

The Brazilian Review

VOL. XII

RIO DE JANEIRO, TUESDAY, October 5th 1909

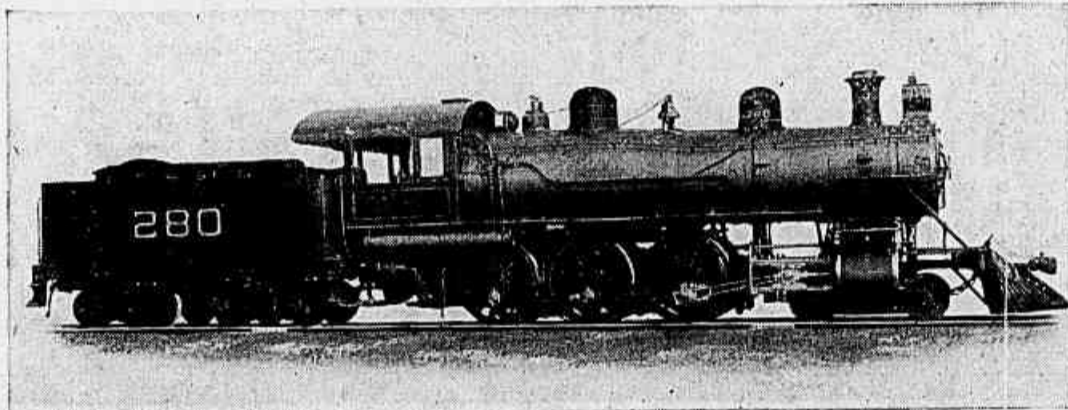
No. 40

BALDWIN LOCOMOTIVE WORKS, Philadelphia, Penn.
PRINCIPAL OFFICES AND WORKS, 500 BROAD STREET

MANUFACTURERS OF

Locomotives

BROAD AND NARROW GAUGE
 SINGLE EXPANSION and COMPOUND



Electric Motor and Trailer Trucks for Railway and Suburban Service. Like parts of different engines of same class perfectly interchangeable. Locomotives particularly adapted for Logging and Industrial purposes and for Mines and Furnaces.

Plantation Locomotives for Permanent or Portable track.

All Work Thoroughly Guaranteed.

Illustrated Catalogue furnished on application of customers.



Sole Representatives in Brazil:

NORTON, MEGAW & Co., Ltd.,

N. 58, Rua Primeiro de Março, Rio de Janeiro.

Olsina =

WATER PAINT

Made by Mander Brothers — Wolverhampton.

Agents and representatives -- BORLIDO MAIA & C.

Rua do Rosario 55-58--Rio de Janeiro.

Satinette

The perfection of white enamel for house decoration

Made by
PINCHIN JOHNSON & Co.
 LONDON

See our advertisement
 on third page.



**CELESTINA
 DISTEMPER**

Resisting and Sanitary Water Paint for inside and outside decoration

Sole agents in Brazil: **BORLIDO MONIZ & CO. --- Rio de Janeiro.**

DICK'S PATENT BELTING

Telegraphic Address: "GUTTA PERCHA," GLASGOW.

A B C and A1 Codes Used.

R. & J. DICK -- Greenhead Works GLASGOW

AGENTS AND REPRESENTATIVES

BORLIDO MAIA & Co.

17, RUA DO ROSARIO--Rio de Janeiro -- BRAZIL



RIO DE JANEIRO FLOUR MILLS & GRANARIES LIMITED

Telegraphic Address "Eplaermis"

Post Office Box N. 486

Mills. Rua da Gambôa, No.

HEAD OFFICE:

LONDON: 48, Moorgate Street, E. C.

BRANCHES:

S. PAULO: 4, Rua da Quitanda.

ROSARIO: 1086, Calle Santa Fé.

BUENOS AIRES: 335, Calle B. Mitre.

AGENCIES:

Victoria, Bahia, Maceió, Pernambuco,

Ceara, Maranhão and Pará

Curitiba, Desterro, Rio Grande, Pelotas

and Porto Alegre

These Mills are the LARGEST in the SOUTHERN HEMISPHERE and are fitted throughout with the most MODERN MACHINERY. For the superiority of their flours they were awarded a GOLD MEDAL at the PARIS UNIVERSAL EXHIBITION of 1889 and the "FIRST PRIZE of BRAZIL" at the ST. LOUIS EXHIBITION of 1904, the brands of same, which are duly registered at the Junta Commercial, are as follows:

"NACIONAL"

"SAVOIA"

"BUDA-NACIONAL"

"BRAZILEIRA"

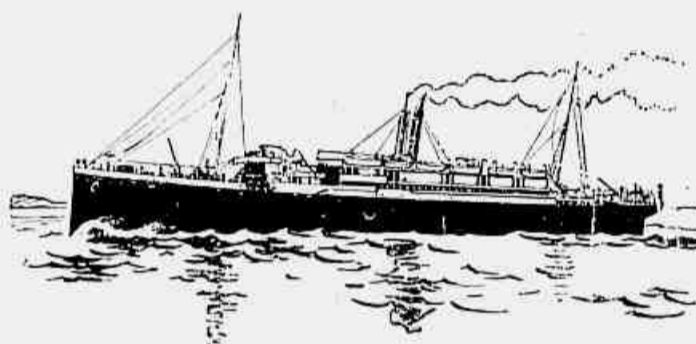
"SEMOLINA"

Daily production of Flour and Bran: 10,000 Bags

Office: 108, Rua da Quitanda, Rio de Janeiro

THE ROYAL MAIL STEAM PACKET COMPANY

	Tons		Tons
<i>Asturias</i>	12,500	<i>Danube</i>	6,500
<i>Avon</i>	11,000	<i>Thames</i>	6,000
<i>Araguaya</i>	10,500	<i>Clyde</i>	6,500
<i>Amazon</i>	10,000	<i>Nile</i>	6,000
<i>Aragon</i>	10,000		



Tel. OMARIUS - Rio ——— P. O. B. 21

E. L. HARRISON—Representative — 53 and 55, Avenida Central

FRY, MIERS & CO

112, Cannon Street

London E. C.

ENGINEERS, MERCHANTS

— AND —

Contractors for Railway Material, etc.

TELEGRAPHIC ADDRESS "FOUNDATION — LONDON"

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

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

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

C. do Correio 211.-Telegrams, "FRY" - RIO JANEIRO

The Brazilian Review

R



VOL. XII

RIO DE JANEIRO, TUESDAY, OCTOBER, 5th. 1909

No. 40

SALUTARIS

DRINK SALUTARIS

Excellent aperient and digestive mineral water

Grand Prix... } Paris . . Exhibition 1906
National Exhibition 1908

Deposit: 83, Rua Primeiro de Março, 83 - Rio de Janeiro

The Western Telegraph Company, Limited.

THE ONLY DIRECT ROUTE WITH SOUTH AMERICA UNDER ONE MANAGEMENT.

CABLE STATIONS IN SOUTH AMERICA:-

WESTERN TELEGRAPH COMPANY.

Brazil:-
Para (Travessa Campos Salles No. 1).
Maranhã, Ceara.
Pernambuco (Rua do Comercio No. 2).
Bahia (Rua das Princesas No. 7).
Rio de Janeiro (Rua da Candelaria No. 9).
Santos (Praça Mauá No. 29).
S. Catharina, Rio Grande do Sul.

Uruguay:-
Montevideo (Calle Cerrito 146).

RIVER PLATE TELEGRAPH COMPANY.

Argentina:-
Buenos Aires, 287 and 291, Calle San Martin.

WEST COAST OF AMERICA TELEGRAPH COMPANY.

Chili:-
Arica, Pisagua, Iquique, Antofagasta, La Serena,
Coquimbo, Concepcion, Coronel, Talcahuano.
Valparaiso (Calle Prnt 69).
Santiago (Calle Huérfanos).

Peru:-
Callao, Lima and Mollendo.



CABLE STATIONS IN EUROPE AND NORTH AMERICA:-

EASTERN TELEGRAPH COMPANY.

London: 11, Old Broad Street, E.C.
The Baltic Mercantile & Shipping
Exchange, St. Mary Axe, E.C.
449, Strand, W.C.

Liverpool: K13, Exchange Buildings.

Manchester: 44, Spring Gardens.

Glasgow: 5, Royal Bank Place.

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

Cardiff: 33, Merchants' Exchange, Butte Docks.

Madrid: Calle del Pez 5.

Marseilles: Hôtel des Postes

Malta: Central Station, St. George's.

Rome: 28, Via Venti Settembre.

COMMERCIAL CABLE COMPANY.

New York: Commercial Cable Building.

Boston: 112, State Street.

Halifax, Nova Scotia: 201, Hollis Street.

PLEASE MARK YOUR TELEGRAMS:-

From SOUTH AMERICA to ALL PLACES.

BRAZIL ... Via Western
Uruguay ... Via Madeira.
Argentina ... } Via Rio de la Plata.
Paraguay ... }
CHILI-
Punta Arenas ... Via Rio de la Plata.
All Other Places ... Via Eastern.
Peru ... } Via Eastern.
Bolivia ... }

To SOUTH AMERICA.

Great Britain ... Via Eastern Madeira.
France-Paris, North .. Angleterre Madère.
South .. Malte Madère
Germany Emden, Vigo, Madeira.
Belgium Eastern Madère.
Holland Emden, Vigo, Madeira.

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

AGENCIES-

PARIS: 37 Rue Caumartin.

ANTWERP: 61 Avenue Marie.

PORTO ALEGRE: K. W. Sefton, Caixa 13

HEAD OFFICES OF THE COMPANY-

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

THE BRAZILIAN COAL COMPANY, LTD.

REPRESENTATIVES OF

CORY BROTHERS and C. LTD of Cardiff and London.

Colliery Proprietors.

Coal Depôts in all the principal ports of the world.

A constant and fresh supply of Cory's Merthyr Steam Coal
always in stock.

Prompt delivery at reasonable prices.

Tugboats always ready for service.

Engineering Works.

Repairs to Ships, Launches, Machinery, Lighters, etc.,
effected with the utmost possible dispatch.

OFFICES:

Edificio da Bolsa Salas 26 and 27.

Entrance: Rua Gen. Camara.

Depot: ILHA DOS FERREIROS.

P. O. Box 774.

RIO DE JANEIRO LIGHTERAGE COMPANY LIMITED.

All kinds of Maritime harbour transport.
Loading and discharge of vessels.

Towage.

Launches on hire for excursions, and for
arrival and departure of packets.

Telephone No. 1,718.

Office Rua Visconde de Itaborahy
(CAES DOS MINEIROS)

The Brazilian Review

Editor—J. P. WILEMAN

OFFICES—RUA CAMERINO No. 61.

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

TELEGRAPHIC ADDRESS: "REVIEW"—RIOJANEIRO.

Subscription: 60\$ or £4 per annum.

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

Separate Copies 1\$200
Back Numbers 2\$000
1 £ = 16\$000.

AGENTS:—

RIO DE JANEIRO—
CRASHLEY & Co., rua do Ouvidor No. 36.
SAO PAULO—
HILDEBRAND & Co., rua 15 de Novembro.
SOLE AGENTS FOR ADVERTISEMENTS IN THE UNITED KINGDOM—
JOHN HADDON & Co., 132, Salisbury Square, E.C.
LONDON AGENTS FOR SUBSCRIPTIONS—
G. STREET & Co., Ltd., Cornhill, No. 30.
NEW YORK—
G. R. FAIRBANKS, Room, 22, 68, Broad Street.

All communications to be addressed to the Editor.

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

SCALE OF CHARGES FOR ADVERTISEMENTS IN ORDINARY POSITIONS.

SPACE	52 Insertns Per Insertn	26 Insertns Per Insertn	12 Insertns Per Insertn	6 Insertns Per Insertn	Single Insertn
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
One Page.....	3 10 0	4 0 0	4 10 0	5 0 0	5 10 0
Half Page.....	1 15 0	2 0 0	3 5 0	2 10 0	2 15 0
Third Page.....	1 4 0	1 7 0	1 10 0	1 14 0	1 17 0
Quarter Page...	18 0	1 0 0	1 3 0	1 5 0	1 8 0
1/2 inch×8 inch	4 0	5 0	5 6	6 6	7 6
1/2 inch×4 inch	2 0	2 6	3 0	3 6	4 0

The 52 and 26 Series Rates are for Consecutive Insertions.

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



Metal and Rubber Printing Stamps

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

Business Signs Engraved.

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

MAIL FIXTURES.

For Europe.

- Oct. 6.—Aragon, Royal Mail, for Southampton.
9.—Cap Ortegá, H.S.D.G., for Hamburg.
10.—Hollandia, H.R.L., for Amsterdam.
14.—Orissa, P.S.N.C., for Liverpool.
20.—Araguaya, Royal Mail, for Southampton.
21.—Cap Verde, H.S.D.G., for Hamburg.
27.—Cordillère, Mess. Mar., for Bordeaux.
27.—Ortega, P.S.N.C., for Liverpool.

For the River Plate and Pacific.

- Oct. 11.—Cordillère, Mess. Mar., for B. A.
12.—Oravia, P.S.N.C., for Valparaiso.
18.—Amazon, Royal Mail, for B. A.

For the United States.

- Oct. 18.—Vasari, Lamport and Holt, for New York.

FERREIRA IRMAO & C.

Specialities:—Fruit and Ice.

Fresh Fruit all the Year Round.

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

4, Rua Primeiro de Março, 6

Telephone No. 32.

Caixa (P. O. Box) 673 Telegr.: "Fructagel"
Rio de Janeiro.

S. MENDES & Co.

Rua do Senado, Nos. 57, 59 and 61. Telephone No. 133.

Branches at:—

Rua do Cattete, 269, formerly 213—Telephone 177.
Rua Christovão Colombo, 78 a 82, formerly 46.
Praça Tiradentes, 53—Telephone, 109.
Rua Haddock Lobo, 74—Telephone, 437.
Rua Camerino, 82 and 74, formerly 176—Telephone, 527.
Rua Senador Euzébio, 192, formerly 176—Telephone 105.
Praça Engenho Novo, 26, formerly 18—Telephone, 1,163.
Rua Conde de Bomfim, 1,291, formerly 193. Teleph. 13.
Estrada Nova da Tijuca, 45—Alto da Boa Vista.

Carriages of every description for marriages, christenings, funerals and excursions. Open all night. The stables at the Alto da Boa Vista are close to the terminal point of the electric cars, and carriages and saddle-horses are available for driving or riding in the Floresta, at reasonable prices.

Stables:—RUA DO SENADO, 75, formerly 47.

Clark

Grand Prix 1908.

THE BEST BOOT IN THE MARKET FOR
STRENGTH AND FLEXIBILITY
COMBINED WITH LIGHTNESS & DURABILITY

LARGE STOCK ALWAYS ON HAND IN THE
LATEST STYLES.

COMPLETE ASSORTMENT OF
BRITISH HOSIERY, FOOTBALLS, LEGGINGS,
WATERPROOFS.

Travessa do Ouvidor, 39

RIO DE JANEIRO

AGENTS IN ALL THE PRINCIPAL CITIES OF
BRAZIL.



SECÇÃO DE VAREJO

CASA FILIAES

Rio de Janeiro:

RUA DO OUVIDOR, 105
RUA DO CARIOCA, 33
RUA URUGUAYANA, 33

NICTHEROY:

RUA V. RIO BRANCO, 215..

BAHIA:

RUA FORMOSA, 31
RUA CHILI, 17

S. PAULO:

RUA 15 DE NOVEMBRO, 45
RUA S. BENTO, 8
AVENIDA R. PESTANA, 233

SANTOS:

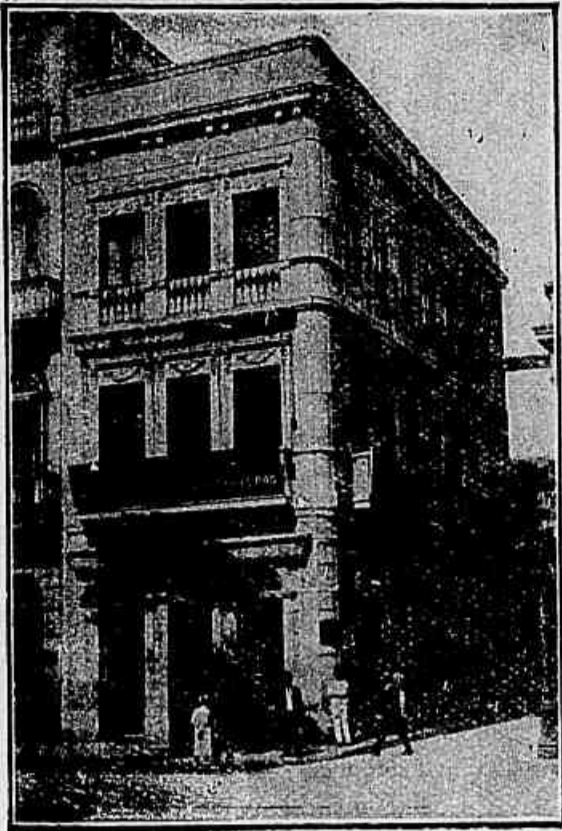
RUA 15 DE NOVEMBRO, 74

PERMAMBUCO:

RUA BARÃO DA VICTORIA, 31

Cable-Address BURLIDO-RIO

P. O. BOX 131



BORLIDO MAIA & CO.

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, Varnishes, Lubricating Greases, Burning Oils; Railway Apparatus, Industrial, Agricultural and Mining Machinery, Implements, Tools and Supplies; Packing, Pumps, Scales, Safes, Printing Presses, Artisans' Tools; Rubber, Leather and Canvas; Hose; Galvanized Iron, Portable Buildings, Wire Fencing, Babbitt Metal; Paints, Colors, Glass, Inks; Coachbuilders' Supplies; Electrical Machinery and Supplies; Clocks, Watches; Structural Iron, Builders' and Plumbers' Supplies; Sanitary Ware; Wool, Canvas and Duck

AGENTS AND REPRESENTATIVES for
 R. & J. Dick, Glasgow - Original Balata Belting.
 Mander Brothers, London - Olsina Water Paint.
 Bliven & Carrington New York - Lubricating Oils and Grease.
 Enfield Cycle Co. Ltd. Redditch, England - Royal Enfield Cycles.
 Wm. Simons & Co., Ltd., Renfrew Scotland - Dredge Constructors

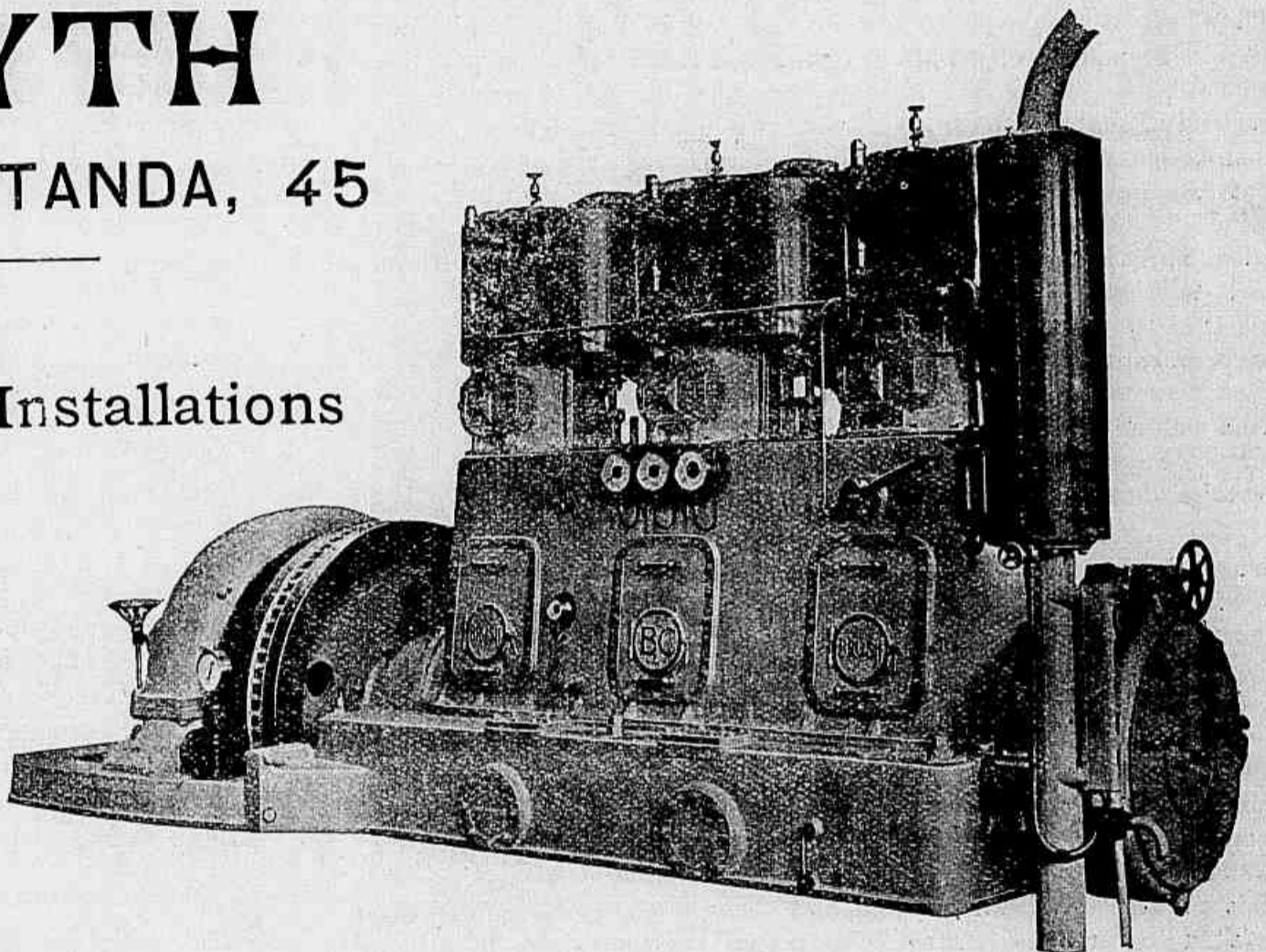
Head-Office: Rua do Rosario 17 - Rio de Janeiro - Brazil

H. SMYTH

45, RUA DA QUITANDA, 45

Light and Power
Electric Installations

Sole Agent in Brazil of
**THE BRUSH ELECTRICAL
 ENGINEERING CO. LTD.**
 LONDON and LOUGHBOROUGH.



Post Office Box No. 312

Telephone No. 1.150

Telegraphic Address: "Batteria" -- RIO DE JANEIRO

Borlido Moniz & Co., MACHINERY & RAILWAY MATERIAL

Greases and Lubricating Oils, &c., &c. . . .

ESTABLISHED 1891

P.O. Box N. 262, Rio de Janeiro, Brazil.

Telegraphic Address: "MONIZ," Rio de Janeiro.
 Cable Codes—Lieber's Standard; ABC, 5th Edition. A 1 Teleg Code: Western Union

Warehouse:—RUA GENERAL CAMARA No. 89.

DEALERS IN

Lubricating Oils and Greases, Iron, Steel, Metals of every kind, Tools, Repair Material for R. R. Cars and Engines, Paints and Colors, Packings, Mechanical Supplies, Railway Apparatus, Asbestos, Leather and Rubber Products.

