th "	BAHIA.....	15th "
TUCUMAN.....	11th Oct.	*EVILLA (cargo only).....	22nd "
HABSBURG.....	14th "	PERNAMBUCO.....	29th "
BELGRANO.....	25th "	CAP VERDE.....	2nd Dec.

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## CURRENT COFFEE FREIGHT RATES

IN FORCE SINCE APRIL 15th, 1912.

	Rio.	Santos.
Alin via Trieste	60/- in full.	60/- in full.
Agulles	73.50 fros. in full.	74.50 fros. in full.
Alexandretta	85.80 fros. in full.	85.80 fros. in full.
Aivali	85.80 fros. in full.	85.80 fros. in full.
Alexandria	76.80 fros. in full.	76.80 fros. in full.
Algiers	74.40 fros. in full.	74.40 fros. in full.
Alicante	60 fros. in full.	60 fros. in full.
Almeria	60 fros. in full.	60 fros. in full.
Amsterdam	45/- & 5 %.	40/- & 5 %.
Ancona	75.60 fros. in full.	75.60 fros. in full.
Antwerp 1,000 kilos	45/- & 5 %.	40/- & 5 %.
Aviles	87 fros. in full.	87 fros. in full.
Barcelona	60 fros. in full.	60 fros. in full.
Bassorah	129 fros. in full.	129 fros. in full.
Batoum	79.80 fros. in full.	79.80 fros. in full.
Bayrouth	82.80 fros. in full.	82.80 fros. in full.
Bilbao	67 fros. in full.	67 fros. in full.
Bombay via Trieste	60/- in full.	60/- in full.
Bordeaux 900 kilos	45 fros. & 10 %.	45 fros. & 10 %.
Braila	85.80 fros. & 10 %.	85.80 fros. & 10 %.
Bremen	45/- & 5 %.	40/- & 5 %.
Brindisi	72 fros. in full.	72 fros. in full.
Buenos Aires per bag 60 kilos	18200.	18200.
Caliz (Spanish line)	60 fros. in full.	60 fros. in full.
Calcutta via Trieste	66/- in full.	66/- in full.
Carthagena	60 fros. in full.	60 fros. in full.
Cavalla	79.80 fros. in full.	79.80 fros. in full.
Cesmeck	79.80 fros. in full.	79.80 fros. in full.
Christiana	62/3 in full.	47 in full.
Confuegos via Antwerp & Bremen	75 & 5 % in full.	60/- in full.
Colombo	60/- in full.	73.80 fros. in full.
Constantinople	73.80 fros. in full.	42/6 & 5 %.
Copenhagen	47/8 & 5 %.	79.80 fros. in full.
Cornu	79.80 fros. in full.	58 fros. in full.
Cordoba	36 fros. in full.	68/- in full.
Curaçao	60/- in full.	79.80 fros. in full.
Delegatch	79.80 fros. in full.	40/- & 5 %.
Fiume	45/- & 5 %.	85.80 fros. in full.
Galatz	85.80 fros. in full.	48 fros. & 10 %.
Genoa 1,000 kilos	48 fros. & 10 %.	66 fros. in full.
Gibraltar	66 fros. in full.	56 fros. in full.
Gijon	56 fros. in full.	46/- in full.
Gothenburg	51/3 in full.	40/- & 5 %.
Hamburg	45/- & 5 %.	65 fros. in full.
Havana via Las Palmas, Malaga, Barcelona	65 fros. in full.	50 fros. & 10 %.
Havana via Antwerp Bremen	62/- & 8 %.	66/- in full.
Havre 900 kilos	50 fros. & 10 %.	67 fros. in full.
Hongkong via Trieste	66/- in full.	66/- in full.
Huelva	67 fros. in full.	79.80 fros. in full.
Kobe via Trieste	66/- in full.	85/- & 5 %.
Kustendje	79.80 fros. in full.	40/- & 5 %.
Liebon	36 & 5 %.	40/- & 5 %.
Liverpool	45/- & 5 %.	40/- & 5 %.
London cargo s. s.	45/- & 5 %.	40/- & 5 %.
Do mail s. s.	45/- & 5 %.	40/- & 5 %.
London opt. cargoes	45/- & 5 %.	60/- in full.
Madras	60/- in full.	60 fros. in full.