Permanent Stock of Steam and Galvanised
 Tubes from
STEWARTS & LLOYDS, of GLASGOW.



Warehouse:—Rua Theophilo Ottoni No. 38.

IMPORTERS OF

Locomotives, Railway Material, Engines, Boilers, Agricultural Implements, Portable Buildings, Mining and Industrial Machines Iron Buildings and Structural Steel, Launches and Naval Constructions by Orders.

AGENTS AND REPRESENTATIVES OF

Pinchin, Johnson and Co., London—Satinette Paint a Speciality.

Gas Engine and Power Company, and
 Charles L. Seabury and Co. Consolidated,
 of New York. } Shipbuilders and Naval
 Constructors.

GENERAL COMMISSION AGENTS.

OPEN TO ACCEPT SOLE AGENCIES TO INTRODUCE ANY ARTICLE OR MACHINE IN THE BRAZILIAN MARKETS.

Head Office: 65, AVENIDA CENTRAL, 67, Rio de Janeiro, Brazil.

Manufacturers' & Merchants' Representatives.

Brazilian Government and Railways Contractors

CATALOGUES SOLICITED and CORRESPONDENCE IN ENGLISH, FRENCH, SPANISH and PORTUGUESE.

GENERAL NEWS.

Local Items.—The returns of the Directorate-General of the Public Health for the week ended September 26th, 1909, are as follows:—Yellow fever, 0; bubonic plague, 1; smallpox, 0; measles, 0; scarlet fever, 0; whooping cough, 0; diphtheria, 0; influenza, 9; typhoid fever, 0; dysentery, 1; beriberi, 0; leprosy, 0; erysipelas, 0; marsh fevers, 3; pulmonary diseases, 53. Total deaths from all causes, 226, equal to an annual rate of 18.49 per thousand inhabitants. Mortality of infectious diseases to total number of deaths, 30.97 per cent. Under treatment in hospitals: Yellow fever, 0; smallpox, 7; bubonic plague, 2; under observation, 37.

— During the week the weather has been somewhat variable but generally warm, and at times even muggy. A severe thunderstorm one evening tended to clear the air and make things more pleasant. The health of the City remains good, the number of deaths having been 226, as against 224 in the previous week and 619 for the corresponding week last year. There were no deaths from smallpox, 9 from influenza and 53 from tuberculosis, as against 0, 9 and 56 respectively during the previous week.

— As was only natural, the main topic of conversation during the week was the trouble between the police and the students which ended in the death of two of the latter, a description of which was given in our last number. After the dismissal of the Commandant of the Police Force, General Aguiar, Government issued a notice to the City to the effect that they trusted that there would be no more disturbance of the public peace and that any tendency to disorder would be most rigorously checked. They begged the people to be calm and promised that a full inquiry should be made, responsibility fixed and those to blame punished without fear or favour, be they who they might. It was further requested that no meetings should be held in public places or any insults offered to civil or military authorities such as might possibly have been the case in the excited state of the public mind. This notice on the part of Government had the desired effect and there were no further disturbances, whilst the authorities, very wisely, confined the Military Police Force to barracks for three days until things had quietened down. When the Force once more undertook the policing of the streets it was noticeable that there were no signs of ill-will on the part of the populace. This was only right, for it would be scarcely fair to tar the whole force with the brush of violence on account of the brutalities of certain of its members.

— The inquiry which was instituted by Government is now proceeding and, so far as can be judged, it appears that General Sousa Aguiar gave no orders which even the most malicious could construe into a direct injunction to attack the students. It seems that subordinate officers took too much on their shoulders and as the inquiry proceeds the direct responsibility will no doubt be fixed. At the same time, General Sousa Aguiar, as head of the Force, is morally responsible for the acts of his subordinates and therefore Government was quite justified in dismissing him from his post. He has asked that he may be tried by a Military Court in order that his complete innocence may be openly proved. This request has been granted and three generals have been appointed to form the Court. The actual assassins have been dismissed from the Police Force and will be tried in the Civil Courts on the charge of murder. Government may be trusted to sift the whole matter to the bottom and we hope that, in a few days, the responsibility will be fixed and the community reassured by the execution of full justice and ample punishment.

— Considerable stir has been caused in official circles by the decision of Government, already referred to in these columns, to do away with pluralities. The people whom this seems most to affect are the professors in the various schools and colleges, who are, in many cases, holding important Government posts but find time, for a consideration, to lecture. The faculty of Law in S. Paulo has protested to Government on the plea that the payment of professors, who hold other appointments, is not an accumulation of salaries in the true sense of the word, and indeed, as has been pointed out, this is more or less the case, for it would be quite easy to pay the whole of the money needed for the salaries of the various professors to one or two in a lump sum, as their technical salary, whilst they in their turn would pay the salaries of the others out of this lump sum. What will eventually be arranged with regard to this question of pluralities as regards the professors is not quite clear, but it would seem to be unfair to the schools that they should be deprived of some of their best lecturers whilst, at the same time, the whole system of pluralities is an abomination to the State. Possibly some sort of compromise will be arranged but, so far, there does not seem to be any yielding on the part of Government, which, after all, is acting in the best interests of the country by doing away with what, in nine cases out of ten, was an abuse. There are exceptions to every rule, however, and it seems likely that some means will be taken to prevent the schools being deprived of their lecturers who, after all, are not all Poo-Bahs.

— A few weeks ago we published the schedule of prices for the hire of public automobiles in the streets of the City and since then a slight modification has been made by the Chief of Police. Whilst from 6 a.m. to 1 a.m. the prices remain the same, between 1 a.m. and 6 p.m. the charge will be 1\$000 for a course of 1,200 metres and 300 reis for each fraction of 300 metres in excess of the said 1,200, irrespective of the number of passengers carried. For waiting, a charge of 200 reis per minute will be made. These charges come into force from the moment that the hirer engages the car.

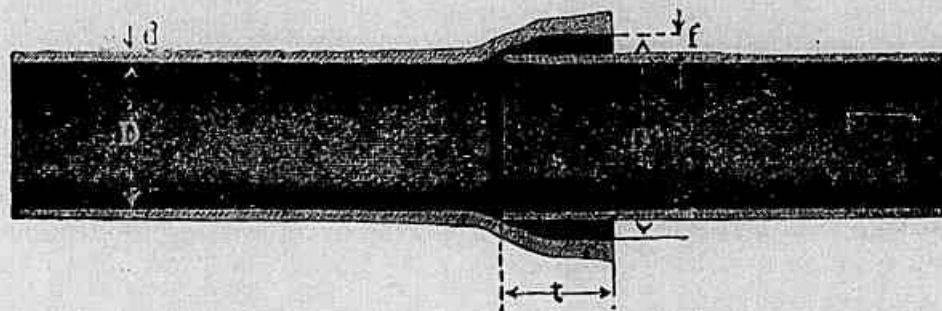
— A new law will shortly be promulgated dealing with forgers, coiners and embezzlers and it is to be hoped that it will be stricter than those which are now in force. The fact that a false convertible note has been presented for exchange into gold has fluttered the doves at the Caixa de Conversão and everybody is on the "qui vive." In S. Paulo a few days ago a man was sentenced to 12 years imprisonment for passing false paper money in one of the towns of that State, and a few more salutary punishments like this would have a most excellent effect. It is said that most of the false notes come from Montevideo, but we fancy that there are quite enough forgers here if only the police could lay hands on them. At intervals we hear of the police making a successful raid, but the intervals are somewhat extended, whilst, in many cases, the sentences passed on the criminals are really nominal and, after a year or so in gaol, these gentry appear to prey once more on society. Apropos of forgers, we heard rather an interesting story the other day and, at the risk of repeating a chestnut, will inflict it on our readers though, of course, we cannot vouch for its veracity:—A Portuguese merchant, after many years in Brazil, went off to Portugal, having made his pile and left his partner to run his old business here. After a few months the partner here received a pile of notes of a total value of 50:000\$ from his friend in Portugal who said that he had discovered the secret of forging them in such a way as absolutely to defy detection, and asked him to pass them here. The notes were all duly passed without the least trouble and then the partner wrote to Portugal asking for more! The partner on the other side said he would send more along on receipt of a draft for 100:000\$. This was duly sent, but nothing more was heard afterwards of the partner in Portugal who apparently knew his friend well and had, in reality, sent him in the first instance 50:000\$ of quite good notes as a bait! Set a thief to catch a thief.

— The Mint has just received a consignment of 91 bars of silver weighing, in all, some 4,550 kilos. The minting of the new coins, which has been suspended for a short time, will now recommence. The first to be minted will be those of 1\$000 each, as the supply in the Mint is now completely exhausted. Government has authorisation to mint silver coins up to the value of 42,000:000\$, or £2,625,000, whilst as a matter of fact so far the value of the coins minted is only 15,000:000\$, or £937,500. Silver coins are now very common in Rio; indeed, the old, and usually filthy, notes of 1\$000 and 2\$000 are now rapidly disappearing. It is stated, furthermore, that the Minister of Finance is about to call in the old silver issues previous to that which has been minted for the last two years. With regard to nickels, the demand seems to be small, as there are lying in the mint coins of 400, 200 and 100 reis to the value of some 20,000:000\$. As is natural, in the interior the old notes still are difficult to withdraw from circulation, so much so indeed that even obsolete paper money dating back to long before the Declaration of the Republic is considered as quite good currency in many parts of the far interior, though if it were brought to Rio it would be worthless. With regard to the minting of gold coins, a contemporary says that of late there has been a sensible increase. It appears that in 1904 the amount of gold coins minted only gave a value of 14:290\$000. In 1905 no gold at all was minted, and in 1906 the value was only 7:920\$000. In 1907, however, the value of gold minted was 74:980\$000 and in 1908, 126:910\$000. This proportion has been maintained during the current year, for up to the end of September the value of gold minted was 77:050\$000, whilst it is expected that the total sum for the year will greatly exceed that of 1908. The gold minted of recent years has been confined to pieces of 20\$000 and 10\$000, no 5\$000 pieces having been struck. At present exchange a piece of 10\$000 gold is worth 18\$000 paper and a piece of 20\$000, 36\$000. If a private individual sends a bar of gold to the Mint to be made into gold coins, he has to pay 1½ per cent. on the value of the gold and a further 3\$000 for the two tests to which the bar of gold sent in by him is submitted. As it is stated that within a short time the percentage referred to will probably be reduced to 1 per cent., it would appear that it will soon, if exchange keeps up, be more profitable to mint gold here than to export it.

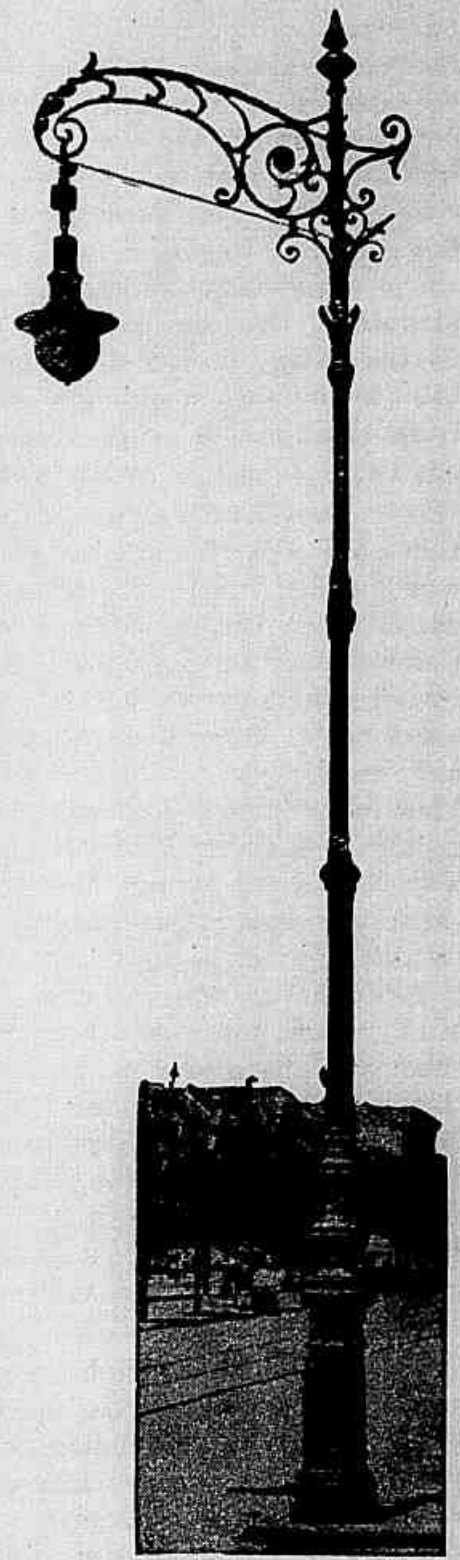
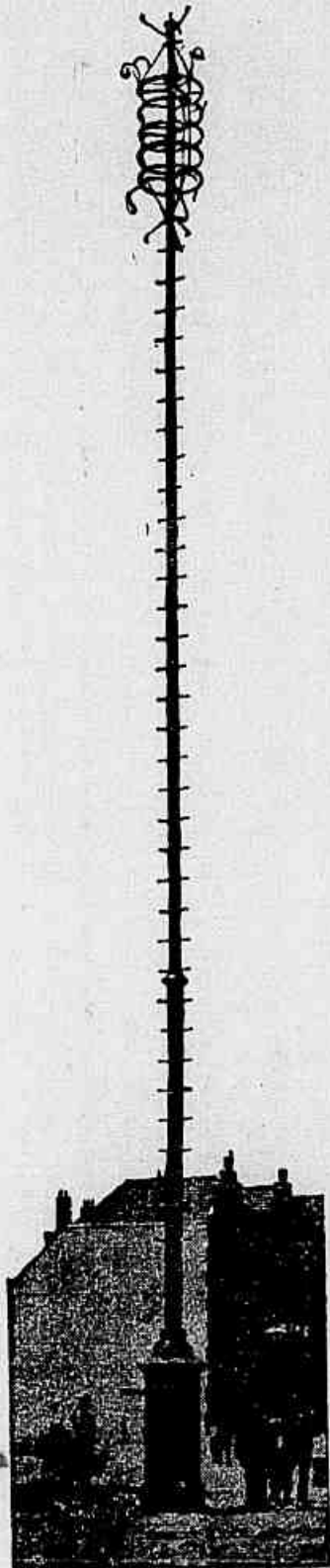
— In view of the smallpox epidemic of last year and the measures taken to encourage vaccination, it is interesting to keep an eye on the returns issued by the Rio Vaccination Institute with regard to the number of tubes of vaccine issued by it. During the month of August last it sent out 18,916 tubes, of which 10,850 to the various States and 8,066 to the Federal District. The State which took the largest number of tubes was Minas

THE MANNESMANN TUBE WORKS

Seven Works:—In ENGLAND, GERMANY, AUSTRIA, ITALY.



MANUFACTURERS OF HOT-ROLLED STEEL PIPES
FOR GAS AND WATER MAINS.



MANNESMANN WELDLESS STEEL SPIGOT AND FAUCET TUBES AN IMPROVEMENT UPON CAST-IRON PIPES

Weldless Steel Tubular Telegraph and Telephone Poles made in one length stepped.

Poles for Electric Lighting and Electric Traction.

Weldless Steel Tubular Gas Lamp Poles.



Weldless Steel Tubes for Refrigerating Installations.

Spirals & Coils for Overheaters, etc.

Seamless Copper and Brass Tubes.

Weldless Pit Props

Cylinders and Deposits for Liquefied Gases and for Chemicals as well as Small Bottles for Syphons.

We claim the following advantages for our Weldless Steel Tubing over ordinary Cast-Iron:—

- 1.—Considerable saving in freight and transport, the weight of a Steel Tube Main being one-third to one-half less than that of a Cast-Iron Main of the same length.
- 2.—Lengths. Our Tubes can be supplied in lengths up to 40 feet, thus effecting a large saving in joints, jointing material and labour.
- 3.—Breakages. Absolute immunity from breakage, whether by Subsidences or heavy vehicular traffic. In addition to this, steel tubes can be laid nearer the surface than Cast-Iron ones, thus lessening the cost of excavating to a great extent.
- 4.—Bending. Our Tubes can be bent cold on the spot without trouble.
- 5.—Another important factor is that these specially covered Tubes act as a non-conductor, thus preventing any damage to Gas and Water Mains by Electrolysis.
- 6.—To avoid corrosion our Steel Spigot and Faucet Pipes first of all receive a hot covering of our mixture inside and out, and the outside is then covered with a special Jute Cloth, thus rendering them impervious to rust in any sort of ground, whether saliferous or acidiferous.

Material for the Construction and Equipment of Ships, as Boat Davits, Derricks, Deck Supports, Masts, Top-Masts, Gaffs, Yards, etc.



Weldless Steel Boiler Tubes.

Weldless Steel Boring Tubes.

Weldless Steel Tubes with Flange Joints for the conveyance of Air, Water or Steam, as well as for High-Pressure Mains.

Screwed and Socketed Tubes and Fittings for Gas, Water and Steam.

Apply for prices and particulars to:—

SOCIEDADE TUBOS MANNESMANN L.^{DA}

Office, Rua do Rosario, 64—1st Floor.

RIO DE JANEIRO.

Caixa (P. O. Box) 191.

Telephone 2,042.

Code Address: Mannestubo, Rio.

Geraes with 3,550, followed by Bahia with 2,100, Espirito Santo with 1,100, Rio de Janeiro with 600, Pernambuco with 600, Rio Grande do Sul with 500, Goyaz with 500 and 10 other States with 100 apiece.

— The French Minister, Baron d'Anthouard, who left Rio for Paris a short time ago on leave, is stated to be about to publish a book on Brazil. The "Jornal do Commercio," which presumably must have seen some of the advance sheets, says that it is an admirable work and is especially illuminating with regard to financial and commercial questions. The work is to be published in French and is expected to have a large sale in France, where there is great sympathy for Brazil and the Brazilians. This is not the first literary venture of Baron d'Anthouard, for he issued what we believe is regarded as the standard work on the Boxer rising, having been himself one of those who were besieged in the Legations at Peking.

— We regret to record the death of Mr. Roberto Lage, Managing Director of the Companhia Nacional de Navegação Costeira and brother of Mr. Antonio Lage, who is so well-known to all Englishmen in Rio de Janeiro. Mr. Lage's death was tragically sudden, as he fell lifeless when on board a launch in the Bay on his way out to the Messageries Maritimes s.s. Atlantique. He was 52 years old and was well-known everywhere in Rio. The students were especially his friends as he every year issued a number of free passes on the steamers of his Company in order to enable those who were not well off to visit their families in the various States. We beg to extend our sympathy to the family of the deceased.

— Mr. Parkin, of the Seamen's Mission in Rio, has written a letter which was published in the "Glasgow Evening Times" warning sailors, firemen and others that they should not come to Rio on any of the Brazilian warships unless they have a definite contract stating that their passages back to England will be paid. He also goes on to say (as we all unfortunately know too well), that life in Rio is extremely dear and, indeed, about three times as expensive as in England. Mr. Parkin no doubt is right to warn the sailors, but we feel certain that the Brazilian Naval authorities will of their own accord see that the men's fares back to England are paid, for it would hardly be creditable that the Navy itself should strand sailors here and leave them to fend for themselves and possibly be sent home at the expense of the British taxpayer. Some time ago there was some trouble with the sailors who brought out the new Lloyd Brasileiro steamers, but the difficulty was adjusted, and it is to be expected that the Navy will do things "on the square," if they need the services of any foreign sailors.

— Apropos of things naval, the Minister of Marine last week received a telegram from Admiral Maurity, in which he reported that during the speed trials of the Minas Geraes the vessel made 19.13 knots per hour with three-quarters of her boilers working. The horse-power employed was 16,177. At full speed the vessel made 20.762 knots, the horse-power used being 21,265. The tonnage of the vessel when making these experiments was 19,000. During the course of the last week she was undergoing further speed and firing trials. From this report it seems that the vessel exceeds her contract speed and she would appear to be another triumph in the annals of British shipbuilding. The vessel will leave England for Brazil on November 11th next according to present arrangements.

— From the monthly bulletin issued by the Directorate General of Public Health, it appears that deaths in the Federal District during the month of August numbered 1,320, equivalent to an annual death rate of 18.58 per 1,000 inhabitants. The daily average of deaths during August was 42.58. There were 3 deaths from smallpox, as against 10 in the previous month, 1 from plague, against 0; 59 from influenza, against 54; 38 from malaria, against 40; and 278 from tuberculosis, against 268. Since the commencement of the campaign against rats, up to August 31st last the number killed is 2,344,803. During the month under review, the maximum temperature was 28.8° Cent. (96.8° Fahr.), the minimum 15.1° Cent. (59° Fahr.) and the average 20.77° Cent. (69° Fahr.) There were 1,961 births and 217 marriages in the Federal District during the month, whilst the number of persons arriving exceeded those departing by 324.

— An article has appeared in "O Jornal do Commercio" referring to the statement made by the "Times" correspondent anent the Brazilian Post Office. In this article it is stated that the Post Office invariably hands over the mails to the shipping agents exactly one hour before the time scheduled for the mail steamers departure. This is not the case, as can be verified by anyone who care to take the trouble to do so. In fact, a few weeks ago orders were given to a homeward-bound liner to sail without the mails if they were not on board at the time appointed for sailing. As a matter of fact, the mails appeared with about five minutes to spare, but this is not the version of things put forward by the writer of the article. In many cases the mails are not delivered to the steamers until an hour or more after the scheduled time, and when it is considered that possibly an hour's

delay in Rio to a homeward-bound liner touching at Bahia will make her a day late at Southampton and the mails thus two days late, owing to non-delivery of letters in London on Sundays, the serious consequences of the dilatory methods of the Post Office will be clearly understood. Another charge brought forward by the writer is that there is delay in handing over the incoming mails to the Post Office on the part of the shipping agents, but in very many cases the delay is caused by the fact that the Port Doctor, Custom House Officials, and Police, all of whom have to go on board before anything in the way of getting the mails off can be done, are, as often as not, very slow in getting on board after the vessel has come to her anchorage. The writer of the article, we are glad to notice, does not try to defend the high charges of the Brazilian Post Office. It is just as well that he does not, as the task would be almost superhuman. Apropos of things postal, we notice that it is now stated that the regulations for the reform of the Post Office will be issued early this month. We trust that when they are issued they will be executed and not left in some comfortable pigeon-hole cheek by jowl with their invertebrate predecessors.

— The Meteorological Department is now under the Minister of Agriculture, and the Director of the Rio Observatory has directed a communication to Dr. Candido Rodrigues asking him to put into force Law No. 1,606, of December 29th, 1906, which provides for the reorganisation of the Observatory and for the establishment of meteorological stations in the various States of the Republic. That the Department needs reform is evident and was so to the ex-Minister of Public Works, Dr. Calmon; but we doubt if anything much can be done until next year when possibly a substantial vote may be included in the Budget for the execution of the said law. That a thoroughly up-to-date National Meteorological Department studying conditions all over the country would be of vast utility to agriculture is certain, so that it is to be hoped that, if the sinews of war are sufficient, something definite will be done ere long.

— The Directorate-General of Public Works has been authorised by the Prefect of the Federal District to proceed to the macadamising of the suburban roads and streets and to instal stations for this purpose in each district, fitted with all the necessary apparatus, such as stone crushers, etc. Each district is also to be provided with automobiles for transport and inspection purposes. The proper paving of the suburbs is a consummation which has for long been devoutly wished by the dwellers in those interesting localities, where the beauties of nature are greatly marred to the practical man by his having, after a day or so's rain, to wade almost up to his knees in mud to reach his house. A great deal of paving has been done in the City proper, and it would certainly seem that the suburbs deserve a turn, especially as macadam will not be nearly so expensive as asphalt and will answer the purpose just as well.

— The occurrences in the Capital on the 22nd ult. are already being used as a handle by the opponents to the candidature of Marshal Hermes for the next Presidential term. They point to the lamentable deaths of the students and say "there you have militarism, that is what you will have all the time if you elect a Marshal President of the Republic." Though the reasoning is not necessarily sound, there can be no doubt that it will have considerable weight with many people and interest in the approaching campaign will thus be accentuated.

— It is stated that the delegates of the United States of America, to the forthcoming Pan-American Congress to be held at Buenos Aires next year, will include Mr. John Barrett, the energetic Secretary of the Bureau of American Republics at Washington; Mr. Sherrill, American Minister at Buenos Aires, and Messrs. Buchanan and Rowe. The last two-mentioned gentlemen were representatives of their country at the last Pan-American Congress which was held in Rio in 1906.

— During the week there were 289 births and 76 marriages the Federal District.

— The President of the Republic on several occasions lately has been seen in the streets on foot shopping with Madame Nilo Peçanha, and this very natural procedure on his part seems greatly to have endeared him to the man in the street. The only thing which must be unpleasant for him is that, unless kept back by policemen, the crowd is apt to become rather oppressive in its appreciation and curiosity. Doubtless after a few more strolls the crowd will learn to let Dr. Nilo Peçanha alone when he chooses to take his walks abroad like any other citizen.

— The Government Fiscal Engineer on the Madeira Mamoré Railway has reported to the Department of Railway Fiscalisation, under date of August 3rd, that, up to June, 110 more kilometres of track had been prepared for the laying of rails and 330 kilometres surveyed. The Company was erecting at Porto Velho, the starting point of the line, a large number of houses for its employees, as well as saw-mills, stores, ice factory, cod storage depôts, etc., etc., whilst a large and completely equipped hospital had been erected at Candelaria. It is expected that the line, which is now laid as far as kilometre 45, will reach the River Jacy-Paraná, at kilometre 89, at latest by November. After the bridge has been thrown across the river, the work will proceed,

says the fiscal, with greater facility and speed, as a further 30 Kilometres of line have already been prepared on the other bank, running in the direction of the River Mutum-Paraná. It is, furthermore, expected that the whole line will be completed within two years. Although the Company has done all in its power to prevent disease incident on the extremely insalubrious zone through which the line passes, it has not been able to prevent it as much as could be desired. During June 35 employees died. Several cases of yellow fever occurred, but these were quickly isolated and the disease did not get a serious hold. Altogether, taking into consideration the difficulties involved, the Company is pushing on its work in an eminently satisfactory manner.

— One of the Deputies from Minas has presented a project to the Chamber for the leasing of the Central of Brazil Railway. According to this project, Government could lease the line, after calling for tenders for six calendar months, for a period not exceeding 60 years. Amongst other conditions which the lessee would have to observe would be to retain the present staff; to duplicate the line from Belém to Barra; to build a wide-gauge line from Lafayette, or some point near that place, to Bello Horizonte in the valley of the Paraopeba, in order to tap the rich iron fields; to widen the gauge to Curvello and complete the construction of the Sabará to Ferros branch; to build in Rio de Janeiro two model central stations, one for passengers and the other for goods, and to consider as the maximum the tariff now in force. Government would insert a clause in the contract of lease stating the cases and conditions in and under which the tariff might be reduced, etc. As an alternative for duplicating the line from Belém to Barra, the lessee might widen the gauge and link up the Auxiliary Line to the Central at Barra, or other more convenient point. It will be interesting to see whether this question is likely to be seriously discussed or not, for if it is there will be a great chance for some important foreign group of capitalists to take up the matter, whilst under such circumstances the public would probably be the gainers by having the rolling stock brought up to date and the railway run generally in a thoroughly efficient manner.

— Last Tuesday, the 28th ult., was the 38th anniversary of the passing into law of the famous bill whereby from that date onwards no Brazilian could be born a slave. This first blow at the slavery system, so deeply rooted in the country, was struck through the instrumentality of the Visconde de Rio Branco, whose name will ever be connected with it. Visconde de Rio Branco was the father of the eminent statesman who has shown such ability as Minister of Foreign Affairs in the last two Administrations.

— A project has been presented to the Municipal Council for the opening of a credit of 50:000\$ for the creation of a "Queen Donna Amelia" Tuberculosis Sanatorium.

— We are glad to be able to record the fact that the trouble which was brewing between the States of Santa Catharina and Paraná has now, for the nonce at any rate, been avoided. This is chiefly due undoubtedly to the energetic action of the President of the Republic, who, our readers will remember, gave orders to the General in command of the District to enforce the sovereign rights of the Union and not allow an inter-State conflict. This prompt determination seems to have had the desired effect, for the President last week received a despatch from the Governor of the State of Paraná in which the latter reported that he had withdrawn the State Police Forces from the territory which is in dispute between the two States. He thus recognises the authority of the Union, to whose troops he looks to maintain order in the zone in question. The President of the Republic is to be congratulated on his action and on its result.

— There were rumours lately in the air and in telegrams from London that the Municipality was about to negotiate a loan of £10,000,000 sterling in the British Capital for the consolidation of its debt. This rumour has been officially stated to be without foundation by the Prefect of the Federal District, who adds that this denial is consonant with the ideas of the President of the Republic.

— The military manoeuvres are to take place early this month and the programme is now being prepared by the General Staff. There will take part, 2,000 infantry, 400 cavalry, one battery of artillery, one company of engineers and one company of what we presume would correspond to the English Army Service Corps. Apropos of things military, the new Military Town of Deodoro, on the Central of Brazil Railway, is springing up with great rapidity and the aborisation of the place is being actively carried on.

— Mr. William J. Hart (a Nova Scotian) who, until lately, was director of the S. Paulo State Model Farm, has been interviewed on the question of increasing the trade between Brazil and Canada. In his opinion the lack of direct communication between the two countries is a hindrance to the development of trade. He says that Nova Scotia lumber is exactly what is required in this country, but that most of that now used comes from Europe. When one thinks of the mighty forests of Brazil, it does seem a trifle strange that we should import practically all

our lumber, but such is the case, and such it will remain probably until the cost of transport and, incidentally, of living, has been reduced. Mr. Hart thinks that the codfish trade might be greatly expanded, although, as it is, Brazil takes some \$3,000,000 worth from Canada and Newfoundland every year. Mr. Hart, when in S. Paulo, met with a surprise a few months since, when he discovered in the market a barrel of Nova Scotia apples with the name of the packer, a Kings country farmer, pencilled on it. The price of apples in S. Paulo was about \$18 per barrel. At this rate it would prove a fine market for Canadian shippers.

— The Ailsa Shipbuilding Company, Troon, are reported to have received from the Companhia Nacional de Navegação Costeira, Rio de Janeiro, an order for a steamer.

— In spite of the fact that the Post Office officials are so hard-worked and so badly paid, no less than 445 candidates have entered their names for the competitive examination which is being held for the filling of a comparatively small number of vacancies. Perhaps the belief in the proposed reforms have inspired the candidates with a hope that there is a better time coming.

— The Minister of Public Works has sent a despatch to the Head of the Railway Fiscalisation Department calling his attention to the fact that a great many letters go astray owing to the fact that so many stations on the various lines are called after individuals, a fact which causes considerable confusion in the Post Office. We have often thought that the naming of stations on the various lines after persons who, probably, are forgotten a dozen years later is as confusing as naming streets and squares after dates. The Minister asks the Head of the Department to proceed to a revision of all such names and to make a list of them and to a revision of all such names and to make a list of them and forward it to the Ministry. Furthermore, the Minister desires that a circular shall be sent forthwith to the various railways, fiscalised by the Union telling them that no more stations are to be called after individuals, alive or dead. They are requested to call the new stations after the peculiar flora or fauna of the district or any geographical features which may distinguish the locality. This is a useful move on the part of the Minister and it is to be hoped that later he may be able gradually to change the names of all stations which are called after obscure and forgotten engineers, though, perhaps, leaving those which carry the designation of great popular heroes or distinguished statesmen, for the present at any rate, though a clean sweep of the whole system could offend no one.

— The 29th ult. was the first anniversary of the death of Machado Assis, the well-known writer, and his friends and admirers took the opportunity to unveil a medallion which has been placed in the wall of the house at Cosme Velho, where he lived for 24 years and where he died. Amongst those present was Dr. Ruy Barbosa, whilst the principal speech was made by Olavo Bilac.

— We are requested to state that the Consulate-General of Austria-Hungary was moved on October 1st to Avenida Central No. 137, 3rd floor.

— H. M. S. Amethyst returned to Rio on the 29th ult.

— The "Engineer," of July 30th, brings the following:— Consequent upon the very successful work done at the Sewri-Mazagon Reclamation, Bombay, by the suction cutter dredgers Jinga and Kalu, the builders of these dredgers, Wm. Simons and Co., Limited, Renfrew, have applied for Letters Patent for a suction hopper cutter dredger, fitted with a suction pipe and cutter. This new design of vessel is called the "Simons" dredger, and incorporates a number of special features, all of which have been protected. It is claimed for this vessel with its special fittings that she will in most cases do the same duty as a dredger fitted with a bucket ladder and chain of buckets. Having neither upper nor lower tumblers, links, nor pins, the "Simons" dredger has not so many wearing parts as bucket dredgers, and it is therefore confidently anticipated that this new type of dredger will be much less costly in maintenance and repairs. Economy in working is naturally of the greatest moment, not only to contractors carrying out large projects, but also to harbour authorities who have to meet the exigencies for deep water and other requirements in their harbour and channels to suit the dimensions, and especially draught of water, of the many large vessels built and building. In addition to dredging a channel, the vessel can carry the material dredged to some other point where ground requires to be reclaimed, and can then lift the material out of its hopper and deposit it on the shore or over a quay wall; or the material can be discharged through the doors in the bottom of the dredger. The agents for Messrs. Simons in Rio de Janeiro are Messrs. Borlido, Maia and Co., Rua do Rosario, 17.

— The Prefect has now given permission for mutual traffic on the Jardim Botânico and Light and Power systems. There will, for the present, be no change in the time tables, but the cars which will run over the two systems will be "special," or as they are known here, "extraordinario."

— During the forenoon of Thursday last, what might have been a very serious accident occurred in the Central of Brazil Railway Station in the Capital. A suburban train was arriving packed with people, and on the driver shutting off steam and putting on the brakes as usual to stop at the terminal platform, something went wrong and the train, instead of coming to a standstill, ran at a considerable pace into the buffers at the end of the line. As a result several of the platforms of the carriages on which people were standing ready to alight were smashed, whilst the shock broke nearly all the windows in the train. Luckily no one was killed and only a few persons seriously injured. This accident is somewhat reminiscent of that which occurred a few years ago at the Gare Saint Lazare, in Paris, when the engine of a train dashed over the buffers through the hall and hung from the façade of the station over the street below. It is lucky that the accident on the Central was not more serious than was actually the case.

— Our contemporary, "O Paz," celebrated its birthday on the 1st inst. Many happy returns of the day.

— It appears that we are at last to see the flight of an aeroplane in Brazil; for Sr. Gastão de Almeida, who won the motor race the other day at Nictheroy, has received advice that his Voisin aeroplane is now in the Custom House. It is curious that the Nation which gave Santos Dumont, one of the pioneers of aerial navigation, to the World should not have taken to flying earlier than it has.

— We beg to present our sincere congratulation to "O Jornal do Comercio" on the celebration of its 83rd birthday, which occurred on Friday last.

S. PAULO.

— During the week there were 122 deaths, 204 births and 41 marriages in the Capital of the State.

RIO DE JANEIRO.

— Estimates of Revenue for the year 1910 amount to 9.332:422\$906 and of Expenditure to 8.006:753\$685, there being thus an estimated surplus of 1.325:669\$221.

MINAS GERAES.

— Revenue for the year 1910 is estimated at 22.562:867\$500 and Expenditure at 21.076:300\$647, there being thus an estimated surplus of 486:565\$853.

PARAHYBA DO NORTE.

— A project has been presented to the State Legislature authorising the Government to contract a loan of 16.000:000\$, or £1,000,000.

Commercial and Passengers' Guide

COFFEE MERCHANTS.

Ornstein & Co.—Rua 1.º de Março, 56. Cable address: Ornstein.

Dr. Albert Friedmann, Physician & accoucheur, graduated at the University of Vienna (Austria). Residence: Rua Honorio de Barros, 18 (Senador Vergueiro). Telephone, 605.—Office: Rua da Alfandega, 95, from 1 to 3. English spoken.

CURIOSITIES.

A. Jacobsen, Natté's Successor.—30, Rua do Ouvidor—Rio. Feather flowers, Fans, Insects, Birds and other curiosities of Brazilian Natural History, Views of Rio and Postcards. Awards gained at several Exhibitions. Grand Prix at the St. Louis Exhibition.

ELECTRICAL GOODS.

H. Smyth.—English Electrical Supplies.—37, Rua da Quitanda, Rio.

PATENTS.

Registration of Trade Marks in Brazil and Abroad arranged by Buschmann & Co., Rua General Camara, No. 34, Rio de Janeiro. Caixa do Correio, 314.

THE OFFICIAL SEAL
AND
GUARANTEE OF PURITY
OF
The State of San Paulo
(Brazil)

appear on every tin of

FAZENDA

PURE COFFEE

Sold in England by all Grocers.

All friends of Brazil in England should ask for «Fazenda» coffee & see that they get it.

FAZENDA

The

Coffee with a Government Guarantee

8d. per 1/2-lb

Ground or Whole Berry. In hermetically sealed tins, which preserve the freshness and aroma.

Imported, roasted & packed by the State of San Paulo (Brazil) Pure Coffee Co., Ltd.,
62, KING WILLIAM STREET LONDON.

AGENTS IN BRAZIL:

E. Johnston & Company, Ltd., Santos

E. JOHNSTON & Co. Limited

SANTOS

COFFEE EXPORTERS. STEAMSHIP AGENTS.
GENERAL COMMISSION AGENTS.

BRANCH OFFICES IN THE STATE OF S. PAULO AT

S. PAULO. S. CARLOS DO PINHAL.
AMPARO. RIBEIRÃO PRETO.
ESPIRITO SANTO DO PINHAL. S. MANOEL.
TAUBATÉ, JAHÚ, JABOTICABAL.

Open to accept sole representation of manufacturers

General Agents in Brazil for the Hamburg-Südamerikanische Dampschiffahrts - Gesellschaft.

REPRESENTATIVES OF

Guardian Assurance Company, Ltd., London; The Sack-Filling and Sewing Machine Syndicate, Ltd., London;
The State of S. Paulo (Brazil) Pure Coffee Co., Ltd.

HEAD OFFICE:

6, GREAT St. HELEN'S
LONDON, E. C.

THE BRAHMA BREWERY

Grand Prize and Two Gold Medals—National Exhibition 1908



CAIXA No. 1205

BOCK-ALE



GOLD MEDAL
ST. LOUIS
1904



BRAHMA PORTER



GOLD MEDAL
RIO DE JANEIRO
1908



TELEPHONE 111.

TEUTONIA

Besides our famous Brands BOCK-ALE and TEUTONIA we recommend especially our celebrated BRAHMA-PORTER, which in quality equals Guinness' Stout and is expressly brewed for the tropics

It is the most nourishing beer in the world. Makes appetite. Gives strength. Food in liquid form

PRICE: Rs. 60\$000 in cases of 48 bottles — 55\$000 in cases of 72 half bottles

RUA VISCONDE DE SAPUCAHY 104-142

NOTES.

A Right Departure. We have followed with interest and sympathy the remarkable career of Dr. Nilo Peçanha, and have the greatest respect for his character, but without a powerful and influential political following government under parliamentary conditions would be impossible.

As regards his programme and promises on assuming office there was little left to be desired. What remained to be seen was whether the President or his entourage would prevail; whether, in fact, Dr. Nilo Peçanha would be allowed by his entourage to have his own way or give in to their's, like most of his predecessors.

In this sense the action of the President with regard to the projected municipal loan is significant. The Municipality is hard up, whilst further taxation, the only apparent alternative to borrowing, is difficult, and will inevitably entail unpopularity. The pressure brought to bear on the President to give his sanction must have been particularly strong. It is, therefore, immensely to his credit that he stood firm and has acted up to the promises of the early days of his administration.

The country is overburdened for the moment with foreign debt. Some years of development are necessary to permit it to overtake its obligations.

By asserting his authority in the matter of the municipal loan, which without the Federal guarantee would be impossible, Dr. Nilo Peçanha has given the very best proof possible not only of the sincerity of his intentions, but of his ability to put them into practice.

Borrowing abroad by States and municipalities has been of

late far too freely indulged in and seems bound before long to bring the country into difficulties if not discredit, unless stopped at once.

It is all very well to assert that the Federal power is not responsible; but when foreign pressure is being exercised, in the actual conditions of our political machine it would be extremely difficult for any Government to withstand even the internal pressure that would be brought to bear to induce the Union to shoulder the burden, not to mention the pressure from outside.

So long as loan-mongers in Europe see big profits therein, loans will be forthcoming regardless of the security they offer.

The Constitution has allowed the States such a degree of autonomy that there seems no way of interfering except by impressing on the minds of investors the risk they are running; the best vehicles for which would be a protest on the part of the Federal Government reasserting its own irresponsibility for such issues.

This course, in fact, has been only lately adopted by the Argentine Government.

To be effective such protests should not be spasmodic and general, but opportune and specific, and couched in such terms as to bring home to the minds of investors in an unmistakable manner the risks they are running by subscribing to undesirable loans. The objections of the late and preceding Governments were not less strong than now to such borrowing; but with means in their hands to prevent them nothing was done; not because the intention was insincere, but because the political entourage was too strong. Having asserted his independence in the matter of the municipal loan and, we understand, one for the Municipality of Nictheroy as well, we trust Dr. Nilo Peçanha will go a step further and exercise his authority at London and Paris also.

Paying the Piper. Germany has called the tune for the dance of Dreadnoughts and is now trying busily to pay the piper:—"The final accounts of the German Empire for the year ended March 31st reveal a deficit of £6,099,000. As compared with the original estimates, expenditure was reduced by £3,156,000, but as revenue showed a shortage of £9,255,000, the net result was the deficiency already mentioned. Of the deficit in revenue of over £9,000,000, the falling off in Customs receipts accounted for over £6,000,000. As a revenue-producing machine, Germany's "scientific" tariff is thus demonstrated to be a failure. The Imperial Government, indeed, acknowledged that fact by its refusal, in spite of its pressing financial embarrassments, to seek in an amendment of the Customs duties the revenue so urgently needed. What the outcome of the current years' operations will be remains to be seen, but if the new taxes recently imposed do not realise results equal to anticipations fresh difficulties will have to be faced. Meanwhile, the realised deficit of 1907-08 will have to be met by some kind of borrowing. It forms part of the already visible loan requirements of the Empire, estimated to amount to not less than £14,000,000."

The Making of a Great Power. With all the push and go of its neighbour across the frontier, Canada is free from most, if not all, the drawbacks that slavery and protection have created and have yet to be liquidated at Heaven knows what cost of lives and liberties. In Canada, too, monetary and banking conditions are far sounder than in the States. If, as Lord Strathcona predicts, Canada will count its 100,000,000 before the end of the century, its place as a great enlightened and independent nation is secured, thanks more than anything to the political and financial protection of the Mother Country and development of ideals on thoroughly British lines. Whether Canada and her sister colonies will, under such circumstances, continue to form part of the British Empire depends chiefly on the progress that Imperial Federation may make meanwhile. But unity is power; and whether under the hegemony of Great Britain or any other of the emancipated colonies there seems no reason why the great English speaking nationalities of the future, Canada, Africa and Australasia, and even the United States, should not stand shoulder to shoulder in defence of common liberties and ideals.

Treasury Remittances.—On Wednesday last the Treasury remitted to their Agents in London, Messrs. N. M. Rothschild and Sons, a sum of £270,070 and another of francs 93,625.01.

Rio Customs Revenue during September amounted to 2,386:184\$945 gold, and 3,706:738\$621 paper, equivalent to £500,116, as against £544,426 for the same month last year, a decrease of £44,310.

Paper Money in Circulation, exclusive of the convertible notes issued by the Caixa de Conversão amounted on September 30th to 632.165:583\$000, as against 632.659:092\$000 on August 31st, a decrease of 493:508\$500. On August 31st, 1898, the total amount in circulation was 788.364:614\$500, so that the total amount withdrawn from that date to September 30th, 1909, is 156.199:031\$.

THE BRAZILIAN WARRANT COMPANY.

(From the "Correio Paulistano.")

"When lately on a visit to Santos my attention was called to the valuable services lent to the coffee planting interests by the Brazilian Warrant Company, an important and powerful concern that, though its operations have been so lately initiated, has succeeded already in deeply impressing on our planters the extraordinary advantages of the Company's intervention in the marketing of this our principal article of export.

"This Company was founded in London in March, 1909, with a capital of £300,000, equivalent to 4,800 contos of our money, to extend the operations of the Companhia Registradora in Santos and of the Companhia Paulista de Armazens Geraes, to construct warehouses in the Capital and in the interior, and to advance money on coffees stored at the Company's warehouses and in this way facilitate resources to planters.

"The business of the Companhia de Armazens Geraes was to store, improve, bag and ship coffee under special inspection. The three concerns are now incorporated in the Brazilian Warrant Company.

"The central offices of the Company at Rua São Antonio, both handsome and spacious, are under the competent management of Sr. A. G. Monteiro de Castro. Close to the offices are the vast warehouses of the Company supplied with the best and most modern machinery for improving and bagging coffee. These warehouses are at present leased to a firm of commissarios, but when wanted will be utilised by the Company.

"The Brazilian Warrant Company was authorised to operate in Brazil under the last decree signed by Dr. Affonso Penna, dated June 11th, 1909, and commenced working on July 1st.

"By the direction given to its operations this Company satisfies a long felt want. The Company lends up to 80 per cent. at the rate of 10 per cent. interest per annum on the value of coffees consigned to the Company, with a commission of 3 per cent., whilst the cost of the sacks is charged to customers in accordance with the regular tariff.

"Last season 714,894 bags of coffee passed through the warehouses of the Armazens Geraes Company; this season it is expected the quantity will reach a million. The Bancos de Credito Rural now spread well over the State act as agents for the Brazilian Warrant Company; besides, there are three other representatives of the Company, one on the Paulista route, another on the Mogyana and a third on the Sorocabana.

"Both the Registradora and Paulista de Armazens Geraes and also the Brazilian Warrant Companies were founded by Mr. Edward Greene, one of the partners of an important Santos house.