Malaga	60 fros. in full.	47/- in full.
Malmoe	52/3 in full.	74.40 fros. in full.
Malta	74.40 fros. in full.	48 fros. & 10 %.
Manilla via Antwerp Bremen	80/- & 8 %.	69 fros. in full.
Marseilles 1,000 kilos	48 fros. & 10 %.	67.20 fros. in full.
Mersina	69 fros. in full.	85.80 fros. in full.
Messina	67.20 fros. in full.	18200.
Metelino	85.80 fros. in full.	76.80 fros. in full.
Montevideo per bag 60 kilos	18200.	64.80 fros. in full.
Mostaganem	76.80 fros. in full.	50 cts. & 5 %.
Naples	64.80 fros. in full.	50 cts. & 5 %.
New York per bag	50 cts. & 5 %.	79.80 fros. in full.
New Orleans per bag	79.80 fros. in full.	74.40 fros. in full.
Odesa	74.40 fros. in full.	67.20 fros. in full.
Oran	67.20 fros. in full.	79.80 fros. in full.
Palermo	79.80 fros. in full.	66/- in full.
Patras	66/- in full.	73.80 fros. in full.
Penang via Trieste	73.80 fros. in full.	76.80 fros. in full.
Piraeus	76.80 fros. in full.	66/- in full.
Port Said	66/- in full.	40/- & 5 %.
Rangoon via Trieste	76.80 fros. in full.	72/- in full.
Rotterdam	66/- in full.	60/- in full.
Santander	72/- in full.	79.80 fros. in full.
San Sebastian	60 fros. in full.	73.80 fros. in full.
Sansonn	79.80 fros. in full.	67/- fros. in full.
Salonica	73.8 fros. in full.	66/- in full.
Seville	67/- fros. in full.	73.80 fros. in full.
Shanghai via Trieste	66/- in full.	45/- & 5 %.
Singapore via Trieste	66/- in full.	40/- & 5 %.
Smirna	73.80 in full.	40/- in full.
Southampton (opt.) Mail	45/- & 5 %.	76.80 fros. in full.
Do cargoes	45/- & 5 %.	82.80 fros. in full.
Stockholm	51/3 in full.	79.80 fros. in full.
Suez	76.80 fros. in full.	56 fros. in full.
Sulina	82.80 fros. in full.	45/6 & 5 %.
Tamir	79.20 fros. in full.	79.80 fros. in full.
Taragone	56 fros. in full.	72 fros. in full.
Trebizonde	79.80 fros. in full.	60 fros. in full.
Trieste	45/- & 5 %.	79.80 fros. in full.
Prinoli	82.80 fros. in full.	60 fros. in full.
Runis	74.40 fros. in full.	66/- in full.
Valencia	56 fros. in full.	79.80 fros. in full.
Valparaiso (options)	45/6 & 5 %.	60 fros. in full.
Varna	79.80 fros. in full.	66/- in full.
Venice	72 fros. in full.	Per ton of 1,000 kilos
Vigo	60 fros. in full.	
Yokohama via Trieste	66/- in full.	
Algoa Bay and Capetown	via New York 60/- & 2 1/2 %.	
	via Southampton 40/- & 2 1/2 %.	
	via Hamburg 40/- & 2 1/2 %.	
	via Liverpool 40/- & 2 1/2 %.	
Mosel Bay	via New York 60/- & 2 1/2 %.	
	via Southampton 40/- & 2 1/2 %.	
	via Hamburg 40/- & 2 1/2 %.	
	via Liverpool 41/3 & 2 1/2 %.	
East London	via New York 60/- & 2 1/2 %.	
	via Southampton 40/- & 2 1/2 %.	
	via Hamburg 40/- & 2 1/2 %.	
	via Liverpool 41/3 & 2 1/2 %.	
Durban	via New York 70/- & 2 1/2 %.	
	via Southampton 45/- & 2 1/2 %.	
	via Hamburg 40/- & 2 1/2 %.	
	via Liverpool 55/- & 2 1/2 %.	
Delagoa Bay	via New York 70/- & 2 1/2 %.	
	via Southampton 45/- & 2 1/2 %.	
	via Hamburg 40/- & 2 1/2 %.	
	via Liverpool 55/- & 2 1/2 %.	
Port Natal via Southampton	40/- & 2 1/2 %.	