"The Companhia Paulista de Armazens Geraes is owner of two large warehouses, one in the Rua General Camara at Santos, mounted with the most modern machinery for treatment of coffee, and the other in the Rua Amador Bueno exclusively for storage.

"This Company is constructing a large warehouse covering 8,000 square metres at the Braz Station at S. Paulo City, with capacity to store up to 300,000 bags, and another at São Carlos covering 5,000 square metres with 50,000 bag capacity, and yet a third at Jahu; whilst later on, in all probability, warehouses will be built in other inland towns, all of which will be served by railway sidings so as to be in direct communication with Santos.

"The Companhia de Armazens Geraes enjoys a guarantee of 6 per cent. from the S. Paulo Government on a maximum capital of 2,000 contos employed in construction of warehouses.

"The Brazilian Warrant and the Registradora Companies enjoy no favours of any kind.

"The largest and principal warehouse of the Companhia Paulista de Armazens Geraes, at the corner of the Ruas General Camara and Conselheiro Nebias, was constructed by Engineer C. Krug two years ago, and opened on 15th October, 1907. It covers an area of 5,000 square metres and can store 200,000 bags of coffee. The building is very solid, the roof being supported by iron columns.

"In this and No. 2 warehouse coffee received from the interior is re-treated, piled into heaps (pilhas), sorted, mixed and bagged by machinery. In No. 1 warehouse the coffee is only stored. In its different services No. 2 warehouse employs 70 hands in two gangs; one of 25 men for unloading, the second of 45 men for bagging and re-loading the coffee. In the busy season 500 carts discharge daily at this warehouse.

"The machinery is in the centre of the building. The coffee to be treated is dumped into big hoppers and raised by elevators to the upper storey.

"The machinery for improving coffee consists of two monitors, two burnishers and six separators and, under the management of Mr. Carlos Kear, are worked by six hands and can treat 500 bags per diem.

"For mixing, the coffees are deposited in three big piles of 900 bags each when the admixture necessary to obtain the six different types is effected mechanically. Thence the coffee is carried by elevators to the big hoppers whence it is discharged straight into automatic balances and weighed, six bags at a time. The apparatus is extremely interesting as much on account of its rapidity as of its precision, the capacity of each balance being 10,000 bags of 60 kilos per diem. After weighing, the bags are sewn up by machinery also six at a time. Each machine can sew up four bags per minute, the capacity of all six being 1,440 bags per hour. These machines are of the Timewell patent, and the yarn used is specially made in England.

"All the machinery is moved by a gas-motor of 70 h.p.; there is, moreover, a dynamo for supply of electricity to 200 lamps.

"The separation and classification of the coffees by types is done at the Warrant Company's central offices under the direction of the well-known experts, Messrs. Ch. Vanden Wens and A. Born. The Brazilian Warrant Company is also preparing to advance money to planters at 8 per cent. per annum, to be exclusively employed in the "custeio" or maintenance of plantations. How great the services are that such a departure may lend to our planters, generally so hard pressed for capital, cannot well be exaggerated.

MINISTRY OF PUBLIC WORKS

DIRECTORATE GENERAL OF PUBLIC WORKS

Call for tenders for the Leasing of the new Port Works at Rio de Janeiro

By order of the Minister of Public Works I make public the fact that on December 28th next, at mid-day, tenders for the leasing of the new quays of the Port of Rio de Janeiro will be received and opened, the said tenders to conform to the specifications indicated in the following clauses:—

I.

The service of the port of Rio de Janeiro, the industrial working of which Government proposes to lease, comprises all such matters as loading and discharging, stevedoring, warehousing and guarding of all goods, National or foreign, imported or exported at the said port.

II.

Government shall immediately hand over to the lessee the section of the quays which correspond to the five large warehouses now ready and fully equipped for working, and shall continue successively to hand over the remaining sections so soon as each is ready and fully equipped for working, so that when all the sections are complete the lessee will be able to make use of the whole extent of the quays now in construction from the mouth of the Mangue Canal to the Prainha, with all the necessary warehouses fully equipped as on the first section already referred to, and another two fixed cranes for lifting 20 and 30 tons weight and a floating crane for lifting up to 100 tons weight.

Such handing over to the lessee shall be accompanied by an inventory enumerating all the works, machinery and apparatus, and by a chart of the port showing the depth of water within the perimeter which comprises the basin of the port as referring to the working of the new quays.

III.

The period of lease shall commence on the date of the signing of the contract and shall cease on December 31st, 1921 with the handing over to Government of all the works, machinery and apparatus enumerated in the inventory referred to in the preceding clause, as well as any further works, machinery or apparatus which have been carried out or added during the contract period, all the said machinery, etc. to be handed over in perfect working order.

IV.

The lessee shall collect the following charges for services rendered to vessels and for the handling of goods:—

I.—Dues paid by vessels:

(a) Berthing:

Per linear metre of quay occupied by steamers, per diem \$700
 Per linear metre of quay occupied by sailing vessels, per diem \$500

(b) For loading and discharging of merchandise of any kind, per kilo \$001.5

(c) For maintenance of the port, on all goods loaded or discharged, per kilo \$001

II.—Dues for handling of merchandise, paid directly by the same in accordance with the Consolidação das Leis das Alfandegas:—

(d) Stevedore dues:

For each volume not exceeding 50 kilos weight .. \$200

For each tenth or fraction or one-tenth in excess of above \$100

(e) Warehouse dues:

Up to 30 days, 1 per cent. per month.

Up to 60 days, 1½ per cent. per month.

Up to 90 days, 2 per cent. per month.

Any period exceeding 90 days, 3 per cent. per month.

III.—Railway transport charges:

(f) Coal, per ton 2\$000

Any goods in bulk, or in volumes up to 1,500 kilos each, per ton 3\$000

Any goods in volumes weighing from 1,500 to 5,000 kilos each, per ton 4\$000

Volumes (intact) weighing more than 5,000 kilos each, at corresponding rates per ton.

(g) Manganese and iron ore shall, in lieu of the rates

fixed in this clause, pay a total sum of 2\$000 per ton for loading, discharge and transport.

IV.—Dues for services such as may be rendered to trade or shipping, which are not obligatory on the lessee and are optional to traders and shippers.

(h) Dues for warehousing of coffee for export:

Dues in the outer warehouses whatever length of time the goods may be stored, with space for preparation and bagging, per bag \$100

Warehousing of coffee already bagged and deposited in the inner warehouses, with name of vessel by which it is to be shipped indicated, per bag, per month \$100

Ditto, but without name of vessel indicated, per bag, per month \$200

(i) Stevedoring tax:

Per ton of merchandise loaded or discharged 1\$000

(j) Dues for supply of water to vessels, per cubic metre, measured by hydrometer 1\$000

V.

The charges mentioned in the foregoing clause are defined and shall be applied as follows:—

(a) Berthing charges shall be levied in accordance with the use made of the quays for the warping of vessels, such warping to be made under the direction and on the responsibility of the captain of the vessel, with the aid, should he so desire, of the Port Master.

The said charges shall be levied in accordance with the extent of the quays occupied by the vessel, the first charge to be levied on vessels propelled by steam or other modern motor force and the second on sailing ships and other vessels not propelled by steam force.

(b) The charge for loading and discharging will be collected on the gross weight of all goods or articles of whatsoever description loaded or discharged in the port.

(c) The charge for the maintenance of the port shall refer to all work and expenses connected with dredging and general upkeep of the port, which shall always be maintained at the mean depth indicated by the chart referred to in Clause II. This charge shall be collected on board each vessel conjointly with that for the loading or discharging of all goods loaded or discharged in the port.

(d) The stevedoring charge shall include all handling and moving of all goods and articles from the moment of the receipt of the same to the moment of their delivery at the outer doors of the warehouses or depôts, and vice versa for goods and articles for export.

For goods which have to pass the Customs, the charge shall include, not only the placing of the goods in the warehouses and depôts, but also the opening of the same, their re-packing and the re-fastening of the boxes or crates and any further handling until the said goods have been delivered to their respective owners at the outer doors, after they have been duly despatched by the Custom House officials.

Stevedoring charges shall be collected in accordance with the Custom House laws in force.

(e) Warehousing charges shall also be collected in accordance with the Custom House laws in force.

(f) Railway transport charges cover the loading and packing of the goods in the trucks, the haulage and transport of the same to the port stations whether the goods are received from the warehouses or deposited on the quays for delivery to the railways or to be re-shipped on vessels berthed alongside the quays.

Goods discharged on the quays for immediate delivery to the railways without passing through the warehouses or depôts of the port shall be liable for stevedoring charges, as shall also goods delivered in the railway trucks for prompt loading on vessels berthed alongside.

In event of the railways being unable to supply an adequate number of trucks for the prompt unloading of a vessel, such goods as are awaiting direct removal in the said trucks shall be removed to the warehouses or depôts of the port and shall thus be subject to the stevedoring and transport charges.

VI.

Exemption from the respective charges shall not be granted to any goods or cargo of any kind whatsoever loaded or discharged

on the quays, with the exception of those specially mentioned in Clauses VII and VIII.

If, with the permission of Government, after the conclusion of the work on the port, specified in Clause II, any vessel shall load or discharge without berthing at the quays, the lessee shall collect the loading, discharging, port maintenance and berthing charges on the full tonnage of the goods loaded or discharged and also the charges due for the time taken in such loading and discharging in accordance with Art. 19, of Law No. 1,313, of December 30th, 1904.

VII.

All boats, barges, and other craft (whatsoever their mode of propulsion), exclusively engaged in the transport of passengers and their luggage, as well as all boats, etc. belonging to vessels loading or discharging at the quays shall be exempt from all berthing charges.

VIII.

The following shall be embarked or disembarked free of charge in the establishments held by the lessee:—all sums of money belonging to the Union or the States, mail bags, luggage belonging to passengers, whether of civil or military standing; goods consigned to foreign legations, munitions of war, immigrants and their luggage. The transport of the last-named from vessels to the railway stations in the carriages of the lines shall be for account of the lessee.

IX.

The lessee shall do all in his power to facilitate the Union and State services and shall give them the preference in the use of the apparatus and of the quays, for which, however, he shall be duly indemnified.

In the event of the movement of troops, they shall make use of all the establishments of the port for the purpose of embarkation or dis-embarkation without any payment whatsoever.

X.

If Government permits the free transit through the port of goods destined for foreign countries, it shall draw up special regulations dealing with the question, whilst at the same time safeguarding the interests of the exchequer and of the lessee as regards the service of loading, discharging, stevedoring and warehousing.

XI.

The lessee cannot undertake any of the services referred to in the contract for prices or at rates other than those mentioned in Clause IV, or for other than those laid down by Government, under penalty of a fine and payment of indemnity to the Port Treasury if too little has been collected, and of restitution of the excess collected to the interested parties if an over-charge has been made.

XII.

The warehouses handed over to the lessee shall enjoy all favours and advantages and be subject to all onuses provided for in the law regulating the Custom House warehouses and depôts belonging to the Union.

XIII.

By the "precincts of the port" shall be understood the whole area included between the quay wall and the outer alignment of the warehouses on the Avenida do Porto.

These precincts are reserved exclusively for the service of the port and within their area no extraneous person or persons can perform any service.

XIV.

The lessee may possess outside warehouses on the Avenida do Porto on the opposite side of that thoroughfare from the aforesaid precincts, the said warehouses to be connected to the quays by railway lines.

Goods may be removed to these warehouses, after despatch through the Custom House and payment of the respective Customs dues, for storing at rates which shall be proposed by the lessee and approved by Government.

If Government decides that these warehouses shall be built in accordance with the terms of Clause XVIII, revenue accruing from them shall be considered as part of the gross receipts of the

XV.

The lessee shall promise to carry out his undertakings with regularity, order and despatch and to take into consideration such complaints as Government may deem to be justified as regards the said undertakings and be responsible for the safe-keeping of the goods received by him.

He shall be subject to all the laws, regulations and instructions at present in force, or which shall in future be despatched by the Minister of Finance, with regard to the reception, safe-keeping and delivery of goods and which are applicable to the warehouses to be leased.

So soon as the work of loading or discharging a vessel has commenced, it shall be subject to the fiscalisation of the Custom House which, for this purpose, shall issue minute instructions to the lessee.

XVI.

The lessee shall be subordinate to the Custom House Inspector in all matters touching the convenience and security of the exchequer, and he shall scrupulously carry out all instructions or orders issued to him by that official.

In the same manner he shall be subordinate to the Fiscal Department, entrusted by the Minister of Public Works with the fiscalisation of this contract, in so far as regards the performance of the various services and the execution of the undertakings therein implied.

The Chief of this Department and the Inspector of the Custom House shall, when dealing with the lessee, be considered as the representatives of Government so far as lies within the province of each.

XVII.

The lessee shall have liberty of action as regards the administrative and economic side of the services which he contracts to execute, but he shall make no changes or modifications in the works and apparatus handed over to him without Government authorisation.

XVIII.

If the lessee shows that certain complementary works or apparatus are essential, he may be authorised by Government to carry out the work and make the installations suggested by him with his own capital in accordance with plans and estimates to be approved by Government.

The capital thus employed shall bear 6 per cent. per annum, payable half-yearly, and it shall be refunded to the lessee by Government at the expiration of the contract.

Government, however, reserves the right to carry out work or supply apparatus at its own expense at any time that may be deemed convenient.

XIX.

By gross revenue of the port shall be understood all revenue, ordinary, or extraordinary, eventual or accessory collected by the lessee.

By the 5th day of each month the lessee shall present a balance sheet to the department appointed to receive the same, giving full details regarding the revenue collected during the previous month and shall carry out all the instructions issued to him to facilitate the fiscalisation and checking of the said revenue.

XX.

The collection of charges for the handling, etc., of merchandise by the lessee shall only be made after the said goods have been despatched in the Custom House and the duties and other taxes now in force, or hereafter enforced by the Custom House, have been paid.

The collection of charges on goods carried coastwise which are exempt from duty or are free from Custom House fiscalisation shall be made when the said goods are delivered to their respective owners.

Collection of charges for services rendered to ships shall be made by the lessee as soon as the loading or discharge of the said ships is completed, the said ships not to be cleared by the Custom House until the respective receipts have been presented.

XXI.

The lessee shall be responsible for the revenue which he collects in accordance with the law in force.

XXII.

The lessee shall pay revenue collected each week into the National Treasury together with a statement despatched by the

competent authority, after deducting the percentage due to him in accordance with Clause XXIV.

After the balance referred to in Clause XIX has been checked by the competent authority, a definite account of percentages due to the lessee shall be drawn up in order that any excess paid in by him to the Treasury may be refunded or that he may pay in any sums due from him for over-discounts.

XXIII.

The lessee shall administer the port and carry out the following services at his own expense:—maintenance and repairs to all works and apparatus handed over to him, including the dredging of the sea for the maintenance of the depth of water as shown in the port chart referred to in Clause II., the lighting of the warehouses, buildings, precincts of the port and light buoys; the watching of the buildings, etc., the supply of drinking water, and shall defray any other expenses ordinary, extraordinary or eventual affecting the services leased and the contract of lease, including the sum to be paid to Government for expenses of fiscalisation.

XXIV.

The competition for the lease shall turn on the value of the percentages of gross revenue asked by the tenderers for all expenses mentioned in the preceding Clause and for the profit of the lessee.

The said percentages shall vary in proportion to the ascending value of the gross receipts by gradations of 5,000 contos each.

Thus the tenderers should indicate the percentages which they ask for on the following sums of gross receipts:—up to 5,000 contos paper for the first category, from 5,000 contos to 10,000 contos for the second category, from 10,000 contos to 15,000 contos for the third, and afterwards for any sum exceeding 15,000 contos.

XXV.

As guarantee for the scrupulous execution of the contract and for the responsibilities assumed by the lessee, the said lessee shall deposit in the National Treasury on the day that the contract is signed, securities to the value of 1,000 contos, or the equivalent in gold at the rate of 15d. per milreis, the said sum to be doubled when the whole extent of the quays from the end of the Mangue Canal to the Prainha has been handed over to him.

This guarantee, which shall be deposited in bonds of the National Debt (internal or foreign) or in cash, shall bear no interest and shall be held against payment of fines and any expenses which Government may incur for account of the lessee, in accordance with the contract, the said sums to be deducted from the guarantee in the event of the lessee, after due notice has been given him, not paying within the period stipulated in the said notice.

When once such sums have been discounted from the guarantee, the lessee must make the same good within a period of 15 days under penalty of being considered to be in arrears, "ipse jure," and therefore obliged to pay interest at the rate of 9 per cent. per annum on the said sums, Government having the right to collect the sum discounted and the interest thus due through the Courts, in accordance with the terms of Art. 52, Letters b and c, of Decree No. 3.084, of November 5th, 1898.

It shall be understood that if the guarantee is short on account of expenses incurred by Government for account of the lessee, in accordance with the terms of the contract, the balance only shall be handed over to the said lessee at the expiration of the contract.

XXVI.

By the tenth day of each month the accounts showing the amount of revenue collected during the previous month shall be ready for presentation and the value of the percentage due to the lessee determined, to facilitate the procedure referred to in Clause XXII.

XXVII.

Government shall be empowered to raise or reduce the charges scheduled in Clause IV, but the determining of the percentage to be paid to the lessee shall be made on the gross receipts calculated on the charges indicated in the said Clause, irrespective of any increases or reductions in the said charges made by Government at any time whatsoever.

XXVIII.

During the period of the contract the lessee shall, at his own expense, undertake the maintenance and repairing of the works, machinery and other property handed over to him, shall keep the same all in perfect working order and shall, also at his own expense, replace such works, machinery, etc., as can no longer be utilised. He shall likewise undertake all such clearing and

dredging as may be required for the maintenance of the depth of the port at the level indicated in the chart to which reference has already been made.

If, after due notice has been given him to carry out any maintenance or repair work, the lessee fails to execute the same within the stipulated time, Government may have the work done by a third party for account of the lessee and, in the event of the said lessee refusing to defray the said expenses incurred, Government shall discount the amount from the security deposited in accordance with Clause XXV.

XXIX.

In addition to other charges scheduled in Clause IV it shall be optional to the lessee to collect further charges for services executed on the premises leased by him, such as issue of warrants, haulage, etc., not provided for in the contract, such charges having previously been approved by Government.

XXX.

The Ypiranga, Ordem and Docas Nacionaes quays belonging to the Union on which Custom House warehouses stand, shall be handed over to the lessee to be worked conjointly with the first section of the Port Works quays, the only charges to be collected thereon being those for stevedoring and warehousing, such charges never to exceed those in force in the Custom House of the Capital.

So soon, however, as the whole extension of the quays referred to in Clause II. is handed over to the lessee, the jurisdiction of the Custom House over the said warehouses shall lapse and the building and fittings contained therein shall revert to Government.

Until the whole extension of the quays referred to in Clause II. is handed over to the lessee, the Custom House of the Capital shall cause as many ships as there is room for to berth alongside the said warehouses, so that they may always be utilised and worked to their full capacity.

Before the lessee takes over the working of the said quays and warehouses, which are under Custom House supervision, he shall submit the regulations for such working to Government and shall only proceed to operate the same after the said regulations have been approved by Government. These regulations shall be drawn up in accordance with the conditions of this call for tenders and with the laws at present in force referring to such services.

The object of the present lease shall include a depôt for the storing of inflammable, explosive and corrosive goods so soon as Government has fixed on a site and come to a decision with regard to the erection of the same.

XXXIV.

In the event of non-observance of any of the clauses of the contract for which no special penalty is provided, the lessee shall be liable for fines not exceeding a maximum of 20 contos and for double this amount for repetition of the offence; the said fines to be imposed by the Head of the Fiscal Department with appeal to the Minister of Public Works.

In the event of such fines not being paid by the lessee within a period of fifteen days after the Minister has given his decision, if appeal has been made to him as provided for above, including the date of service of notice of said decision, the amount shall be discounted from the guarantee referred to in Clause XXV.

XXXV.

If the lessee does not reside in the Federal Capital he shall appoint a representative there with plenary powers to negotiate and decide any questions which may arise with the Brazilian administrative and legal authorities; the said representative may be sued at law and shall accept service of legal writs and summonses and any other legal notices which must by law be served on individuals.

The lessee or his representative shall not absent themselves from the Federal Capital even temporarily without the knowledge and permission of Government.

XXXVI.

Questions between Government and the lessee regarding the services to be performed by the latter and regarding the interpretation of the clauses of the contract shall be referred, by the Head of the Fiscal Department, to the Minister of Public Works, who shall decide them without delay.

In the event of the lessee refusing to accept the decision thus given, recourse shall be had in the last instance to arbitration; each side to appoint an arbiter within a period of ten days. In the event of the said arbiters being unable to agree, the question shall be decided by a third arbiter who shall be chosen by mutual agreement within a period of ten days. In the event of no de-

cision being thus arrived at, each of the contracting parties shall, within a period of five days, appoint two more arbiters. These four shall draw lots for the appointment of a final arbiter who shall decide the question at issue within a period of ten days.

It is understood that questions provided for or decided in the clauses of the contract, such as fines, rescission, etc., do not come under the provisions of this clause.

XXXVII.

Any other questions of an administrative or legal nature which may arise during the execution of the contract shall, in all cases, be decided in the Brazilian Courts. All the said legal questions arising between Government and the lessee, whether the latter is plaintiff or defendant in the case, to be referred to the Federal Courts.

XXXVIII.

Government shall have the right to rescind the contract after January 1st, 1917, by friendly arrangement with the lessee, and in default of such arrangement by paying an indemnity corresponding to ten (10) per cent. of the gross revenue collected by the lessee during the twelve months prior to the date of the said rescission.

XXXIX.

The rescission of the contract may be legally declared by Governmental decree without recourse to summonses or legal action of any kind if the lessee, after having been fined, repeats an offence such as smuggling or other misdemeanour which causes loss to the exchequer.

In the event of the contract being rescinded under these conditions the lessee shall forfeit to the Union the guarantee referred to in Clause XXV.

XL.

To cover the expenses of fiscalisation the lessee shall deposit, in advance, a sum of 30,000\$ paper every six months.

XLI.

The tenderers shall write out in full, without erasures, interlining or corrections and in strict accordance with the terms of this call for tenders, the percentages which they ask for the execution of the services of the Port in accordance with the said call for tenders and with the terms of Clause XXIV, the tenders to

be enclosed in a sealed envelope on which shall be written "Proposta de" (name of tenderer to enter here.) With this envelope shall be forwarded the necessary proofs of the administrative capacity of the tenderer and of his industrial and financial standing, and also the receipt of the guarantee referred to in Clause XLII.

All these documents shall be enclosed in a second envelope which also must be sealed, and shall be sent in on the day fixed for the reception of the tenders. On the said day all the envelopes shall be opened, with the usual formalities, and the documents referring to the standing of the tenderers withdrawn. The envelopes containing the terms of the proposals, still unopened, shall then be placed in one large wrapper which, after being sealed and signed by the tenderers present (if they care to do so) shall be deposited in the Ministry of Public Works, in the keeping of the Director of Works and Railways.

Within three days the names of the tenderers whose standing is considered satisfactory will be published in the "Diario Official" and the day for the opening of the tenders announced, and on the same day their proposals, still sealed as handed in, shall be returned to the other tenderers.

Preference shall be given to the tenderer who asks for the smallest average percentage on a gross revenue of 16,000 contos per annum.

Government reserves to itself the right freely to decide as to the moral, industrial and financial fitness of the tenderers, and also to cancel this call for tenders if it finds that it cannot accept the prices proposed in the tenders sent in; the tenderers in this case having no right to claim any indemnity on any plea whatsoever.

Government shall previously appoint a committee consisting of five members to examine and decide on the proofs of their standing sent in by the tenderers.

XLII.

As guarantee for the signing of the contract the tenderers shall deposit a sum of 200,000\$ in currency in the National Treasury, which sum shall revert to the Union in the event of the successful tenderer failing to sign the contract within ten days, counting from the date on which the notice of the acceptance of his proposal is published in the "Diario Official."

Directorate General of Public Works,

September 27th, 1909.

J. F. PARREIRAS HORTA,

Director General.

AMERICA HOTEL

Telegraphic Address "AMERICATEL"
TELEPHONE No. 407

This first class house is fitted with all modern improvements and is situated in the pleasantest part of the city.

Guests will find every comfort studied and an excellent cuisine.

SPACIOUS GARDENS

ELECTRIC LIGHT and FANS THROUGHOUT

Caters especially for foreigners visiting Rio.

RUA DO CATTETE No. 234

Rio de Janeiro

THEREZOPOLIS RAILWAY

Depart Prainha..... 6.30. A. M.
" Therezopolis..... 3.00. P. M.

Excursion Train Every Sunday to Therezopolis

Return tickets available for one day only at reduced rates will be sold in advance or on the day of the excursion.

IMPORTANT NOTICE—The accomodation in the train is limited and it will not take luggage.

FOR INFORMATION—Apply at the Office of Company—Avenida Central No. 55, over the Royal Mail Office

LUCAS & CO.

Rua de S. José, 66—Rio de Janeiro

Choice Bordeaux and Burgundy Vintages
IN CASKS, CASES AND BASKET

Sole Agents for

Eschenauer & C.....	}	Bordeaux
J. Latrille Fils.....		Chalon S/Saone
Guichard Portheret & Fils....		Reims
G. H. Mumm & C.....		Francfort
Feist Frères & Fils.....		ETC., ETC.

TELEPHONE 1.108

LONDON AND BRAZILIAN BANK LIMITED

ESTABLISHED 1862

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

Head Office 7, TOKENHOUSE YARD, LONDON, E.C.
 Branch Office in Rio de Janeiro 10, RUA DA ALFANDEGA.
 Paris Branch 5, RUE SCRIBE, PARIS.

Draws on Head Office and the following Branches:—
LISBON, OPORTO, MANAOS (Agency), PARÁ, PERNAMUCO, BAHIA, SANTOS, S. PAULO, RIO GRANDE DO SUL, PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES, 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.
 Messrs. Granet, Brown & Co.—Genoa.

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, the United States, and Europe.

THE LONDON & RIVER PLATE BANK LIMITED

ESTABLISHED 1862

Subscribed Capital	£2,000,000
Realised do	1,200,000
Reserve Fund	1,300,000

29 RUA DA ALFANDEGA and 112 RUA DA QUITANDA

And at London, Paris, New York, Santos, São Paulo, Pernambuco, Parará, Bahia, Buenos Aires, Rosario, Mendoza, Concordia, Bahia Blanca, Barracas, Montevideo, Paysandú, Salto and Valparaiso.

AGENCIES IN BRAZIL

Manáos, Maranhão, Ceará, Maceió, Victoria, Curityba, Rio Grande do Sul, Pelotas and Porto Alegre. Correspondents in all other chief towns of Brazil.

BILLS OF EXCHANGE issued and purchased on the following places:—
 LONDON and all the principal towns of the UNITED KINGDOM.
 PARIS and all the principal towns of FRANCE and of GERMANY, PORTUGAL and ITALY; also on the ARGENTINE REPUBLIC, URUGUAY, CHILE, UNITED STATES, CANADA and JAPAN.

CURRENT ACCOUNTS opened with commercial firms and private individuals.
 DEPOSITS received for fixed periods or at 30 days' notice of withdrawal.
 LETTERS OF CREDIT issued.
 STOCK and SHARE ORDERS executed and every description of banking business conducted.
 TERMS ascertainable on application to the Bank.

BRASILIANISCHE BANK FÜR DEUTSCHLAND

Established in Hamburg on 16th December, 1887, by the "Direction der Disconto Gesellschaft" in Berlin and the "Norddeutsche Bank in Hamburg."—Hamburg.

CAPITAL REALIZED 10,000,000 MARKS.

Branch Office in Rio de Janeiro:

RUA DA QUITANDA No. 131 (Caixa 108)

Branch Offices in:—São Paulo, Caixa 520—Santos, Caixa 185—Porto Alegre, Caixa 27—Bahia, Caixa 152.

Cable Address: ALLEMABANK.

CORRESPONDENTS IN:—Pará, Manáos, Maranhão, Ceará, Pernambuco, Parahyba, Macelo, Victoria, Rio Grande, Pelotas, Curityba, Paranaguá, Santa Catharina, &c.

Draws on:—

Germany { Direction der Disconto Gesellschaft Berlin
 Frankfurt a M. Bremen
 Norddeutsche Bank in Hamburg. Hamburg } and correspondents.
 England { N. M. Rothschild & Sons London
 Direction der Disconto Gesellschaft London
 Manchester and Liverpool District Banking London
 Company Limited London
 Union of London and Smiths Bank Ltd. London
 Wm. Brandt's Sons & Co. London

France { Crédit Lyonnais, Paris and branches
 Comptoir National d'Escompte de Paris
 Société Générale (pour favoriser etc.)
 Lazard Frères & Co.
 De Neufville & Co.
 Heine & Co.
 Italy { Credito Italiano
 Banca Commerciale Italiana
 Portugal—Banco Lisboa & Açores and correspondents
 Spain—Banco Aleman Transatlantico, etc.
 United States, Argentina, Uruguay, Chile, Mexico, and any other countries

Paris
 Paris
 Paris
 Paris
 Paris

Opens accounts current. Pays interest on deposits for fixed periods. Executes orders for purchases and sales of stocks, 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.

Reserve Fund	600,000
Capital	£1,300,000
Idem paid up	650,000

Office in Rio de Janeiro: **31-A Rua Primeiro de Março, 31-A**
and 1, Rua do Hospício, 1

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

SANTOS AGENTS:—
F. S. Hampshire & Co., Limited

Correspondents in:—Pernambuco, Pará, Manáos, Ceará, Victoria, Maceió, Maranhão,
Santa Catharina, Paranaguá, Curityba, Rio Grande do Sul, Pelotas and Porto Alegre.

Draws on its Head Office in London:

The London Joint Stock Bank, Limited	London.
and all principal towns in United Kingdom.	
Messrs. Heine & Co.	Paris.
Banque de Bordeaux	Bordeaux.
J. Berenberg, Gossler & Co.	Hamburg.
and Correspondents in Germany.	
Messrs. Ressi & Co.	Milan.
Banca Commerciale Italiana	Genoa.

Società Bancaria Italiana	Genoa.
and Correspondents in Italy.	
Messrs. E. Sainz & Hijos	Madrid.
" Garcia Calamarte & Co.	Madrid.
and Correspondents in Spain.	
Crédit Franco-Portugais	Operto.
Banco de Portugal	Lisbon.
and Correspondents in Portugal.	
The Bank of New York, N. B. A.	New York.
E. Raoul, Duval & Co.	Havre.

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

Receives deposits at notice or for fixed periods and transacts every description of banking business.
CIRCULAR LETTERS OF CREDIT AVAILABLE IN ALL PARTS OF THE WORLD.

BANCO DO BRAZIL

RIO DE JANEIRO

CAPITAL	Rs. 70.000:000\$000
RESERVE FUND	Rs. 1.081:902\$949

ON 31st DECEMBER 1908

HEAD OFFICE IN RIO DE JANEIRO

Rua da Alfandega, 17 and Rua da Candelaria, 9

BRANCHES AT PARÁ, MANÁOS AND SANTOS

Correspondents at Maranhão, Ceará, Pernambuco, Bahia, Victoria, São Paulo,
Florianopolis, Rio Grande do Sul, Porto Alegre and Pelotas.

Draws on —Messrs. N. M. Rothschild & Sons—London & County Banking Co., Ltd.

Comptoir National d'Escompte de Paris and Baring Brothers & Co. Ltd. LONDON
Norddeutsche Bank in Hamburg. HAMBURG.

Comptoir National d'Escompte de Paris and Hottinguer & Co. PARIS.—Banco de
Portugal LISBON. Opens accounts current.

Pays Interest on deposits for fixed periods.

Executes orders for purchases and sales of stocks and shares, etc., and transacts every description
of Banking business.

Enjoys sole right to issue gold cheques for payment of import duties throughout Brazil

BANCO COMMERCIALE ITALO BRASILIANO

(SOCIEDADE ANONYMA)

HEAD OFFICE: SÃO PAULO

Capital subscribed and paid up	Rs. 5.000:000\$000
Reserve fund	" 1.350:000\$000

BRANCHES: RIO DE JANEIRO AND SANTOS

Agencies at: Botucatu, Ribeirão Preto, São Carlos and Espirito Santo do Pinhal.

Correspondents at: Aracajú, Bahia, Ceará, Curityba, Desterro, Maceió, Manáos, Maranhão, Pará, Parahyba, Paranaguá, Pernambuco,
Porto Alegre, Rio Grande do Sul, Rio Grande do Norte, São Francisco, Victoria and all other important
towns of Brazil.

Address: CAIXA DO CORREIO 504—SÃO PAULO

Telegraphic Address:— "ITALOBANCO"

Agents of the BANA COMMERCIALE ITALIANA, MILAN

CORRESPONDENTS ABROAD

London, City and Midland Bank, Crédit Lyonnais, and Swiss Bankverein	London.	Banco Hispano-Americano	Madrid.
Banque de Paris et des Pays Bas, Crédit Lyonnais, and Société Générale pour favoriser etc.	Paris.	Crédit Franco-Portugais, Banco de Lisboa e Açores	Lisbon.
Hamburger Filiale der Deutschen Bank Commerz and Disconto Bank	Hamburg.	National City Bank of New York	New York
		Banco de Italia y Rio de la Plata and Nuevo Banco Italiano	Buenos Aires

Bills negotiated or collected on the most favourable terms. Letters of Credit, Bills of Exchange and Cable Transfers issued. Purchase and
Sale of Stocks, Shares and other securities. Dividends and interest received. Current accounts opened. Deposits received at rates varying according
to the time fixed for their withdrawal. All kinds of general and Banking business transacted.

GENERAL AGENTS OF THE

"Navigazione Generale Italiana"—"La Veloce"—"La Italia"—"Lloyd Italiano," Shipping Companies

Leopoldina stock rose 1 point to 72½ on Thursday, but declined to 72 to-day. Dumont cum. pref. rose ¼ to 9½. Rio de Janeiro Tramway, Light and Power rose 1 point to 91 and S. Paulo Tramway, Light and Power, after rising to 146¼ on Wednesday, closed to-day at 146, or ½ above last week's quotation. S. Paulo (English) Railway was unaltered at 212.

Consols closed at 83 1-8, as against 83 1-16 last week.

The rates of the Banks of England, France and Germany were all unaltered at 2½, 3 and 4 respectively. London market rate closed at 2 3-16, as against 1¾ last week; Paris was unaltered at 2, whilst Berlin, after rising to 3½ on Monday, closed at 3¼, or 1-8 higher than last week.

THE CAIXA DE CONVERSAO.

Up to the moment of going to press the balance sheet of the Caixa for the week ending October 2nd has not been issued.

CLOSING QUOTATIONS ON THE MONTREAL STOCK EXCHANGE. MONTHLY PRICES.

	Sept. 10	Sept. 9
Mexican Light and Power Co.	69½	69½
Ditto 5 per cent	85	85
S. Paulo Tramway, Light and Power Co., Limited	143	143
Ditto 5 per cent	99	99
Rio de Janeiro Tramway, Light and Power Co., Limited	89	89½
Ditto 5 per cent	92½	92½

Closing Quotations of Brazilian stocks and shares on the Paris Bourse FOR WEEK ENDED

DESCRIPTION	Sept. 4th. 1909	Sept. 11th. 1909
State of Minas Geraes 5 ½/100 1897	501.50	503
do do do 1907	508	508
do do do	506.25	511
do do do	505	507.75
do do do	464	461
do do do	432	433
do do do	480	477.50
do do do	421.50	425
do do do	470	472
do do do	501	500
do do do	495	497
do do do	507	506
do do do	452	451
São Paulo Rio Grande do Sul ex-c 1st series	466	468
do do do ex-c 2nd series	466	468
do do do 3rd series	466	468
do do do Itararé Section 4th series	464	468
do do do S. Francisco 5th	466	468
Victoria and Minas 1st series	471.50	470
do do do 2nd series	458.75	461
North of Brazil Railway	401	403
North of Paraná Railway	408	405
South West of Bahia 6 ½/100	448	448
Goyaz Railway 5 ½/100	429	429
Bahia Docks and Port Company 5 ½/100	457	456
Port of Pará	461	456
North West of Brazil Railway	435	435
Rio de Janeiro Light & Power 5 ½/100 Deb's	448	453.50
Pernambuco Co.	447	448

Closing Quotations of Brazilian stocks and shares on the Brussels Bourse FOR WEEK ENDING

DESCRIPTION	Sept. 4th. 1909	Sept. 11th. 1909
Minas paper	284.50	290
Rescission Bonds 4 ½/100	86.50	87.30
Port of Rio de Janeiro 5 ½/100	101.50	101.80
City of Pará	420	425.50
Auxiliaire de Chemins de Fer au Brésil Pref.	950	965
do do do Ord.	910	923.75
do do do Deb's	510/480	509.75 480
Rio de Janeiro Light & Power Deb's	490	488.50
do do do Shares	4.2	470
São Paulo do do Deb's	776	781
do do do Shares	528	530

FREITAS HOTEL

RUA RIACHUELO, No. 120. Telephone No. 209.

This well-known house has been completely renewed in Modern Style, and with every Sanitary Convenience. Fine Dining Room and comfortable rooms completely re-furnished. Every comfort for Families and Tourists. Spacious Verandas. Large Gardens. The situation of the Hotel is picturesque, very healthy and quiet. First Class Cuisine.

Proprietor:—J. F. FREITAS.

Ceylon Precious Stones

Rough or Polished, supplied direct from our Mines.

Samples and Price List on demand to:

J. WICKRAM ANAYAKA and Co.

CLOSING QUOTATIONS OF BRAZILIAN STOCKS AND SHARES ON THE LONDON STOCK EXCHANGE FOR WEEK ENDED

DESCRIPTION	Sept. 3rd, 1909	Sept. 10th, 1909	
Government Securities			
Gold Loan 1879 4 1/2 ½/100	92	93	
do 1883 4 1/2 ½/100	92	94	
do 1888 4 1/2 ½/100	93	95	
do 1889 4 1/2 ½/100	87 1/2	88	
do 1895 5 ½/100	98 1/2	99 1/2	
do 1903 5 ½/100	101 1/2	102 1/2	
do 1907 5 ½/100	98	99	
West of Minas Railway 5 ½/100	18 1/2	19 1/2	
New Funding Bonds 1898 5 ½/100	104 1/2	105 1/2	
Rescission Bonds 1901-2-5 4 ½/100	86 1/2	84	
State of S. Paulo 5 ½/100 1888	100	102	
do do do Bonds 5 ½/100	10	103	
do do do Bonds 1904	94	95	
do do do Bonds 1904	100	100 1/2	
do do do Scrip fully pd.	94	96	
State of Pará 5 ½/100	90	92	
do 1907 all paid	96	98	
Bahia 5 ½/100 Gold Loan, 1904	101	103	
Comp. Lloyd Bras., 5 ½/100 St. bds.			
Corporation Bonds			
City of Rio de Janeiro 4 ½/100 (city of)	89	91	
ditto 5 ½/100 gold bonds	95	97	
ditto 5 ½/100 gold bonds iss at 92	100 1/2	101 1/2	
City of Santos 6 ½/100	100	103	
Bello Horizonte 6 ½/100 Bds Guar	99	101	
Manaos (C. of) 5 1/2 ½/100 Stg.	91	93	
City of Belem (Pará) 5 ½/100 Gd. Ba. of 1905	83	85	
S. Paulo Gld. Ln. 6 ½/100, 1908	104	106	
Railways			
Brazil Great Southern 7 ½/100 Cum. Pref.	5 1/2	6	
Gt. Western of Brazil, Limited	10 3/4	11 1/4	
do do do 6 ½/100 Pref. Shares 50,000	12	12 1/2	
Leopoldina Limited	73	74	
do do do 5 1/2 ½/100 Pref.	11 1/8	11 3/8	
Porto Alegre a Novo Hamburgo 7 ½/100 Pref. Shares	1	1 1/2	
Rio Claro, S. Paulo, Limited, Shares	27	28	
S. Paulo, Limited	210	212	
do do do 5 ½/100 Non-Cum. Pref.	114	116	
Railway Obligations			
Brazil Gt. Southern, 6 ½/100 Stl. Mt. Deb's. 1893	94	96	
do do do 6 ½/100 Stl. Mt. Deb's. Red.	99	101	
do do do 6 ½/100 Perun. Deb. Stock	93	95	
Gt. Western of Brazil Stock 6 ½/100	132	134	
ditto 5 ½/100 Rd.	102	104	
Leopoldina 4 ½/100 do Stock, red.	97	99	
Mogyana, 5 ½/100 Deb. Bonds	101	103	
Porto Alegre a Novo Hamburgo 6 ½/100 Mort Deb. Red. 1907	98	100	
S. Paulo, Ltd. 5 1/2 ½/100 Debentures Stock	122	124	
do do do 5 ½/100 do	116	118	
do do do 4 ½/100 do	104	106	
Rio Claro, S. Paulo 5 ½/100 Deb. stock	115	117	
Banks			
British Bank of South America, Limited	22 3/4	23 1/4	
London & Brazilian Bank, Limited	28	28 1/2	
London & River Plate Bank, Limited	59	60	
Shipping			
Amazon Steam Navigation Co, Limited	9 1/2	10	
Royal Mail Steam Packet Co. ord.	52	54	
ditto Pref.	94	96	
ditto 4 1/2 ½/100 1. Db. Rd.	102	104	
Pacific Steam Navigation Co.	18 1/2	19 1/2	
Prince Line Ltd.	9/16	11/16	
Mining			
Ouro Preto, ord	3/16	5/16	
St. John del Rey	21/32	23/32	
do do do Prefe. 10 ½/100	1 1/16	1 3/16	
Telegraphs			
Amazon Tel. Shares	2 7/8	3 3/8	
ditto 5 ½/100 Deb's. Red.	93	96	
Western Tele. Co. shares	13 1/4	13 3/4	
do do do 4 ½/100 deb.	103	105	
Miscellaneous			
Brazilian Warrant Co. 7 ½/100 cum. Part. Pf.	4 3/4	5 1/4	
Cantareira Waterworks 5 ½/100 deb. 2nd issue	101	103	
City of Santos Imp. Ltd. 7 ½/100 non-cum pref.	11	11 1/2	
City of Santos Imp. Ltd. 6 ½/100 cum pref.	10 3/4	11 1/4	
do do do 5 ½/100 1st charge deb's	100	102	
do do do 5 ½/100 (Trams) Deb's. Red., Iss at 95	97	99	
do do do 70 ½/100 all pd.	97	99	
Rio de Janeiro City Imp. Limited	3 3/4	4	
do do do 5 ½/100 Deb. 1878-80	100	102	
do do do do 1882-93 & 1901	99	101	
do do do do 5 ½/100 dbs. 1903. Sep. all/p.	99	101	
Rio de Janeiro Flour Mills Limited	2 1/8	2 1/4	
do do do Mort, deb.	100	102	
S. Paulo Gas Co. Limited	14 1/4	14 3/4	
do do do 6 ½/100 crim. pref.	13	12 1/2	
do do do 5 ½/100 Deb's. (Regd.)	49 1/2	50 1/2	
Dumont Coffee, ord.	1 1/2	2	
do do do 7 1/2 ½/100 Cum pref.	8 3/4	9 1/4	
do do do 5 1/2 ½/100 1st. Mort. deb.	101	103	
S. Paulo Coffee Est. 5 1/2 ½/100 1st. Mort. deb.	98	100	
ditto 7 ½/100 Cum. Pref.	4 1/2	5	
Rio de Janeiro Trams, Light & Power	92	94	
Rio de J. Tram. Lght & Pwr. 1st. Mt. 30 yrs. 5 ½/100 Gld Bd'95	93 1/2	95 1/2	
do do do 5 ½/100 1st. Mt. Bds. Red.	85 1/4	86 1/2	
São Paulo Tram. Lgt & Pwr. (\$100)	147	150	
do do do 5 ½/100 Mt. Debt Red. (\$500)	101	103	
San Paulo Match 6 ½/100 1st. Mt. Db.	64	69	
N. Brazilian Sugar Factories	5/16	7/16	
Manaos Har. 5 ½/100 Db. (Rg.) Rd	97	99	
Pernambuco Water. 6 ½/100 1 Db.	99	101	
do do do 6 ½/100 2nd Deb. Stg. Bds.	98	101	
Central Bahia Railway Trust:—			
Reg. Trust 'A., Certs Rd.	81	83	
ditto 'B., Certs.	25 1/2	26 1/2	
Manaos Imp: 7 ½/100 cum. Pref.	8	9	

POSITION OF THE FIVE FOREIGN BANKS AND BRANCHES

ASSETS.	London and	London and	The British	Brazilianische Banco Com-	TOTAL	TOTAL	TOTAL
	Brazilian Bank	River Plate	Bank of South	Bank für	for August	for July	for August
	Limited.	Bank Limited.	Bank of South	Deutschland.	1909.	1909.	1908.
			America Ltd.	Braziliano.			
Capital uncalled	8,888,889\$	—	5,777,778\$	—	14,666,667\$	14,666,667\$	14,666,667\$
Bills discounted	14,618,975\$	3,344,736\$	10,046,636\$	23,496,813\$	62,198,261\$	61,996,297\$	55,076,208\$
Accounts current & loans & guaranteed a/cs.	13,602,683\$	5,230,565\$	14,411,634\$	21,033,543\$	5,744,685\$	60,076,893\$	59,821,244\$
Bills receivable	39,365,919\$	19,508,792\$	16,116,656\$	27,830,265\$	5,968,498\$	108,785,130\$	95,934,827\$
Bills and Securities pledged	30,155,133\$	20,452,023\$	38,299,813\$	30,057,701\$	3,493,967\$	123,458,637\$	112,566,322\$
Securities in deposit	—	55,773,087\$	—	26,182,692\$	28,219,284\$	110,175,003\$	85,711,976\$
Accounts with head offices and branches	33,724,397\$	11,409,503\$	10,978,886\$	16,513,879\$	8,357,578\$	80,979,243\$	71,707,266\$
Cash	29,131,939\$	12,780,178\$	12,027,193\$	13,464,627\$	4,072,283\$	71,476,226\$	58,599,636\$
Sundry	2,891,336\$	1,224,407\$	7,746,379\$	168,329\$	1,723,230\$	13,753,631\$	17,838,657\$
Total	172,279,271\$	129,727,282\$	115,399,981\$	158,767,861\$	644,445,011\$	633,209,805\$	571,942,298\$

LIABILITIES.	London and	London and	The British	Brazilianische Banco Com-	TOTAL	TOTAL	TOTAL
	Brazilian Bank	River Plate	Bank of South	Bank für	for August	for July	for August
	Limited.	Bank Limited.	Bank of South	Deutschland.	1909.	1909.	1908.
			America Ltd.	Braziliano.			
Capital	17,777,778\$	8,500,000\$	11,555,556\$	10,000,000\$	5,000,000\$	47,833,334\$	47,833,334\$
Reserve Fund	—	—	—	—	1,350,000\$	1,350,000\$	1,200,000\$
Deposits at sight	85,693,192\$	18,510,709\$	18,426,484\$	18,690,923\$	8,322,086\$	109,243,394\$	98,613,349\$
Deposits at fixed dates	19,397,576\$	3,856,291\$	9,954,027\$	18,097,509\$	1,657,833\$	52,966,786\$	53,672,571\$
Securities pledged and belonging to customers	30,155,133\$	78,225,110\$	52,731,344\$	84,051,158\$	28,219,284\$	271,382,029\$	228,190,024\$
Head Offices and Branches	14,223,027\$	7,124,790\$	11,571,836\$	23,248,554\$	8,510,139\$	64,678,346\$	61,305,573\$
Sundry	55,092,565\$	20,510,382\$	11,156,734\$	4,679,707\$	14,611,734\$	105,931,122\$	97,382,415\$
Total	172,279,271\$	129,727,282\$	115,399,981\$	158,767,861\$	644,445,011\$	633,209,805\$	571,942,298\$

Cash in Contos.