\* To Delagoa Bay & Beira the freight must be paid here or in Hamburg via Liverpool the freight must be paid here or in Liverpool.

\*\* Conference rates via Marseilles and Genoa or Trieste.

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Date.	Steamer.
16th Oct.	s. s. "Zeelandia"
31st "	s. s. "Hollandia"
21st Nov.	s. s. "Frisia"
12th Dec.	s. s. "Zeelandia"

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Santos, Montevideo and Buenos Aires.

14th Oct.	s. s. "Hollandia"
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ORONSA	15th "

To River Plate, Chile and Peru.

ORITA	23rd Oct.
ORAVIA	5th Nov.
ORONSA	20th "
ORCOMA	3rd Dec.
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Next Departures for Chris-  
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AXEL JOHNSON ... 12th October  
OSCAR FREDRIK ... end Oct/beg Nov.  
KRONP VICTORIA. ... November

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First Class Passages from ... £18  
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Highland	Glen	15th October.
"	Piper	22nd do.
"	Scot	24th do.
"	Corrie	5th November
"	Loch	12th do.
"	Pride	19th do.
"	Warrior	26th do.
"	Trac	3rd December.
"	Laddie	10th do.
"	Rover	17th do.

Through tickets issued to Paris and New York  
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All steamers have excellent accommodation for  
passengers and carry Medical Doctors and Steward-  
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**WILSON, SONS & Co., Ltd.,**

RUA PRIMEIRO DO MARCO N. 57

## NORDDEUTSCHER LLOYD. BREMEN.

### NEXT DEPARTURES.

Date.	Steamer.	Destination
Oct. 14	"Halle"	Bahia, Madeira, Leixões, Lisbon Antwerp and Bremen.
" 25	"Wurzburg"	Bahia, Madeira, Leixões, Antwerp Rotterdam and Bre- men.

Passengers & Cargo accepted.

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Rio—Rotterdam, Antwerp,  
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FOR EUROPE.

PAMPA	15th Oct.
FRANCE	23rd "

for

Marseilles, Barcelona and Genoa direct	1. gold.
Through fares to Paris, 1st. class	723
Ditto. Ditto. 2nd. "	540
Ditto. Ditto. 3rd. "	199
Through fares to Paris (return), 1st. class	1,149
Ditto. Ditto. 2nd. "	82
Ditto. Ditto. 3rd. "	34
Marseilles, Genoa, 3rd. class	117\$000
Barcelona 3rd. class	120\$000

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DEPARTURES

FOR NEW YORK.

EASTERN PRINCE	9th October
SCOTTISH PRINCE	21st "
OCEAN PRINCE	10th Nov.

FOR NEW ORLEANS.

SAXON PRINCE	24th Oct.
BLACK PRINCE	25th "

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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.
Oct. 9	"Amazon"	Bahia, Pernambuco, S. Vincent Madeira, Lisbon, Leixões Vigo, Cherbourg & South- ampton.
" 14	"Asturias"	Santos, Montevideo & Buenos Ayres.
" 16	"Araguaya"	Bahia, Pernambuco, Madeira Lisbon, Vigo, Cherbourg, & Southampton.
" 21	"Vauban"	M. Video & B. Ayres.
" 23	"Danneberg"	Bahia, Pernambuco, S. Vincent Lisbon, Leixões Vigo, Cher- bourg, & Southampton.
" 28	"Avon"	Santos, Montevideo & Buenos Ayres.
" 30	"Asturias"	Bahia, Pernambuco, Madeira, Lisbon, Vigo Cherbourg and Southampton
Nov. 5	"Aragon"	Santos, Montevideo & Buenos Ayres.
" 5	"Vauban"	Bahia, Madeira, Lisbon, Vigo Cherbourg & Southampton.
" 11	"Arlanza"	Santos, Montevideo & Buenos Ayres.
" 13	"Avon"	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg & Southampton.
" 19	"Amazon"	Santos, Montevideo & Bue- nos Ayres.
" 20	"Aragon"	Bahia, Pernambuco, S. Vincent Madeira, Lisbon, Leixões, Vigo, Cherbourg, & Southamp- ton.
" 25	"Araguaya"	Santos, Montevideo & Buenos Aires.

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

Weekly Supplement of "The Brazilian Review"

by  
J. P. WILEMAN.

Rio de Janeiro, October 7th 1912.

Santos spot No. 7 closed at New York on 5th October at 15 5/8 cents and December options at 14.06 and at Havre at 87.50 frs. At Santos the market closed on same date with buyers at 8\$800 to 8\$850 No. 4.

The increase in the Visible Supply during the month of September was 734,000 bags, as against 932,000 in 1911 and 366,000 in 1910.

The weather continues remarkably cold and unseasonable, but rain has been falling which should favour the October flowering.

The prospects of the growing crop however, are by no means promising and may yet prove a great disappointment to planters and consumers alike.

It is interesting to speculate on the course prices seem likely to follow should the subjoined calculations materialise.