By Branches:—	Aug.	July.
	London and Brazilian Bank	29,132
London and River Plate Bank	12,780	10,300
British Bank of South America	12,027	11,078
Brazilianische Bank für Deutschland	13,465	11,741
Banco Commerciale Italo Brasileiro	4,072	4,198
	71,476	69,676

By Locality:—	Aug.	July.
	Rio de Janeiro	24,972
S. Paulo	20,772	18,908
Santos	5,440	3,900
Porto Alegre and Rio Grande do Sul	3,490	3,671
Bahia	5,025	4,226
Pernambuco	5,384	5,722
Pará and Manaus	6,393	7,078
	71,476	69,676

COMPARATIVE MOVEMENT OF THE INCREASE AND DECREASE

ASSETS.	Aug. '09 with July '09.		Aug. '09 with Aug. '08.	
	Increase.	Decrease.	Increase.	Decrease.
Capital uncalled	—	—	—	—
Bills discounted	2,2	—	7,122	—
Accounts current and loans and guaranteed accounts.	—	125	181	—
Bills receivable	197	—	12,831	—
Bills and Securities pledged.	2,946	—	9,892	—
Securities in deposit	2,645	—	24,463	—
Accounts with head offices and branches	3,158	—	9,272	—
Cash	1,800	—	12,877	—
Sundry	411	—	—	4,085

LIABILITIES.	Aug. '09 with July '09.		Aug. '09 with Aug. '08.	
	Increase.	Decrease.	Increase.	Decrease.
Capital	—	—	—	—
Reserve Fund	—	—	150	—
Deposits at sight	1,630	—	22,090	—
Deposits at fixed dates	—	706	4,070	—
Securities pledged belonging to customers	5,703	—	43,192	—
Head Offices and Branches	3,373	—	—	6,208
Sundry	1,235	—	8,609	—

BUSINESS DONE ON THE RIO STOCK EXCHANGE
DURING THE WEEK ENDING OCTOBER 1st, 1909.

DESCRIPTION.	Sales	Highest	Lowest	This week.		Previous
				Closing	Previous	
Government Securities.						
Apolices Geraes 5%	293	1:016\$	1:010\$	1:016\$	1:012\$	Sept. 23
do alvara	3	1:015\$	1:015\$	1:015\$	1:010\$	" 22
do fractions	11	1:005\$	1:000\$	1:005\$	1:000\$	" 22
Mun. Loan	53	192\$	180\$	180\$	192\$	" 15
do order	4	192\$	192\$	192\$	198\$	" 22
do 1906	623	187\$	185\$	186\$	187\$5	" 23
do order	48	187\$5	187\$5	187\$5	187\$	" 22
do 1908	118	1:018\$	1:015\$	1:017\$	1:013\$	" 22
do 1909	42	146\$	146\$	146\$	146\$	" 26
do #20	111	800\$	800\$	800\$	800\$	" 23
State of Rio 4%	261	83\$	81\$5	82\$	82\$	" 22
do 6%	20	435\$	435\$	435\$	436\$	" 10
do order	82	435\$	432\$	432\$	410\$	Aug. 9
State of Minas	171	840\$	835\$	838\$	842\$	Sept. 23
do fractions	11	815\$	815\$	815\$	880\$	Aug. 30
State of Espirito Santo						
order	68	750\$	745\$	750\$	690\$	July 27
Mun. do Niteroy	564	180\$5	180\$	180\$	180\$	Sept. 23
do order	190	185\$	185\$	185\$	185\$	" 11
Loan 1909	75	1:000\$	1:000\$	1:000\$	1:000\$	" 23
Bank Shares.						
Brasil	280	189\$	186\$	187\$	187\$	" 23
Commercial	417	90\$	87\$5	88\$	89\$	" 18
Comm. rio	10	126\$	126\$	126\$	125\$	" 22
Republica—alvara	1	52\$	52\$	52\$	—	—
Railway Shares.						
Victoria and Minas	105	33\$	37\$	33\$	39\$	Sept. 23
do 30 d/s	200	40\$	40\$	40\$	36\$	" 4
Minas e S. Jeronymo	500	15\$75	15\$5	15\$5	15\$5	" 20
Sapucahy	1,197	36\$	34\$	36\$	35\$	" 23
Cotton Mills.						
Progresso Industrial	71	275\$	275\$	275\$	275\$	" 21
Alliança	68	275\$	275\$	275\$	278\$	" 21
S. Pedro de Alcantara	70	100\$	100\$	100\$	100\$	" 18
Confiança Industrial	35	170\$	170\$	170\$	170\$	" 1
Petropolitana	12	250\$	250\$	250\$	260\$	May 7
S. Joaquin	112	100\$	100\$	100\$	—	—
Insurance.						
Providente	10	367\$	367\$	367\$	375\$	Sept. 21
Confiança	40	40\$	40\$	40\$	—	—
Integridade	25	30\$	30\$	30\$	—	—
Miscellaneous.						
Docas da Bahia	500	14\$5	14\$5	14\$5	14\$25	Sept. 23
Loterias Nacionaes	1,150	24\$5	24\$	24\$5	24\$5	" 23
Transp. e Carruagens	50	83\$	83\$	83\$	80\$	" 22
Docas de Santos	567	325\$	325\$	325\$	325\$	" 23
Melh. no Pernambuco	300	14\$	14\$	14\$	—	—
Melh. no Maranhão	28	40\$	40\$	40\$	40\$	Sept. 15
Americana Sellos Coupons	90	211\$	205\$	211\$	—	—
Jockey Club—alvara	1	600\$	600\$	600\$	—	—
Debentures.						
Jardim Botânico	208	208\$	206\$	208\$	208\$	Sept. 23
do order	111	212\$	210\$	210\$	211\$	" 9
Mercado Municipal	249	190\$	188\$	189\$	185\$	" 20
Ordem de Penitencia	161	225\$	223\$	225\$	222\$	" 22
Manuf. Fluminense	62	195\$	195\$	195\$	195\$	" 14
Corcovado 2nds	50	205\$	205\$	205\$	—	—
Industrial de S. Paulo	50	188\$	188\$	188\$	—	—
N. S. de Rosario	50	212\$	212\$	212\$	—	—
Rodrigues & Co.	40	196\$	196\$	196\$	190\$	Aug. 31
Graphica Paulista	350	90\$5	90\$	90\$5	—	—
Mortgage Bonds.						
Banco C.R. de Minas 7%	158	100\$	100\$	100\$	100\$	Sept. 23

The business done on the Rio Stock Exchange during the week ended October 1st amounted to 2,112,671\$000, distributed as follows:—

Government Securities	1,390,753\$000
Bank Shares	90,820\$000
Railways and Tramways	61,707\$000
Cotton Mills	65,511\$000
Insurance	6,020\$000
Miscellaneous	250,217\$000
Debentures	231,389\$000
Mortgage Bonds	16,274\$000
Total, Week ending Oct. 1st, 1909	2,112,671\$000
" " " Sept. 24th, 1909	2,039,412\$000
" " " Oct. 2nd, 1909	977,466\$000

BUSINESS DONE ON S. PAULO STOCK EXCHANGE
DURING THE WEEK ENDING SEPTEMBER 30th, 1909.

DESCRIPTION.	Closing				Sept.	Previous
	Sept. 23	Sept. 22	Sept. 21	Sept. 20		
Apolices 6th	18	915\$	915\$	915\$	930\$	Sept. 16
Bebedouro	100	88\$	88\$	83\$	88\$	" 20
Santos 3rd.	50	95\$	95\$	95\$	95\$	" 21
Ribeirão Preto 1st	228	97\$	96\$	96\$5	97\$	" 15
S. Carlos	11	91\$	91\$	91\$	95\$	July 23
do 2nd	55	94\$	92\$	92\$	93\$5	Sept. 2
Bank Shares.						
União	731	87\$	85\$	87\$	80\$	" 22
de S. Paulo	54	120\$	120\$	120\$	120\$	" 22
Comercio e Industria	50	425\$	425\$	425\$	425\$	" 20
Railway Shares.						
Mogyana	521	821\$	815\$	821\$	810\$	" 17
Paulista	142	330\$	330\$	330\$	323\$	" 21
Araraquara—debs	528	96\$	96\$	96\$	96\$	" 22
Dourado—debs	142	95\$	95\$	95\$	94\$	" 20
Miscellaneous.						
S. Bento—debs	296	93\$	92\$	93\$	29\$	" 22
Vid. S. Marina—debs	7	90\$5	90\$5	90\$5	90\$5	" 21
S. Murinho—debs	200	88\$	88\$	88\$	87\$	" 22
do 30 d/s	350	90\$	79\$5	90\$	—	—
Melhoramentos	211	105\$5	105\$5	105\$5	106\$5	Sept. 21
do debs	50	91\$	91\$	91\$	91\$	Aug. 27
Melh. no Paraná—debs	880	85\$	85\$	85\$	85\$	Sept. 16
Salto Fabril—debs	286	86\$	86\$	86\$	—	—
Mortgage Bonds.						
Banco União	108	71\$	71\$	71\$	70\$	Sept. 22
Banco Credito Real	123	4\$	4\$	4\$	4\$	" 23

The business done on the S. Paulo Stock Exchange during the week ended September 30th amounted to 621,368\$000, distributed as follows:—

Government Securities	53,562\$000
Bank Shares	90,596\$000
Railways and Tramways	276,524\$000

COFFEE MARKET.

COFFEE ENTRIES
In bags of 60 kilos.

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	Oct. 1 1909	Sept. 24 1909	Oct. 2 1908	Oct. 1 1909	Oct. 2 1908
By Central R'y.....	45,169	29,313	39,921	438,009	330,675
Leopoldina R'y....	53,646	56,163	57,042	681,112	499,541
Inland.....	3,827	3,604	4,813	52,919	39,852
Coastwise, discharged...					
Total.....	102,642	89,079	101,776	1,172,040	870,068
Transferred from Rio to Nictheroy.....	2,862	933	4,829	19,454	35,342
Net Entries at Rio.....	99,780	88,146	96,947	1,152,586	834,726
Coastwise, in transit....					
Nictheroy from Rio & Leopoldina R'y.....	17,364	9,129	16,981	111,881	155,470
Total Rio including Ni- ctheroy & transit.....	117,144	97,275	113,928	1,264,467	990,196
SANTOS:	579,022	563,476	128,750	6,049,821	3,470,503
Total Rio & Santos..	696,766	660,751	242,678	7,314,288	4,460,699

The coast arrivals for the week ended October, 1st were from

S. João da Barra.....	1,269
Caravellas.....	984
Macahé.....	1,574
Total...	3,827

The total entries by the different S. Paulo Railways for the Crop to October 1st 1909 were as follows:—

	Past Jundiaby	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1909/1910:	5,375,123	762,394	6,137,517	6,049,821	87,696
1908/1809:	3,230,119	241,921	3,472,040	3,470,503	1,537

COFFEE LOADED (EMBARQUES)
In bags of 60 kilos.

	DURING WEEK ENDED			FOR THE CROP TO	
	1909 Oct. 1	1909 Sept. 24	1908 Oct. 2	1909 Oct. 1	1908 Oct. 2
Rio.....	115,987	93,967	107,444	1,070,995	726,598
Nictheroy.....	5,835	10,257	25,177	88,439	162,248
In transit.....					
Total Rio including Nictheroy & transit.....	121,822	104,224	132,621	1,159,434	888,846
Santos.....	354,915	410,463	219,544	4,501,002	2,498,981
Total Rio & Santos ..	476,737	514,687	352,165	5,660,436	3,387,827

Rio de Janeiro, October 2nd, 1909.

Entries at Rio and Santos for the week ending October 1st were 36,015 bags more than for the previous week, and 454,088 bags more than for the corresponding period last year.

For the crop entries reached 7,314,288 bags, as against 4,460,699 bags last year, and 3,995,645 bags in 1907-08.

Shipments (embarques) were 33,950 bags less than for the previous week, and 124,572 bags more than for the corresponding week last year.

The average price for Rio No. 7 was 4\$141, against 4\$194 in the previous week, and at New York it was 7.25 cents against 7.08 cents in the previous week, and 6.14 cents last year.

Stocks increased 249,314 bags, and are 665,800 bags more than last year.

Santos entries were 16,146 bags more than for the previous week, and were larger than shipments by 224,307 bags. The daily average for the week (six days) was 96,603 bags, as against 93,912 bags for the previous week, and 21,458 bags last year.

Up to October 1st entries for the last ten years were as follows:—

1909-10	7,314,288
1908-09	4,380,699
1907-08	3,783,383
1906-07	5,678,106
1905-06	4,136,926
1904-05	4,612,110
1903-04	4,882,312
1902-03	4,632,650
1901-02	5,744,400
1900-01	3,708,890

For the coffee crop clearances up to October 1st show 2,363,409 bags more than for last year, and sterling value £3,723,305 more.

	Commissarios Prices.	Market Prices.
Sept. 27.	6\$100	6\$100
„ 28.	6\$100—	6\$000—6\$100
„ 29.	5\$900—6\$000	5\$900—6\$000
„ 30.	5\$900—6\$000	5\$900—6\$000
Oct. 1.	6\$000	6\$000
„ 2.	6\$000—6\$100	6\$000—6\$100

Messrs. J. Metz and Co. estimate that the quantity of coffee disposable by consumption during the current season will amount to 19,100,000 bags, made up as follows:—Rio, 4,000,000; Santos, 9,500,000; Minas via Santos, 850,000; valorisation sales, 500,000; Bahia and Victoria, 500,000; other countries, 3,750,000. Deliveries they estimate will not exceed 18,000,000. At the end of the season the position would therefore be thus: a surplus of 1,100,000 bags in consuming markets; stocks of 2,000,000 bags at Santos and 600,000 offering on valorisation account: in all 3,700,000. Messrs. Metz conclude that, in view of this situation, the markets will certainly be inundated with reports unfavourable to the coming crop, but that, in view of the enormous surplus anticipated, they will be ineffective.

The Hamburg correspondent of "The Economist," under date of September 8th, writes to his journal as follows:—"This market has been active and firm during the week under review, with transactions last Thursday at 55,000 bags, of which 32,000 were September. An increase in the month's visible supply, according to Messrs. Duuring and Zoon, of 1,403,000 bags to the record end of August figure of 15,193,000 bags, and receipts at Santos of 119,000 and at S. Paulo of 120,000 bags on Monday fell flat as market factors. Despite a freight rate war and a consequent reduction of 10s. per ton, prices on c. and f. terms were advanced and fair parcels were placed here at 6d. to 9d. over the limits accepted in the previous week. The broken week in New York and in Brazil—each having two holidays—was likewise without influence. The liquidation of the September position is proceeding. So far not a single bag has been tendered, and speculators desirous to close engagements of this month have found bears very willing to buy their holdings, paying even gradually harder prices. Speculative purchases of distant months have been made on the strength of further cables from well-known Santos houses again reducing their estimates of the current crop, and stating that the next crop was not promising well. These cables have more than offset pointers of 1,750,000 bags for the September Santos receipts. Closing bid values show a rise of a 1/2 to 3/4 pf. per 1/2 kilo at 33 for September (against 32 1/2 last week); 31 for December (30 1/2); 30 1/2 for March, May and July (30). The week's registered future sales amount to 150,000 bags. The spot market has been fairly busy, but it is claimed that, so far, the arrivals of new crops are not answering expectations, that the bean is too small. Roasters prefer old crop samples, and are quite ready to pay high premiums for such parcels."

BRAZILIAN WARRANT COMPANY.

Movement of the Companhia Paulista de Armazen Geraes for the week ending October 1st, 1909:—

Stock on September 24th	Bags. 113,693
Entries during the week	42,948
Withdrawals during the week	156,641
Stock on October 1st	25,301
	131,340

Future sales registered with the Companhia Registradora de Santos on the basis of New York Exchange Standard No. 4, for the week ending October 1st

To-day's closing quotation for October	21,000 bags 3\$775
„ Ditto November	3\$800
„ Ditto December	3\$825
„ Ditto January	3\$825

Santos.—October 1st, 1909.—For the Brazilian Warrant Co. Limited.—A. G. Monteiro de Castro, Manager.

OUR OWN STOCK

In Bags of 60 kilos.

RIO: Stock on September 24.....	228,442
Entries during week ended October 1.....	99,780
	328,222
Loaded (Embarques) for the week	115,987
STOCK IN RIO ON OCTOBER 1.....	212,235
Stock at Nictheroy and Porto da Madama on September 24.....	6,217
Stock in Ilha do Vianna on September 24....	17,684
» Afloat on September 24.....	95,754
Entries at Nictheroy plus total embarques including transit.....	139,186
	258,841
Deduct: embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week.....	98,372
STOCK IN NICTHEROY AND AFLOAT ON OCTOBER 1 ..	160,469
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON OCTOBER 1.....	372,704
SANTOS: Stock on September 24	2,261,391
Entries for week ended October 1..	579,622
	2,841,013
Loaded during same week.....	354,915
STOCK IN SANTOS ON OCTOBER 1.....	2,486,098
Stocks in Rio and Santos on October 1 1909.....	2,858,802
do do on September 17 1909.....	2,609,488
do do on October 1 1908.....	2,193,002

FOREIGN STOCKS

In Bags of 60 kilos.

	Sept. 25/1909	Sept. 18/1909	Sept. 26/1909
United States Ports.....	3,203,000	3,237,000	3,011,000
Havre.....	2,571,000	2,579,000	3,203,000
Both.....	5,774,000	5,816,000	6,214,000
Deliveries United States	131,000	154,000	117,000
Visible Supply at United States ports.....	3,813,000	3,709,000	3,206,000

SALES OF COFFEE.

FOR THE WEEK ENDING OCTOBER 1st, 1909.

	October 1/1909	Sept. 24/1909	October 2/1909
Rio.....	71,811	72,844	54,000
Santos.....	259,229	362,928	63,248
Total.....	331,040	435,412	117,248

COFFEE PRICE CURRENT

DURING THE WEEK ENDING OCTOBER 1st, 1909.

DESCRIPTION	Sept. 25	Sept. 27	Sept. 28	Sept. 29	Sept. 30	Oct. 1	Averages
RIO—							
Market N.6. 10 kilos	4.357	4.357	4.357	4.221	—	4.289	4.348
• N.7. • •	4.425	4.425	4.425	4.289	4.289	4.357	4.141
• N.8. • •	4.153	4.153	4.153	4.017	—	4.085	3.940
• N.9. • •	4.221	4.221	4.221	4.085	4.085	4.153	3.732
	3.949	3.949	3.949	3.813	—	3.881	3.940
	4.017	4.017	4.017	3.881	3.881	3.949	3.732
	3.744	3.744	3.744	3.608	—	3.676	3.744
	3.813	3.813	3.813	3.676	3.676	3.744	
SANTOS—							
Superior per 10 kilos...	3.900	3.800	3.800	3.800	3.800	3.800	3.816
Good Average.....	3.400	3.300	3.300	3.300	3.300	3.300	3.316
N. YORK per lb.							
Spot N. 7..... cent.	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7.25
• 8..... •	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	7.00
Options—							
• Dec.... •	5.40	5.40	5.30	5.35	5.40	5.40	5.37
• March.. •	5.50	5.50	5.45	5.45	5.50	5.55	5.49
• May.... •	5.55	5.55	5.50	5.50	5.55	5.60	5.54
HAVRE, per so kilos							
Options..... francs.							
• Dec.... •	41.25	40.00	39.75	39.50	39.75	40.00	40.04
• March •	39.75	39.75	39.50	39.25	39.50	39.75	39.58
• May... •	39.75	39.50	39.25	39.00	39.25	39.50	39.37
HAMBURG per 1/2 k.							
Options..... pfnnign.							
• Dec.... •	32.25	32.00	31.75	31.50	31.75	32.00	31.87
• March •	31.75	31.25	31.25	31.00	31.50	31.50	31.37
• May... •	31.50	31.25	31.25	31.00	31.25	31.50	31.29
LONDON per wt.							
Options..... shillings							
• Dec.... •	31/-	30/9	30/9	30/9	31/-	31/3	30/1
• March •	29/3	29/3	29/-	28/9	29/3	29/3	29/1
• May.. •	29/3	29/-	29/-	28/9	29/-	29/3	29/-

MONTHLY ENTRIES.

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

MONTHS	RIO		SANTOS		BOTH	
	1909-1910	1908-1909	1909-1910	1908-1909	1909-1910	1908-1909
July.....	393,426	226,794	1,415,477	860,406	1,748,903	1,087,193
August.....	482,466	315,026	2,201,526	1,498,169	2,683,991	1,813,354
September...	419,463	411,260	2,347,565	1,017,859	2,767,828	1,429,059
October.....	—	369,413	—	1,941,721	—	2,311,972
November....	—	258,469	—	1,385,249	—	1,643,445
December....	—	274,045	—	798,847	—	1,072,718
January.....	—	285,203	—	724,750	—	959,809
February....	—	264,634	—	568,787	—	833,018
March.....	—	214,660	—	169,070	—	383,131
April.....	—	89,479	—	79,979	—	169,723
May.....	—	95,625	—	124,045	—	219,671
June.....	—	171,893	—	364,411	—	536,300
Total for the crop.....	1,235,854	2,926,501	5,964,568	9,533,243	7,199,922	12,459,944

THE COFFEE SAILED

DURING THE WEEK ENDED OCTOBER 1st, WAS CONSIGNED TO THE FOLLOWING DESTINATIONS.

In Bags of 60 kilos.

	UNITED STATES	EUROPE & MEDITERRANEAN	COAST	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio.....	24,451	59,639	5,140	3,300	—	—	92,530	1,082,310
Santos ..	273,153	863,635	—	3,548	—	—	640,336	4,219,882
Total 1909/1910	297,604	423,274	5,140	6,848	—	—	732,866	5,302,192
1908/1909	88,398	74,998	7,407	9,411	—	3,225	183,479	2,921,673

Value of Coffee cleared for Foreign Ports.

DURING THE WEEK ENDING OCTOBER 1st, 1909.

	Oct. 1	Sept. 24	Oct. 1	Sept. 24	Crop to Oct. 1	
	Bags,	Bags.	£	£	Bags	£
Rio	87,390	99,700	159,072	185,292	972,373	1,697,150
Santos	640,336	258,390	1,237,610	509,093	4,219,882	8,232,297
Total 1909/1910	727,726	358,090	1,396,682	694,385	5,192,255	8,929,447
do 1908/1909	176,016	109,008	303,970	192,890	2,828,846	5,206,142

RAINFALL ON THE LEOPOLDINA RAILWAY

DURING THE WEEK ENDING OCTOBER 1st, 1909.

(In hundredths of an inch).

STATIONS	25th.	26th.	27th.	28th.	29th.	30th.	1st.
SEPTEMBER AND OCTOBER							
Cachoeiras				29			
Friburgo.....							
Laranjeiras.....							
Cordeiro.....				22			
Sumidouro.....				20			
Capivary.....			5	35			78
Macahé.....							20
Triumpho.....						40	
Campos.....				32		21	
Tahy.....				25		10	
Tres Irmãos.....							
Porto Novo.....							
V. Grande.....				31			
Recreio.....				25			
Cataguazes.....		30		30			
Palma.....		26					
Porciuncula.....		8				22	
Santa Luzia.....		60					
Socego.....				28			
Biens.....				83		21	
Furtado de Campos.....		98		40			
Ligação.....		50					
S. Geraldo.....		51					
Ponte Nova.....		140					
Saude.....							
Murundu.....		15					
Itaperua.....		70		30			
Muquy.....							
Muniz Freire.....							

BRAZILIAN EXCHANGE

THE STUDY OF AN INCONVERTIBLE CURRENCY

By J. P. WILEMAN C. E.

(Editor of the "BRAZILIAN REVIEW")

PRICE 10\$000

Sold at Laemmert, & Co. RIO DE JANEIRO.

Effingham Wilson, Royal Exchange, LONDON.

Offices of the "Brazilian Review."

Rua Camerino No. 61

World's Visible Supply of Coffee ON THE 1ST OF EACH MONTH

	1909-1910	1908-1909	1907-1908	1906-1907	1905-1906
July.....	12,841,057	14,126,227	16,399,954	9,636,563	11,265,510
August.....	13,788,997	14,307,604	16,075,812	9,948,053	11,465,641
September...	15,359,241	15,080,241	16,004,000	10,756,638	12,102,496
October.....	—	15,145,943	16,712,582	12,154,000	12,624,693
November....	—	16,362,071	16,850,134	13,165,786	13,006,841
December....	—	16,311,875	16,910,853	13,808,836	13,090,349
January.....	—	15,730,232	16,758,279	14,377,932	12,647,595
February....	—	15,341,489	16,313,226	15,133,293	11,931,631
March.....	—	14,916,237	16,017,855	15,201,422	11,324,581
April.....	—	13,932,904	15,460,589	15,397,742	10,747,916
May.....	—	13,314,522	14,949,668	16,009,449	10,356,157
June.....	—	12,885,829	14,567,285	16,561,708	10,171,979
Total.....	—	—	—	—	—

Deliveries in Europe

	1909-1910	1908-1909	1907-1908	1906-1907	1909-1910	1908-1909	1907-1908	1906-1907
July.....	785,175	823,879	917,543	779,135	298,061	550,813	611,437	426,517
August.....	699,230	840,751	962,306	861,470	554,467	525,717	546,834	602,079
September...	—	934,577	920,076	858,461	—	533,301	535,782	463,763
October.....	—	872,823	1,067,424	1,034,279	—	574,318	667,701	712,832
November....	—	1,108,677	887,608	923,348	—	655,569	616,254	712,936
December....	—	957,544	752,606	771,614	—	879,792	457,419	561,295
January.....	—	929,715	794,983	860,968	—	797,846	608,126	747,288
February....	—	964,116	860,031	711,148	—	676,302	589,173	558,641
March.....	—	1,169,810	965,475	931,474	—	949,546	666,971	610,058
April.....	—	950,877	850,272	927,913	—	578,104	706,751	567,997
May.....	—	799,294	719,961	953,439	—	3,575	554,898	555,440
June.....	—	777,880	783,638	888,721	—	372,596	482,199	523,871
Total.....	1,484,405	11,129,943	10,481,523	10,502,030	852,528	7,519,659	7,043,595	7,042,720

Deliveries in the United States

MANIFESTS OF COFFEE
DURING THE WEEK ENDING OCTOBER 1st, 1909.
RIO DE JANEIRO.

Date, Vessel & Destination	Shippers	Bags Total
Sept. 25.—CAP BLANCO—Christiania	C. Silva & Co.	500
Ditto—Bergen	C. Silva & Co.	250
Ditto—Copenhagen	C. Silva & Co.	250
Ditto—Hamburg opt	Carlo, Pareto & Co.	250
Ditto ditto	Gustav Trinks & Co.	133
Ditto ditto	Gustav Trinks & Co.	491
Ditto—lbo	Gustav Trinks & Co.	125
Ditto—Wiborg	Gustav Trinks & Co.	250
Ditto—Wasa	Gustav Trinks & Co.	125
		2,374
CAP ROCA—Hamburg opt.	Ornstein & Co.	2,125
Ditto ditto	Eugen Urban	753
Ditto ditto	Gustav Trinks & Co.	1,500
Ditto ditto	C. Silva & Co.	2,875
Ditto ditto	S. Gonçalves & Co.	500
Ditto ditto	Carlo, Pareto & Co.	125
Ditto ditto	Louis Boher	500
Ditto ditto	Theodor Wille & Co. u.	750
Ditto—Hamburg	Teixeira, Borges & Co.	210
Ditto ditto	Ornstein & Co.	604
Ditto ditto	S. Gonçalves & Co.	250
Ditto—Stockholm	Ornstein & Co.	125
Ditto ditto	Carlo, Pareto & Co.	375
Ditto ditto	Eugen Urban	247
Ditto ditto	C. Silva & Co.	125
Ditto—Wiborg	Eugen Urban	125
Ditto ditto	Theodor Wille & Co.	750
Ditto—Copenhagen	Gustav Trinks & Co.	125
Ditto ditto	C. Silva & Co.	375
Ditto—Christiania	Carlo, Pareto & Co.	250
Ditto ditto	Gustav Trinks & Co.	125
Ditto ditto	Gustav Trinks & Co.	250
Ditto—Helsingfors	C. Silva & Co.	125
Ditto—Gefle	Theodor Wille & Co.	500
Ditto ditto	Gustav Trinks & Co.	250
Ditto ditto	Gustav Trinks & Co.	250
Ditto—Galatz	C. Silva & Co.	375
Ditto—Dramnem	C. Silva & Co.	125
Ditto—Arundal	S. Gonçalves & Co.	250
Ditto—Gothenburg	Theodor Wille & Co.	250
Ditto ditto	Theodor Wille & Co.	250
Ditto—Halmstad	Theodor Wille & Co.	125
Ditto—Sundswall	Theodor Wille & Co.	125
		15,570
ATLANTIQUE—Buenos Aires	C. Silva & Co.	207
Ditto ditto	Pinto & Co.	100
Ditto ditto	Sequeira & Co.	451
Ditto ditto	Theodor Wille & Co.	150
Ditto ditto	McKinlay, Schmidt & Co.	100
Ditto ditto	Norton, Megaw & Co.	265
Ditto ditto	Ornstein & Co.	250
Ditto—Montevideo	Pinto & Co.	275
Ditto ditto	C. Silva & Co.	150
Ditto ditto	Sequeira & Co.	100
Ditto ditto	Orstein & Co.	100
		2,148
ITAIPAVA—Porto Alegre	Eugen Urban	150
Ditto ditto	Zenha, Ramos & Co.	100
Ditto ditto	Pinac & Co.	350
Ditto ditto	C. Silva & Co.	590
Ditto ditto	Sequeira & Co.	75
Ditto—Pelotas	Eugen Urban	60
Ditto ditto	Sequeira & Co.	180
Ditto ditto	C. Silva & Co.	245
Ditto ditto	Lage & Irmão	100
Ditto—Rio Grande	Eugen Urban	100
Ditto ditto	Sequeira & Co.	100
Ditto ditto	C. Silva & Co.	250
Ditto ditto	Lage & Irmão	300
		2,600
ALEXANDRIA—Laguna	Sequeira & Co.	65
Ditto ditto	Queiroz, Moreira & Co.	120
Ditto ditto	Sundry	30
		205
MANAOS—Maranhão	Pinto & Co.	25
Ditto ditto	Pinto & Co.	20
Ditto—Pará	Pinto & Co.	20
Ditto ditto	Pinto & Co.	30
Ditto—Manáos	Zenha, Ramos & Co.	70
		165
IRIS—Estancia	Procopio de Oliveira	15
Ditto ditto	Walter Brothers & Co.	15
Ditto—Villa Nova	Sundry	10
		40
27.—SAVOIA—Odessa	Pinto & Co.	250
Ditto ditto	Hard, Rand & Co.	250
Ditto—Varna	Hard, Rand & Co.	250
Ditto—Genoa opt.	Ornstein & Co.	250
Ditto ditto	Pinheiro & Ladeira	750
Ditto ditto	Gustav Trinks & Co.	250
Ditto—Smyrna	Gustav Trinks & Co.	250
Ditto—Galatz	Gustav Trinks & Co.	125
		2,375
CASTILLIAN P.—New York	Pinto & Co.	1,200
Ditto ditto	Hard, Rand & Co.	3,000
		4,200
28.—MELPOMENE—Trieste	Theodor Wille & Co.	4,000
Ditto ditto	Ornstein & Co.	3,625
Ditto ditto	Hard, Rand & Co.	1,750
Ditto ditto	A. Gonçalves & Co.	875
Ditto ditto	John Moore & Co.	500
		10,750
ABOUKIR—Havre	Ornstein & Co.	3,625
Ditto ditto	Eugen Urban	4,000
Ditto ditto	Theodor, Wille & Co.	1,000
Ditto ditto	Hard, Rand & Co.	1,500
Ditto ditto	Karl Valais Junior & Co.	2,000
Ditto—Anvers	Hentsehel & Gaffrée	3,000
Ditto—Southampton	Hentsehel & Gaffrée	250
Ditto ditto	Theodor, Wille & Co.	1,000
Ditto—Antwerp	C. Silva & Co.	1,000
Ditto ditto	Hard, Rand & Co.	250
Ditto—London	Sundry	125
		17,750
GRANADA—Hamburg opt.	McKinlay, Schmidt & Co.	625
Ditto ditto	Hard, Rand & Co.	250
Ditto ditto	Eugen Urban	375
Ditto—Stockholm	Hard, Rand & Co.	250
Ditto—Copenhagen	Gustav, Trinks & Co.	250
Ditto—Wiborg	Gustav, Trinks & Co.	150
Ditto—Helsingfors	Gustav, Trinks & Co.	125
Ditto—Gefle	Gustav, Trinks & Co.	625
		2,650
MALTE—Buenos Aires	Carlo, Pareto & Co.	—
PIRANGY—Maceió	Zenha, Ramos & Co.	155
Ditto ditto	Sequeira & Co.	25
Ditto—Pernambuco	Pinto & Co.	200
Ditto ditto	Sequeira & Co.	300
Ditto ditto	Zenha, Ramos & Co.	60
Ditto—Pará	Pinto & Co.	1,080
Ditto ditto	Zenha, Ramos & Co.	135
Ditto ditto	Pinheiro & Ladeira	175
		2,180

29.—ORITA—Valparaiso	Ornstein & Co.	250
Ditto—Ancud	Theodor, Wille & Co.	50
Ditto—Talcahuano	Eugen Urban	150
Ditto—Punta Arenas	Norton, Megaw & Co.	202
		652
ORIANA—Constantinople	Pinto & Co.	625
Ditto—Malta	Pinto & Co.	125
Ditto—Delagoa Bay	Pinto & Co.	50
Ditto—Salonica	Pinto & Co.	375
Ditto—Varna	Pinto & Co.	125
Ditto—East London	Pinto & Co.	100
		1,400
MAGELLAN—Bordeaux	Carlo, Pareto & Co.	250
Ditto ditto	Eugen Urban	1,121
Ditto Bône	C. Silva & Co.	150
		1,520
AFRICAN PRINCE—New Orleans	Carlo, Pareto & Co.	6,650
Ditto ditto	Pinto & Co.	5,050
Ditto ditto	Theodor, Wille & Co.	3,000
Ditto ditto	C. Silva & Co.	2,500
Ditto ditto	Ornstein & Co.	2,100
Ditto ditto	Eugen Urban	951
		20,251
30.—PRINCIPE DI UDINE—Genoa	Carlo, Pareto & Co.	3,625
Ditto ditto—opt.	Gustav, Trinks & Co.	1,025
		5,250
Total		92,530

SANTOS.

Sept. 26—AVON—London	George W. Ennor	3,080
Ditto ditto	Zerrenner, Bulow & Co.	24
Ditto—Southampton	Hard, Rand & Co.	946
Ditto ditto	Barboza & Co.	750
Ditto ditto	George Rosenheim	250
Ditto ditto	E. Johnston & Co.	188
Ditto—Madeira	Sundry	15
Ditto—Lisbon	Sundry	2
		5,256
ARAGON—Buenos Aires	Krische & Co.	422
Ditto—Montevideo	Krische & Co.	203
		625
VALPARAISO—Buenos Aires	Roxo & Co.	132
Ditto ditto	R. Alves, Toledo & Co.	63
Ditto ditto	Sundry	5
		200
GRANADA—Hamburg	Mich., Wright & Co.	11,000
Ditto ditto	Nauman, Gepp & Co.	10,020
Ditto ditto	S.F. et C. Franco-Brsilienne	6,000
Ditto ditto	Theodor Wille & Co.	5,752
Ditto ditto	E. Johnston & Co.	5,000
Ditto ditto	Prado, Chaves & Co.	5,000
Ditto ditto	Krische & Co.	5,000
Ditto ditto	Nossack & Co.	3,750
Ditto ditto	Roxo & Co.	3,575
Ditto ditto	Hard, Rand & Co.	3,000
Ditto ditto	Levy Nathan & Co.	2,650
Ditto ditto	Diogenes, Ferreira & Co.	2,375
Ditto ditto	George Rosenheim	2,073
Ditto ditto	Herm. Stoltz & Co.	2,040
Ditto ditto	Schmidt & Trost	2,010
Ditto ditto	Baldwin & Co.	1,875
Ditto ditto	Barboza & Co.	1,500
Ditto ditto	Leon, Israel & Bros.	1,250
Ditto ditto	Holworthy, Ellis & Co.	1,000
Ditto ditto	G. Trinks	250
		75,118
HOLLANDIA—Buenos Aires	G. Trinks	172
Ditto ditto	Leite & Santos	25
		197
ZAANLAND—Amsterdam	Barboza & Co.	9,949
Ditto ditto	S.F. et C. Franco-Brsilienne	6,000
Ditto ditto	Zerrenner, Bulow & Co.	2,001
Ditto ditto	E. Johnston & Co.	1,000
Ditto ditto	Carl Hellwig	500
Ditto ditto	G. Trinks	500
Ditto ditto	Levy Alvaro & Co.	500
Ditto ditto	Theodor Wille & Co.	250
Ditto ditto	Hard, Rand & Co.	250
		20,950
CALDERON—New York	Nauman Gepp & Co.	20,000
Ditto ditto	Hard, Rand & Co.	18,585
Ditto ditto	Mich., Wright & Co.	13,500
Ditto ditto	S. Caldeira & Co.	6,000
Ditto ditto	Holworthy, Ellis & Co.	5,799
Ditto ditto	Theodor Wille & Co.	3,000
Ditto ditto	Barboza & Co.	2,970
Ditto ditto	McLaughlin & Co.	2,786
Ditto ditto	Roxo & Co.	2,563
Ditto ditto	Baldwin & Co.	2,380
Ditto ditto	George Rosenheim	1,707
Ditto ditto	E. Johnston & Co.	1,150
Ditto ditto	Carl Hellwig	500
Ditto ditto	S.F. et C. Franco-Brsilienne	500
Ditto ditto	G. Trinks	313
		81,692
ABOUKIR—Havre	Prado, Chaves & Co.	15,000
Ditto ditto	Baldwin & Co.	8,000
Ditto ditto	Carl Hellwig	5,339
Ditto ditto	Diogenes, Ferreira & Co.	5,000
Ditto ditto	Barboza & Co.	3,239
Ditto ditto	Hard, Rand & Co.	3,250
Ditto ditto	E. Johnston & Co.	3,002
Ditto ditto	Nossack & Co.	2,000
Ditto ditto	Holworthy, Ellis & Co.	1,301
Ditto ditto	Zerrenner, Bulow & Co.	221
Ditto ditto	George Rosenheim	26
Ditto ditto	Roxo & Co.	2
Ditto—Southampton	Mich., Wright & Co.	2,750
Ditto—Antwerp	S.F. et C. Franco-Brsilienne	2,250
Ditto ditto	Hard, Rand & Co.	620
Ditto ditto	Theodor Wille & Co.	500
Ditto ditto	Carl Hellwig	24
Ditto ditto	E. Johnston & Co.	1
Ditto—London	George W. Ennor	3,500
Ditto ditto	Nauman, Gepp & Co.	500
Ditto ditto	S.F. et C. Franco-Brsilienne	500
Ditto ditto	Roxo & Co.	100
Ditto—Nantes	Nossack & Co.	200
		57,381
29.—MELPOMENE—Trieste	Theodor Wille & Co.	12,500
Ditto ditto	Nauman Gepp & Co.	7,250
Ditto ditto	Hard, Rand & Co.	3,740
Ditto ditto	Mich., Wright & Co.	3,250
Ditto ditto	E. Johnston & Co.	2,000
Ditto ditto	Holworthy, Ellis & Co.	1,500
Ditto ditto	S.F. et C. Franco-Brsilienne	1,239
Ditto ditto	Barboza & Co.	2,950
Ditto ditto	Prado, Chaves & Co.	1,000
Ditto ditto	Leon Israel & Bros.	750
Ditto ditto	Levy Alvaro & Co.	500
Ditto ditto	Baldwin & Co.	250
Ditto ditto	George Rosenheim	250
Ditto ditto	G. Trinks	250

Ditto—Flume	Baldwin & Co.	1,000
Ditto ditto	Theodor Wille & Co.	500
Ditto—Venice	Nossack & Co.	500
Ditto ditto	Hard, Rand & Co.	250
Ditto—Suakin	Mich., Wright & Co.	500
Ditto—Jeddah	Mich., Wright & Co.	250
40,429		
SANTA RITA—Rotterdam	Prado, Chaves & Co.	15,250
Ditto ditto	Mich., Wright & Co.	9,750
Ditto ditto	Barboza & Co.	9,000
Ditto ditto	Hard, Rand & Co.	6,750
Ditto ditto	Theodor. Wille & Co.	6,375
Ditto ditto	S.F. et C.Franco-Brésilienne	6,250
Ditto ditto	Nauman, Gepp & Co.	3,500
Ditto ditto	E. Johnston & Co.	2,201
Ditto ditto	Nossack & Co.	1,750
Ditto ditto	Levy, Alvaro & Co.	1,628
Ditto ditto	Krische & Co.	1,000
Ditto ditto	R. Alves, Toledo & Co.	1,000
Ditto ditto	Holworthy, Ellis & Co.	250
Ditto—Hamburg	Theodor Wille & Co.	6,625
Ditto ditto	Nauman, Gepp & Co.	6,500
Ditto ditto	Prado, Chaves & Co.	5,000
Ditto ditto	Krische & Co.	4,000
Ditto ditto	S.F. et C.Franco-Brésilienne	3,750
Ditto ditto	Nossack & Co.	1,963
Ditto ditto	Barboza & Co.	1,875
Ditto ditto	Schmidt & Trost	1,620
Ditto ditto	Hard, Rand & Co.	1,075
Ditto ditto	Holworthy, Ellis & Co.	1,070
Ditto ditto	E. Johnston & Co.	375
Ditto ditto	Lion & Co.	314
99,821		
CASTILLIAN PRINCE—New York	Baldwin & Co.	12,250
Ditto ditto	Holworthy, Ellis & Co.	5,000
Ditto ditto	Leon Israël & Bros	4,750
Ditto ditto	Mich., Wright & Co.	3,500
Ditto ditto	Hard, Rand & Co.	3,000
Ditto ditto	E. Johnston & Co.	2,750
Ditto ditto	Roxo & Co.	2,504
Ditto ditto	McLaughlin & Co.	2,100
Ditto ditto	Prado, Chaves & Co.	2,000
Ditto ditto	George Rosenheim	500
83,854		
AFRICAN PRINCE—New Orleans	Nauman, Gepp & Co.	11,100
Ditto ditto	Krische & Co.	10,977
Ditto ditto	Mich., Wright & Co.	10,450
Ditto ditto	Baldwin & Co.	9,950
Ditto ditto	Holworthy, Ellis & Co.	9,858
Ditto ditto	Leon Israël & Bros	9,750
Ditto ditto	Hard, Rand & Co.	8,891
Ditto ditto	Theodor Wille & Co.	7,125
Ditto ditto	E. Johnston & Co.	5,750
Ditto ditto	Barboza & Co.	4,225
Ditto ditto	Zerrenner, Bulow & Co.	4,000
Ditto ditto	George Rosenheim	2,000
Ditto ditto	Roxo & Co.	900
Ditto ditto	Nossack & Co.	500
Ditto ditto	G. Trinks	250
95,726		
ATLANTIQUE—Buenos Aires	Cerquinho, Rinaldi & Co.	670
Ditto ditto	Ferreira Junior & Saraiva	550
Ditto ditto	Hard, Rand & Co.	504
Ditto ditto	E. Johnston & Co.	375
Ditto ditto	Povo & Co.	187
Ditto ditto	Negrão	150
Ditto ditto	Luiz, Bueno & Co.	85
2,526		
MAGELLAN—Bordeaux opt.	E. Johnston & Co.	1,325
Ditto ditto	Nauman, Gepp & Co.	500
Ditto ditto	Antunes dos Santos	800
Ditto ditto	George Rosenheim	250
Ditto ditto	Nossack & Co.	150
Ditto—Paris	Sundry	5
3,030		
SAVOIA—Genoa	Barboza & Co.	1,000
Ditto ditto	Baldwin & Co.	875
Ditto ditto	Schmidt & Trost	500
Ditto ditto	Zerrenner, Bulow & Co.	590
Ditto ditto	Diogenes, Ferreira & Co.	375
Ditto ditto	Mich., Wright & Co.	250
Ditto ditto	Roxo & Co.	250
Ditto ditto	Sundry	43
Ditto—Leghorn	Leme, Ferreira & Co.	250
Ditto—Naples	Macchiorabbi & Co.	136
4,179		
WURZBURG—Rotterdam	Mich., Wright & Co.	8,250
Ditto ditto	Prado, Chaves & Co.	7,750
Ditto ditto	Theodor Wille & Co.	3,825
Ditto ditto	Barboza & Co.	3,625
Ditto ditto	Nauman, Gepp & Co.	2,750
Ditto ditto	Baldwin & Co.	2,500
Ditto ditto	Roxo & Co.	1,500
Ditto ditto	Hard, Rand & Co.	1,125
Ditto ditto	E. Johnston & Co.	1,000
Ditto ditto	Nossack & Co.	1,000
Ditto ditto	R. Alves, Toledo & Co.	1,000
Ditto ditto	Diogenes Ferreira	500
Ditto ditto	Leon, Israël & Bros.	500
Ditto ditto	George Rosenheim	250
Ditto ditto	C. Hellwig	250
Ditto—Antwerp	Hard, Rand & Co.	7,250
Ditto ditto	Theodor, Wille & Co.	6,397
Ditto ditto	Mich., Wright & Co.	3,000
Ditto ditto	Diogenes Ferreira	2,500
Ditto ditto	Nossack & Co.	1,750
Ditto ditto	Levy, Alvaro & Co.	1,250
Ditto ditto	Roxo & Co.	1,000
Ditto ditto	Leme, Ferreira & Co.	1,000
Ditto ditto	Holworthy, Ellis & Co.	1,000
Ditto ditto	George Rosenheim	751
Ditto ditto	Krische & Co.	750
Ditto ditto	Zerrenner, Bulow & Co.	630
Ditto ditto	S.F. et C.Franco-Brésilienne	500
Ditto ditto	Leite & Santos	500
Ditto ditto	E. Johnston & Co.	250
Ditto ditto	S.F. et C.Franco-Brésilienne	2,000
Ditto—Bremen	Theodor, Wille & Co.	750
Ditto ditto	Prado, Chaves & Co.	500
Ditto ditto	Levy, Alvaro & Co.	500
Ditto ditto	Hard, Rand & Co.	250
Ditto ditto	Nossack & Co.	250
Ditto Leixões	Sundry	20
60,123		
PRINCIPE DI UDINE—Genoa	Levy, Alvaro & Co.	1,750
Ditto ditto	Hard, Rand & Co.	250
Ditto ditto	Diogenes Ferreira	250
Ditto ditto	F. Martinelli & Co.	7
Ditto ditto	Sundry	20
Ditto—Leghorn	Holworthy, Ellis & Co.	125
Ditto—Naples	Companhia Puglisi	50
2,453		