Crop Year	PRODUCTION		CONSUMPTION		VISIBLE SUPPLY		MILBARS		FRANCOS	
	Santos	Brazil	Other Countries	Total	Brazil	Total	Colone	Lowest	Highest	Average
1880/81 to	1,868	5,628	1,324	9,822	10,012	2,135	2\$800	9\$450	1\$650	41
1889/90	3,098	6,103	1,327	13,753	10,608	3,000	6\$200	18\$000	12\$200	79
1890/91 to	5,927	9,655	1,523	18,758	13,014	5,720	5\$700	15\$800	9\$700	31
1891/92	8,061	12,405	3,998	24,464	15,295	11,216	3\$600	7\$800	1\$650	29 1/2
1892/93 to	10,121	14,054	3,842	27,966	17,308	13,752	2\$550	1\$700	3\$750	34 3/4
1893/94 to	8,110	10,848	3,676	22,634	17,171	11,065	3\$400	7\$250	5\$850	46
1894/95	9,972	13,087	4,337	27,396	17,454	11,005	6\$500	8\$700	7\$550	68
1895/96 to	8,000	11,000	4,000	23,000	17,500	8,500				80
1896/97 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1897/98 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1898/99 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1899/00 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1900/01 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1901/02 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1902/03 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1903/04 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1904/05 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1905/06 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1906/07 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1907/08 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1908/09 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1909/10 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1910/11 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1911/12 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1912/13 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1913/14 to	10,000	13,000	5,000	28,000	17,750	8,750				80
1914/15 to	10,000	13,000	5,000	28,000	17,750	8,750				80

PRODUCTION, CONSUMPTION, VISIBLE SUPPLY AND AVERAGE PRICES SINCE 1880.

COFFEE.

The above figures taken from M. Lancuville's «Le Café», show the Production, Consumption, Visible Supply, and Prices for five periods of 5 years, 1880/1910, and for subsequent crop years 1910/11 and 1911/12, and estimates for three years 1912/15.

Compared with the period 1900 to 1905 Production increased during the following period, 1905 to 1910, at the rate of 1,503,000 bags and consumption at that of 2,098,000 per annum. Meanwhile the annual addition to the Visible Supply, which during the period 1905-1910 averaged 1,098,000 per annum, during the period 1905-1910 fell to 503,000 bags.

The two crop years of the present quinquennium, already elapsed, show the position to have radically changed.

In 1910-11 consuming markets lived on their fat and used up 2,647,000 bags of the Visible Supply, which fell to 11,005,000 bags. During the ensuing year Production and Consumption were practically balanced, the shrinkage of the latter by 80,000 bags being caused by the rise of prices of 18 francs on an average compared with the previous two years, during which, as is notorious, the Visible Supply was practically exhausted.

The World's Production for the current crop is generally put at 15,000,000 bags and Consumption at 17,500,000; so that the reduction for the World's Stock of Coffee to 8,500,000 bags by 30th June next would in this case amount to 2,500,000 bags.

Owing to the abnormal conditions introduced by the late frost, estimates of production in S. Paulo for 1913-14 are peculiarly difficult, opinion there gaining ground daily that, instead of a very big crop, 10,000,000 bags at most must be expected, whilst it is quite possible the real yield may be even less. In 1902, under similar circumstances, when the crop had been estimated at 8,000,000, actual entries were only 6,395,000, of which 1,500,000 carried over from the previous crop.

Not to be too pessimistic, let us allow 13,000,000 for the whole of Brazil crops, which, with 5,000,000 for other countries, would bring the total for 1913-14 up to 18,000,000.

If consumption should reach 17 3/4 million bags, as seems probable, there would then be an increase in the Visible Supply of only 250,000 bags for that crop year.

What the crop for 1914-15 may be is a matter purely for conjecture. It is, however, indisputable that plantations in S. Paulo, Minas and Rio are not growing younger and that in three years time they will on an average be far past their prime and that production will consequently be on a rapid decline.

The average age of trees in S. Paulo cannot be much under 25 years; in some parts it is over 30 years. On the Dumont estate a great part of the trees are quite 40 years old, and, as the uniformity of those crops would seem to indicate, all that fresher plantation, in spite of admirable management, has affected it to maintain production practically stationary.

For seven years plantation was prohibited in S. Paulo. Of late prohibition has been relaxed and some planting has been ventured in districts served by the new railways now

in construction, and in Paraná. It will, however, take some years before these new plantations can become productive.

As regards an increase in the East, this, to say the least of it, is dubious, Robusta coffee, though less subject to leaf disease, not being entirely exempt from it.

Allowing, then, 20,000,000 for the World's Production in 1914-15, the total for the 5 years 1910-11 to 1914-15 would amount to 84,898,000 bags, and be 4 1/2 millions under that of the previous period of five years, 1905-1910.

Supposing, even, that, owing to high prices, Consumption were stationary during this period, at an average of 17 3/4 millions or 87,625,000 in all, there would be a shortage for the quinquennium of 2,727,000 bags, and should these anticipations materialise, the maintenance of high prices and perhaps a still further advance would seem to be inevitable.

The following is translated from the «Diario Popular» of São Paulo of 4th October:—«Advices from different parts of the interior are to the effect that plantations have suffered severely from frost, continuous low temperature, and rain, and that a great part of the young coffee trees may be considered as entirely lost. In several districts losses are estimated at 50 per cent. Older trees also suffered considerably. In the Jahú district over 200,000 bearing trees were destroyed; some planters going so far as to maintain that the late frost was even worse than that of 1902.

«Altogether the damage to the growing crop is expected to be not less than 30 per cent., which on a maximum estimate of 13,000,000 bags, would reduce the estimate for the 1913-14 crop to 10,000,000 bags at most.

From Ribeirão Preto it is reported that the August and September flowerings are seriously prejudiced. Until the end of January it is not possible to estimate the true extent of the damage caused by the weather.



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# The Defence of Rubber

## CALL FOR TENDERS

### For Establishment of Coal and Oil Depôts in the Valley of the Amazon.

BY ORDER of the Minister of Agriculture, Industry and Commerce, I hereby make known that on 30th December next Tenders will be received at the Offices of this Superintendency in Rio de Janeiro for the establishment of Coal and Oil Depôts for supply to any steamships requiring same plying on the Amazon rivers, in accordance with Arts. 64 to 74, Chap. III. of the Regulations comprised in Decree 9,521 of 17 April, 1912.

The process for realisation and decision of tenders shall be in accordance with the conditions subjoined:—

#### 1.

All Tenders must comply exactly with the dispositions of said Articles, which are to the following effect:—

Art. 61.—Coaling stations for supply of steamers on the Amazon rivers shall be erected at the following points, and others which experience may show to be advisable:—Belém do Pará, Cameta, Breves, Chaves, Mazagão, Gurupá, Souzel, Prainha, Santarem, Ponta Nova, Brasileira, Obidos, Parintins, Itacoatiara, Manáos, Caraveiro, Moreira, Santa Isabel do Rio Negro, Carmo do Rio Branco, Caracarahy, Boca do Canumã, Baetas, Boca do R. Machado, Boca do Purús, Campina, Nova Olinda, Camutama, Cachoeira de Hyntananam, Boca do Paulhny, Boca do Acre, Rio Branco, Senna Madureira, Coary, Tefé, Boca do Juruá, Juruapoca, Marahy, Boca do Taraucá, Cruzeiro do Sul, Boca do Jutahy, S. Paulo de Oliveira, Benjamin Constant and Santo Antonio de Maripi.

Art. 65.—The deposits shall be floating, and easily moved from one place to another in accordance with the requirements of navigation, and their tonnage shall be proportioned to the movement of steamers during each season on the respective rivers; they shall, moreover, be furnished with modern appliances for coaling and moving the coal with least possible amount of dust and as rapidly as possible.

Art. 66.—At the points where experience shows they are requisite, reservoirs of oil fuel shall be erected if necessary on the same vessels employed as coaling stations or on separate barges.

Art. 67.—The establishment of coaling stations and the coal for same shall be contracted by public tender by the Ministry of Agriculture.

Art. 68.—The barges or vessels for the depôts, as also the coal for same, shall be free of all import duties and registration fees.

Clearance at the Customs shall be granted on petition to the Ministry of Agriculture in advance for each separate cargo of coal.

Art. 69.—No coal thus imported may be sold except for the river navigation service.

Art. 70.—The prices at which coal may be sold to steamers shall be in accordance with schedules duly approved by the Minister, and unalterable during the year except in case of force majeure at judgment of Government.

Art. 71.—The contractor shall be exempt from payment of State or Municipal taxes of any kind, such services being considered of public federal character.

Art. 72.—In places where there are no Government coaling stations, the contractor shall have the preference for supplying coal from his own depot for use of ships of war at the same prices as to private owned steamers.

Art. 73.—In case of necessity and on the demand of the Government, the contractors shall put at its disposition all the deposits in their possession, payment for which shall be made immediately after for all or part of the coal delivered and afterwards of whatever deposits destroyed together with the sum corresponding to suspension of profits for the period during which business was interrupted calculated at the rate of the corresponding period of the year before.

Art. 74.—Competition shall turn on the date of installation of said deposits and the terms of reversion to the Union and the price at which the coal will be sold during the first year.

#### 2.

Of the Depôts mentioned in Art. 61, the following shall be established at once:—Belém do Pará, Santarem, Itacoatiara, Manáos, Caraveiro, Tefé, Boca do Jutahy, Boca do Aripuarão, Porto Velho, Campina, Labrea, Boca do Acre, Juruapoca, Marahy, and Boca do Taraucá, and the remainder within the period of five years and in accordance with Government stipulations as to the respective locality in which each depôt is to be established during the year following.

#### 3.

The choice of Tenders shall obey the following prescriptions:—

(a) Before any Tender is taken into consideration the Examining Committee shall first satisfy themselves with regard to the responsibility of the party tendering.

(b) Within three days of receipt of tenders a declaration shall be published in the «Diário Oficial» (Official Gazette) of the names of the parties tendering whose responsibility is judged acceptable.

(c) On the second working day following the publication of the aforesaid declaration and at the hour fixed therein, the tenders previously determined to offer satisfactory guarantee of responsibility shall be opened and read in the presence of the parties interested as also of any others who may desire to assist at this formality.

(d) Each tenderer or his representative shall initial all the other tenders as also the Examining Committee.

(e) The tenders of parties that do not satisfy the conditions of responsibility shall remain unopened and be returned to the parties interested immediately after publication of the declaration referred to in Clause «b».

(f) Should no question be raised as regards the responsibility of any tenderer, tenders may be opened and read on the day of receipt of same.

(g) Before any decision with regard to the acceptance of tenders is arrived at, they shall be published verbatim in the «Diário Oficial» (Official Gazette).

(h) The following tenders shall be excluded, even should the responsibility of the tenderers have proved satisfactory:—

I. All tenders not in accordance with the conditions stipulated in the above cited Articles of the Regulations of 17 April, 1912, or of the present Call for Tenders.

II. All tenders determining a period under six and in excess of eighteen months, counting from date of signature of the respective contract for establishment of the depôts specified in Clause 2.

(i) Those Tenders shall have the preference that within the limits above-mentioned, stipulate least time for the establishment of the Depôts specified in Clause 2 and for the reversion to the Union of same and the lowest price of fuel for sale during the year.

(j) In case of equality between conditions of two tenders as regards two of the above-mentioned conditions of preference, the contract shall be awarded to the party offering the greater advantage as regards the third aforementioned condition, and in case of neither agreeing to any of them, the contract shall be awarded to the party that, within the period stipulated in No. 12, II., letter «h», and of the maximum term of 90 years for reversion, offers the most advantageous prices for sale of fuel.

#### 4.

Certificates and references proving the responsibility of tenderers shall be presented together with the tenders.

themselves, but under separate covers, duly closed and sealed, with the name of the respective tenders inscribed on each.

5.

Tenders must be duly stamped and legalised and enclosed in sealed envelopes bearing the name of the party presenting same.

The dates and prices for supply of fuel during the first year referred to in Art. 74 of the Regulations shall be written in full and also in numerals without erasures or amendments.

6.

Tenderers shall deposit at the Treasury up to 28th December or at the Delegacy of same in London up to 29th November, surety to value of twenty contos of reis (20:000\$000) as guarantee of signature of the contract.

For execution of the contract the surety shall be raised to sixty contos of reis (60:000\$000.)

The certificate of deposit in surety of signature of contract must be accompanied by the proofs of responsibility referred to in Clause 4. Failure to present the latter will imply exclusion of the respective tender as determined in Letter (c). Clause 3.

7.

The surety referred to in part 1 of Clause 6 will be forfeited in case of non-signature of the respective contract within 15 days of publication in the «Diario Oficial» of a summons to that effect.

8.

The contractor who fails to effect all the deposits stipulated in Clause 2 of this Call for Tenders by the date fixed shall be liable to a fine of 500\$000 (500 milreis) for each day in retard up to 30 days; that of 1.000\$000 (one conto of reis) for each day in retard from 30 to 60 days; and of 2.000\$000 (two contos of reis) for each day in retard from 60 days to 90 days. On expiration of the last-mentioned period the contract will be considered rescinded and the surety, referred to in Clause 6, as forfeited by the contractors, who, moreover, shall be obliged to make restitution of the value of the duties on all materials imported duty free under Art. 68 of the Regulations of 17th April.

9.

Any reduction of the surety entailed by fines applicable under Clause 8, or of the fines of 500\$000 to 5:000\$000 applicable to the contractor for infractions of Arts. 69 to 70 of the Regulations, shall be made good within a period of 30 days.

10.

At the date fixed for reversion to the Union, for which no indemnity can be claimed by the contractor, with exception of that for the stock of fuel (coal and oil) existing at the different depôts, estimated at prices fixed in the respective approved schedule, all the depôts and equipments and fixtures employed by the contractor must be in perfect state of preservation.

Rio de Janeiro, 23rd September, 1912.

(Signed) RAYMUNDO PEREIRA DA SILVA.  
Superintendent.

### CALL FOR TENDERS

**For Establishment of Factories for Manufacture of Rubber and for Improvement of same.**

NOTICE of the Minister of Agriculture of 26th September, 1912, addressed to Superintendent of the «Defence of Rubber.»

In attendance to representations made to me by parties interested in the Establishment of Factories for Improvement of Rubber and manufacture of same, I hereby authorise you to extend the time for presentation of tenders and substitute J, n. 2, Clause 2, of the original Notice for the following:—

In case of tenders being identical as to time, preference as regards factories for the improvement of the raw material shall be given to that specifying the lowest price for washing and treatment of same, and as regards manufactures to the plans and specifications promising the greatest diversity of products.

§ In no case may the price of sale of said products to Government, provided for in Art. 23, Letter d. of the Regulations of 17th April, 1912, exceed the value of similar articles imported from abroad c.i.f. at the Brazilian ports at which delivery is to be effected.

By Order of the Minister of Agriculture, I hereby make known that on 30th November next Tenders will be received at this Superintendency in the City of Rio de Janeiro for establishment of factories for Manufacture of Rubber and for Improvement of same in accordance with Arts. 23 to 25, solo cap. Letter II, of the Regulations approved by decree 9521 of 17 April, 1912.

The process for realisation of the Tenders shall be as follows:—

1.

All tenders must conform precisely with the dispositions of the herewith cited Articles:—

Art. 23.—To the first factory for refination of Seringa Rubber established at each of the cities of Belém and Manáos, and of Manicoba and Mangabeira Rubber in each of the States of Piauhv, Ceara, Rio Grande do Norte, Pernambuco, Bahia, Minas Geraes, and S. Paulo, as also to the first factory for manufacture of rubber goods established at Belém, Manáos, Recife, Bahia, and Rio de Janeiro, the following premiums shall be conceded:—

(a) Not exceeding 100:000\$ (milreis) payable in cash to factories for refining Seringa rubber.

—Not exceeding 100:000\$ (milreis) payable in cash for refining of Manicoba and Mangabeira.

—Not exceeding 500:000\$ (milreis) for manufacture of rubber goods.

(b) Exemption from import duties and registration dues in the form and processes described in Arts. 3 and 9 conjointly, for all materials, machinery, implements, of the factory, as also all chemicals, textiles and other materials such as coal and oil, indispensable for the working and maintenance of the factory, for a period not exceeding two years.

(c) The right of expropriation for public utility, in the form established by law, of land and improvements on same belonging to private persons, if necessary and appropriate for the equipment of factories and their dependencies.

(d) Preference by Government for purchase of articles used by the Army, Navy, and Public Services, if manufactured by said factories in a form to compete as regards quality with those of foreign manufacture. A contract shall be entered into with each factory separately for the supply of goods classed as 1st class at the Expositions treated of in Art. 95.

(e) Exemption from all Municipal and State taxes for the period mentioned in par. (b), those factories being regarded as engaged in the services of the Federal Government.

Art. 24.—To acquire a title to these favours, the manufacturer or company proposing to mount one or more factories will be subject to the following conditions and formulas:—

1. A petition must be addressed to the Minister of Agriculture accompanied by the following documents:—

(a) A general and detailed plan of the factory;

(b) A schedule of the cost of same;

(c) A descriptive report showing the estimated output of each factory, the goods proposed to be manufactured, the lowest price to be charged for the washing and refining of rubber for export of a uniform and superior type for each quality, as also all other information to enable Government to form a clear and precise opinion of the importance of the proposed factory.

(d) Certificates and references establishing the standing and responsibility, professional and financial, of the petitioner.

2nd. A reversionary clause shall be inserted in the respective contract with the Ministry of Agriculture to take effect at the close of the Agreement.

3rd. The official charged with inspection shall have free access to the works during construction, in order to verify the real cost of the first installation and the premium be fixed, which in any case shall not be less than one-fourth part of the cost, so long as it does not exceed the maximum determined in Clause (a) of Art. 23. Access shall also be allowed to the installation after its inauguration in order that the inspecting official may, whenever he thinks fit, determine whether the materials imported free of duty are effectively and exclusively employed in the factory.

4. An annual statistical statement shall be forwarded through the Inspector to the Ministry showing:—

(a) The quantity, quality, and origin of the rubber employed.

(b) The species, quantity, and value despatched by the factory both for internal consumption and export.

(c) The number and the nationality of the operatives employed during the year with their respective emoluments.

Art. 25.—The money premium shall be payable immediately after the factory has been inaugurated, at the Federal Treasury or branch of same of the State in which it is situated on authorisation of the Minister of Agriculture.

## 2.

The choice of Tenders will obey the following principles:—

(a) Before any Tender is taken into consideration the Examining Committee shall first satisfy themselves with regard to the responsibility of the party tendering.

(b) Within three days of receipt of tenders a declaration shall be published in the «Diario Official» (Official Gazette) of the names of the parties tendering whose responsibility is judged acceptable.

(c) On the second working day following the publication of the aforesaid declaration and at the hour fixed therein, the tenders previously determined to offer satisfactory guarantee of responsibility shall be opened and read in the presence of the parties interested as also of any others who may desire to assist at this formality.

(d) Each tenderer or his representative shall initial all the other tenders as also the Examining Committee.

(e) The tenders of parties that do not satisfy the conditions of responsibility shall remain unopened and be returned to the parties interested immediately after publication of the declaration referred to in Clause (b).

(f) Should no question be raised as regards the responsibility of any tenderer, tenders may be opened and read on the day of receipt of same.

(g) Before any decision with regard to the acceptance of tenders is arrived at, they shall be published verbatim in the «Diario Official» (Official Gazette).

(h) The following tenders shall be excluded, even should the responsibility of the tenderers have proved satisfactory:—

I. such tenders as are not in accordance on any point whatsoever with the conditions transcribed from the Regulations of 17th April, 1912, or with the stipulations of this Call for Tenders.

II. Such tenders as determine periods of not less than twelve months or over thirty-six for opening the factories for manufacture of rubber and less than twelve or over twenty-four month in case of factories for improvement of raw material.

(i) For construction and equipment of factories for manufacture and those for improvement of rubber, preference will be given to the tenders fixing the smallest period, within the limits aforesaid, for final inauguration of the factory.

(j) In case of Tenders being identical as to time, preference as regards factories for the improvement of the raw material shall be given to the lowest price for washing and treatment, for working and improvement, and as regards manufactures to the plans and specifications promising the greatest diversity of products.

§ In no case may the price of sale of said products to Government, provided for in Art. 23, Letter d, of the Regulations of 17th April, 1912, exceed the value of similar articles imported from abroad c.i.f. at the Brazilian ports at which delivery is to be effected.

(k) Should there be a fresh tie on these points, preference will be given to the tender offering the largest amount of capital for foundation of the factory or mill, to be determined in view of the plans, estimates, and reports

referred to in letters a, b, and c. Clause No. 1 of Art. 24 of the Regulations of 17th April, 1912.

## 3.

The certificates and references as regards the standing of tenderers (Art. 24, Condition No. 1, Letter d) shall be presented conjointly with the respective tenders, but under separate covers duly closed and sealed, and with the name of the person presenting same inscribed thereon.

## 4.

The tenders or requisitions and documents referred to in letters a, b, and c, Condition 1, of Art. 24, all duly stamped and legalised, must be also presented under covers duly closed and sealed, with the name of the tenderer inscribed thereon.

All dates and prices for washing and improvement of rubber and the percentages referred to in paragraph of Letter (i) (Clause 2) and for the capital referred to in Letter (k) shall be stated in full as also in numerals.

## 5.

Tenderers shall deposit at the National Treasury or at the Delegacy of same in London up to 30th October security to value of twenty contos (20:000\$300) or of ten contos of reis (10:000\$000) as guarantee of the contract for the manufacture of goods or that for improvement of raw rubber respectively being duly signed.

In guarantee of the execution of said contract the aforementioned security shall be raised to one hundred contos of reis (100:000\$000) in case of factories for manufacture and improvement of Seringa rubber, and to thirty contos of reis (30:000\$000) for factories for improvement of Mangabeira rubber. The certificates proving deposits in guarantee of the signature of the contracts having been effected must accompany the certificate proving the standing of the tenderer as described in Clause 3.

Failure to supply these documents will imply the exclusion of the tenderer as provided under Letter e of Clause 2.

## 6.

The security referred to in first part of Clause 5 shall be forfeit should the tenderer fail to sign the respective contract once adjudicated, within the period of 15 days from notice being published in the «Diario Official» to that effect.

## 7.

The contractor who fails on the day fixed in the contract to finally inaugurate the respective factory, saving «force majeure» determinable at judgment of Government, shall be liable to a fine of one conto of reis (1:000\$000) for each day in excess up to 30 days; that of two contos of reis (2:000\$000) for each day in excess from 30 days to 60 days; and three contos of reis (3:000\$000) for each day from 60 to 90 days, and after which the contract will be considered rescinded and the contractor forfeit the surety mentioned in second part of Clause 5, being moreover obliged to reconstitute the value of all duties on materials imported under the exemptions specified in Letter b, Art. 23, of Regulations of 17th April, 1912.

## 8.

The term for reversion referred to under Condition 2 of Art. 24 of said Regulations shall be 90 years, counting from signature of contract, for both factories for manufacture and mills for improvement of rubber.

## 9.

On the date fixed for reversion, the factories and mills must possess their complete equipment, inclusive of buildings and accessories, all in perfect state of preservation.

## 10.

The sureties referred to in Part 2 of Clause 5 shall be repaid to the contractors immediately after inauguration of the factories or mills.

In compliance with the above mentioned notice, the date of 30th December next is hereby fixed for receiving tenders referred to in this Call for Tenders.

Rio de Janeiro, 27th September, 1912.

(Signed) RAYMUNDO PEREIRA DA SILVA.  
Superintendent.