ESHCOLBROOK—Antwerp	Krut Langhacuser	3,500
Ditto ditto	Man. L. Oliveira Filho	190
3,690		
PERNAMBUCO—Hamburg	E. Johnston & Co.	8,433
Ditto ditto	Prado, Chaves & Co.	6,250
Ditto ditto	S.F. et C.Franco-Brésilienne	4,625
Ditto ditto	Barboza & Co.	4,125
Ditto ditto	Schmidt & Trost	3,780
Ditto ditto	Hard, Rand & Co.	3,000
Ditto ditto	Roxo & Co.	2,875
Ditto ditto	Theodor, Wille & Co.	2,375
Ditto ditto	Holworthy, Ellis & Co.	1,000
Ditto ditto	George Rosenheim	1,000
Ditto ditto	Herm, Stoltz & Co.	1,000
Ditto ditto	Krische & Co.	500
Ditto ditto	C. Hellwig	500
Ditto ditto	Diogenes Ferreira	125
39,588		
Total		640,336

SUGAR MARKET.

Shipments of Sugar from Pernambuco in tons. of 1,000 kilos:—

	Brazil			Other Countries	Grand Total
	North	South	Total		
1907/08					
September....	1,468	2,077	3,545	—	3,545
October.....	926	1,934	2,860	3,537	6,397
November.....	1,679	7,955	9,634	1,013	10,647
December.....	812	792	1,604	184	1,788
January.....	1,515	7,827	9,342	154	9,496
February.....	2,596	13,608	16,204	84	16,288
March.....	1,458	7,775	9,233	30	9,263
April.....	1,168	4,395	5,563	307	5,870
May.....	1,407	3,678	5,085	14	5,099
June.....	1,542	2,747	4,289	1	4,290
July.....	1,318	819	2,137	402	2,539
August.....	1,021	1,568	2,588	—	2,589
Total twelve months					
1907/08 crop....	16,910	55,165	72,085	5,726	77,811
1908/09					
September.....	625	2,306	2,931	952	3,883
October.....	845	1,580	2,425	6,145	8,570
November.....	1,295	7,903	9,198	12,418	22,216
December.....	1,529	9,638	11,167	2,937	14,104
January.....	1,577	11,437	13,014	3,445	16,459
February.....	2,006	12,315	14,321	3,331	17,652
March.....	2,182	8,857	11,039	2,865	13,905
April.....	2,756	9,516	12,272	10,602	22,874
May.....	1,421	10,938	12,359	6,182	18,541
June.....	1,840	4,958	6,798	2,709	9,507
July.....	2,710	4,944	7,654	2,321	9,975
August.....	1,485	3,752	5,237	103	5,340
Total 12 twelve months					
1908/09 crop.....	19,271	87,744	123,415	53,910	163,026

COTTON MARKET.

Shipments of Cotton from Pernambuco in tons of 1,000 kilos:—

	Brazil			Other Countries	Grand Total
	North	South	Total		
1908/09					
September.....	—	465	465	104	569
October.....	—	1,009	1,009	127	1,135
November.....	—	1,418	1,418	193	1,611
December.....	—	1,195	1,195	242	1,437
January.....	6	673	689	85	774
February.....	—	1,510	1,510	30	1,540
March.....	.6	1,620	1,336	292	1,928
April.....	40	1,153	1,193	222	1,415
May.....	—	1,193	1,193	224	1,417
June.....	—	459	459	432	891
July.....	—	447	447	551	978
August.....	—	615	615	316	931
Total 12 twelve months					
1908/09 crop....	62	11,757	11,529	2,818	14,636

Imports of Cotton Textiles and Jute from Great Britain.

FOR AUGUST

DESCRIPTION	1907	1908	1909
Cotton Piece goods grey or unbleached..... yds	417,000	351,800	105,200
do. bleached..... yds	3,087,400	1,652,200	1,632,500
do. printed..... yds	5,634,300	1,693,100	2,244,100
do. dyed..... yds	5,250,100	3,061,700	3,079,100
do. mixed..... yds	14,398,900	6,758,800	7,060,900
Value..... £	202,196	91,973	93,874
Jute Yarn..... lbs	1,980,700	2,339,900	1,412,500
Jute manufactures: Piece goods of all kinds..... yds	10,000	55,500	18,800

LAMPORT & HOLT LINE

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

Passenger Service for New York.

Average passage, Rio to New York: 17 days.
Sailings for New York

VASARI..... 18th Oct.
TENNYSON..... 3rd Nov.
VOLTAIRE..... 18th »
BYRON..... 2nd Dec.
VERDI..... 18th »

VASARI

sails on 18th October for

Bahia, Barbados and New York.

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

This steamer has special suites of rooms with private bath attached and also cabins with single berths.

For freight apply to the Broker:

Wm. R. McNiven,

51, RUA DE S. PEDRO

For passages and further information apply to the

Agents: NORTON, MEGAW & Co., Ltd.

112, RUA PRIMEIRO DE MARÇO.

WILSON SONS & CO. (LIMITED)

Steamship Agents and Proprietors of

COAL DEPOTS AT

MADEIRA.	FÃO PAULO.
LAS PALMAS.	MONTEVIDEO.
ST. VINCENT, C. V	LAPLATA.
PERNAMBUCO,	BUENOS AIRES.
BAHIA.	ROSARIO.
RIO DE JANEIRO.	BAHIA BLANCA.
SANTOS.	

Also Branch Establishments at **CARDIFF** and **BARRY.**

Workshops at Las Palmas, St. Vincent (C.V.), Pernambuco, Bahia and Rio de Janeiro. Contractors to British and Foreign Governments and all the chief Transatlantic Steamship Companies.

COAL.—Stocks of only the very best description of South Wales Steam Coal kept. Also Stocks of Nut Coal, Foundry Coke, Patent Fuel and Anthracite Pea Nuts for Gas Engines.

TUG BOATS always ready for service.

CARGO LIGHTERS.—ditto.

STEVEDORING undertaken.

BALLAST supplied to ships.

Repairs to Ships and Machinery.

Having large workshops fitted with efficient modern plant, repairs of all descriptions undertaken.

AGENTS OF THE

Pacific Steam Navigation Company.

Shaw, Savill & Albion Co., Ltd.

The New Zealand Shipping Co., Ltd.

For Freight apply to the Broker:—

Wm. R. Mc. Niven

51, RUA DE S. PEDRO

For Passages and further information apply to

WILSON, SONS & CO., LTD.

2, Rua de S. Pedro,

RIO DE JANEIRO.

HEAD OFFICE:—Salisbury House, Finsbury Circus, London, E.C.

lu-bb-aa.

x x

BRAZIL-ADRIATIC LINE

of

The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Ltd.

Tri-weekly sailings from Santos and Rio de Janeiro for Trieste and Fiume and, with transshipment, to all Mediterranean, East Asiatic and East African Ports.

DEPARTURES FOR TRIESTE.

1909.

B. KEMENY..... 8th Oct.
ISTRIA..... 22nd »

For Freight apply to the Broker.

Wm. R. McNiven,

51, RUA DE S. PEDRO.

For passages and further information to the

AGENTS:—

Rombauer & Co.

RUA VISCONDE DE INHAUMA, 84
Rio de Janeiro.

RUA 11 DE JUNHO, 1A.

Santos.

Compagnie "Chargeurs Réunis"

THE S. S.

"CORSE"

Expected from Rio da Prata

will sail for Tenerife, Lisbon, Vigo and Havre on 12th Oct.

Carrying 1st and 3rd class passengers:

FARES (THIRD CLASS):

Lisbon, Vigo and Havre 95\$000

Including the Federal Tax.

Lisbon in 14 days. Havre in 17 days.

THE S. S.

"AMIRAL TROUDE"

Expected from Europe on Oct. 7 the will sail for

Santos, Montevideo and Buenos-Aires

on October 9 th

Sailings for Europe

Malte.....Nov 8 th
Ceylan.....Dec. 6 th
Quessant.....Jan. 2nd (19:0)

Information from the General Agent

G. GOATALEM,

57, Avenida Central, 57.

NORDDEUTSCHER LLOYD, BREMEN.

Capital 125,000,000 Marks.

NEXT DEPARTURES.

Date	Steamer	Destination
Oct. 15	«Crefeld»...	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp and Bremen.
» 29	«Aachen»...	Bahia, Madeira, Leixões, Rotterdam, Antwerp and Bremen

Passengers & Cargo accepted.

Passengers routes.	Cabin.	Steerage.
Rio—Rotterdam, Antwerp, Bremen	Marks 450	85\$000
Rio—Madeira, Lisbon & Leixões.....	£17 00	85\$000

For further information apply to

HERM, STOLTZ & G., Agents.

SOCIÉTÉ GÉNÉRALE

DE

Transports Maritimes à vapeur de Marseilles.

DEPARTURES OF STEAMERS FOR EUROPE.

PAMPA..... 13rd Oct.
ITALIE..... 20th »

for

Marseilles, Barcelona and Genoa

Through fares to Paris, 1st class	f. gold.
do do 2nd class	728
do do 3rd class	550
Through fares to Paris (return), 1st class ..	199
do do 2nd class ..	1,149
do do 3rd class ..	888
Marseilles, Genoa, 3rd class.....	364
Barcelona, 3 rd cl. ss.....	115420
	124480

Agents—**ANTUNES DOS SANTOS & CO.**

Rio de Janeiro.—Avenida Central, 14.

S. Paulo.—29, Rua S. Bento.

Santos—Praça da Republica, 33.

PRINCE LINE

Regular Sailings to the United States.

DEPARTURES

FOR NEW YORK.

NORMAN PRINCE Oct. 7th
AFGHAN PRINCE » 27th

FOR NEW ORLEANS

SWEDISH PRINCE..... Oct. 23rd

AGENTS.

DAVIDSON PULLEN & CO.

145 RUA DA QUITANDA 145

ANTIGO 119.

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. 6	«Aragon»...	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Cherbourg and Southampton.
18	«Amazon»...	Santos, Montevideo and Buenos Aires.
20	«Araguaya»	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
Nov. 1	«Asturias»...	Santos, Montevideo, Buenos Aires.
3	«Amazon»...	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Vigo, Cherbourg and Southampton
7	«Avon».....	(Direct from Madeira) Santos, Montevideo and Buenos Aires
15	«Aragon»...	Santos, Montevideo and Buenos-Ayres
17	«Asturias»...	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Vigo, Cherbourg & Southampton
24	«Avon».....	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg, and Southampton.
29	«Araguaya»	Santos, Montevideo and Buenos Aires.
Dec. 1	«Aragon»...	S. Vincent, Lisbon and Southampton.
» 13	«Amazon»...	Santos, Montevideo and Buenos-Aires.
» 15	«Asturias»...	Santos, Montevideo and Buenos-Aires.
» 29	«Amazon»...	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Vigo, Cherbourg and Southampton.

Special attention is drawn to the following:—

Holders of first-class tickets, single or return, may break their voyage at any intermediate ports and proceed by any of the PACIFIC STEAM NAVIGATION or MESSAGERIES MARITIMES Company's Steamers

For freight, passages, and other information apply:—

Avenida Central, Nos. 53 and 55.

E. L. HARRISON, Representative.
Avenida Central, 66-74. Rio de Janeiro.

NOTICE

Owing to trouble with our linotypes we have been unable to complete the shipping news for the week. The same will appear in our next number.

SHIPPING.

ARRIVALS AT THE PORT OF RIO DE JANEIRO.

DURING THE WEEK ENDING OCTOBER 1st, 1909.

Sept. 25.	—THORA, Danish, barque, 384 tons, from Hamburg.
25.	—JAGUARIBE, Brazilian, s.s., 1,003 tons, for Pará.
25.	—INDUSTRIAL, Brazilian, s.s., 300 tons, from Laguna.
25.	—GAUCHO, Brazilian, s.s., 597 tons, from S. Francisco.
25.	—MELPOMENE, Austrian, s.s., 1,852 tons, from Santos.
25.	—MUQUY, Brazilian, s.s., 859 tons, from Victoria.
25.	—ALINA, Brazilian, schooner, 33 tons, from Cabo Frio.
25.	—AURORA, Brazilian, schooner, 33 tons, from Cabo Frio.
25.	—PENSAMENTO FELIZ, Brazilian, schooner, 24 tons, from Cabo Frio.
26.	—CREFELD, German, s.s., 2,444 tons, from Bremen.
26.	—ATLANTIQUE, French, s.s., 3,502 tons, from Bordeaux.
26.	—CLARA Portuguese, barque, 600 tons, from Oporto.
26.	—PARAHYBA, Uruguayan, s.s., 1,940 tons, from Buenos Aires.
26.	—WULFF, Brazilian, schooner, 65 tons, from Itajahy.
26.	—CASTILLIAN PRINCE, British, s.s., 1,497 tons, from Santos.
26.	—VIRGINIA, Brazilian, schooner, 49 tons, from Cabo Frio.
26.	—JULIO MACEDO, Brazilian, schooner, 33 tons, from Santos.
26.	—AFRICAN PRINCE, British, s.s., 3,182 tons, from Santos.
27.	—MALTE, French, s.s., 5,223 tons, from Dunkirk.
27.	—PAMPA, French, s.s., 2,812 tons, from Genoa.
27.	—SAVOIA, Italian, s.s., 3,099 tons, from Buenos Aires.
28.	—HILFERN, British, s.s., 2,776 tons, from Cardiff.
28.	—SIRIO Brazilian, s.s., 980 tons, from Porto Alegre.
28.	—GARCIA, Brazilian, s.s., 141 tons, from Iguape.
28.	—NATAL, Brazilian, s.s., 213 tons, from Amaração.
28.	—CLOTILDE, Brazilian, schooner, 20 tons, from Cabo Frio.
29.	—ORITA, British, s.s., 5,824 tons, from Liverpool.
29.	—NITH, British, s.s., 1,489 tons, from Cardiff.
29.	—ITAPERUNA, Brazilian, s.s., 713 tons.
29.	—NORDPOL, Norwegian, s.s., 2,428 tons, from New York.
29.	—ORIANA, British, s.s., 4,532 tons, from Callão.
29.	—MAGELLAN, French, s.s., 2,962 tons, from Buenos Aires.
29.	—ITAJUBA, Brazilian, s.s., 958 tons, from Porto Alegre.
29.	—GUANABARA, Brazilian, s.s., 329 tons, from Penedo.
29.	—FANGUEIRO, Brazilian, schooner, 193 tons, from Prado.

SAILINGS FROM THE PORT OF RIO DE JANEIRO

DURING THE WEEK ENDING OCTOBER 1st, 1909.

Sept. 25.	—TORR HEAD, British, s.s., 3,869 tons, for Tampa.
25.	—MANAOS, Brazilian, s.s., 1,999 tons, for Manáos.
25.	—NADIA British, s.s., 1,552 tons, for Rozario.
25.	—IRIS Brazilian, s.s., 899 tons, for Villa Nova.
25.	—ITAIPAVA, Brazilian, s.s., 707 tons, for Porto Alegre.
25.	—S. FRANCISCO, Brazilian, schooner, 34 tons, for Cabo Frio.
25.	—S. JOAO, Brazilian, schooner, 43 tons, for S. João da Barra.
25.	—ATLANTIQUE, French, s.s., 3,502 tons, for Buenos Aires.
26.	—MAYRINK, Brazilian, s.s., 375 tons, for Ponta da Arêa.
26.	—BYRON, British, s.s., 2,526 tons, for Santos.
26.	—GAMA, Brazilian, schooner, 50 tons, for Cabo Frio.
26.	—DOUS AMIGOS, Brazilian, schooner, 34 tons, for Cabo Frio.
27.	—SAVOIA, Italian, s.s., 3,099 tons, for Genoa.
27.	—AFRICAN PRINCE, British, s.s., 3,182 tons, for New Orleans.
27.	—CASTILLIAN PRINCE, British, s.s., 1,497 tons, for New York.
27.	—PAMPA French, s.s., 2,812 tons, for Buenos Aires.
27.	—CORSIKAN PRINCE, British, s.s., 1,765 tons, for Rio Grande.
27.	—S. PAULO, Brazilian, s.s., 2,213 tons, for Santos.
28.	—GRANADA, German s.s., 2,284 tons, for Hamburg.
28.	—MELPOMENE, Austrian, s.s., 1,852 tons, for Trieste.
28.	—ABOUKIR, British, s.s., 2,346 tons, for Southampton.
28.	—GLENHORA, Norwegian, barque, 706 tons, for Ship Island.
28.	—ARGO Danish, schooner, 167 tons, for Barbados.
28.	—GRAM PARA, Brazilian, s.s., 1,003 tons, for Manáos.
28.	—MALTE, French, s.s., 5,223 tons, for Rio de Prata.
28.	—PIRANGY Brazilian, s.s., 950 tons, for Liverpool.
29.	—ORIANA, British, s.s., 4,532 tons, for Liverpool.
29.	—MAGELLAN, French, s.s., 2,962 tons, for Bordeaux.
29.	—ORITA British, s.s., 5,824 tons, for Callão.
29.	—MUQUY, Brazilian, s.s., 359 tons, for Florianopolis.

FOREIGN VESSELS AFLOAT.

IN RIO DE JANEIRO HARBOUR, OCTOBER 1st, 1909.

Date of entry.	Steamers	Tons.	Date of entry.	Sailing Vessels.	Tons.
Sept. 4.	—Uganda	2,783	April 10.	—Hangar	1,378
11.	—Kintail	2,252	June 2.	—Dresden	1,596
20.	—Wilhelmina	1,682	July 19.	—H. R. Silver	109
21.	—Saint Egbert	2,394	Sept. 7.	—Baden	1,085
22.	—Corcovado	4,951	11.	—Sagana	769
22.	—Habsburg	4,076	16.	—Beatrice	1,432
23.	—B. Kemeny	1,660	16.	—Teresinella	733
24.	—Hatassú	2,160	24.	—Anna M.	817
26.	—Parahyba	1,940	25.	—Thora	384
28.	—Hilfery	2,776	26.	—Clara	660
29.	—Nith	1,489			
29.	—Nordpol	2,428			
30.	—Llangibby	2,451			
30.	—Dunolly	2,127			
30.	—Pernambuco	3,105			
30.	—Eshcolbrook	1,357			
Oct. 1.	—Les Alpes	2,509			
1.	—Byron	2,526			
Total—tons		44,666	Total—tons		7,956

IN SANTOS HARBOUR, OCTOBER 1st, 1909.

Date of entry.	Steamers.	Tons.	Date of entry.	Sailing Vessels	Tons.
Sept. 15.	—Polarstjernen	2,199	Sept. 7.	—Boschetto	419
17.	—Thalassa	1,333	28.	—Baltzer	300
19.	—Titian	2,667			
23.	—Norman Prince	2,235			
23.	—Ferdene	2,640			
23.	—Camoens	2,640			
24.	—Santa Elena	4,732			
25.	—Abergeldie	2,438			
25.	—Corcovado	4,951			
25.	—B. Kemeny	1,669			
27.	—Rolandy	2,290			
28.	—Corse	5,231			
28.	—Dongola	2,820			
29.	—Corsican Prince	1,785			
Total—tons		30,630	Total—tons		719

CURRENT COFFEE FREIGHT RATES

DURING THE WEEK ENDING SEPTEMBER 30th.

	Rio	Santos
Amsterdam.....	25/- & 5/0	35/- & 5/0
Aden via Trieste..	50/- & 5/0	35/- & 5/0
Antwerp 1,000 kilos.....	25/- & 5/0	64 fcs. in full.
Alexandria**.....	64 fcs. in full.	50 fcs. in full.
Alicante.....	50 fcs. in full.	63 fcs. in full.
Algiers via Marseilles.....	63 fcs. in full.	56 fcs. in full.
Almerie.....	50 fcs. in full.	76 1/2 fcs. in full.
Aguiles.....	73.50 fcs. in full.	103 fcs. in full.
Bassorah..	108 fcs. in full.	38 fcs. in full.
Barcelona.....	35 fcs. in full.	56 fcs. in full.
Bilbao.....	56.50 fcs. in full.	35 & 5/0
Bremen.....	40 fcs. & 5/0	35 fcs. & 10/0
Bordeaux, 900 kilos.....	40 fcs. & 10/0	50/- 5/0
Bombay via Trieste.....	50/- & 5/0	71.50 fcs. & 10/0
Braila**.....	71.50 fcs. in full.	60 fcs. in full.
Brindisi**.....	60 fcs. in full.	1\$500
Buenos Ayres per bag. 60 kilos..	1\$200	69 fcs. in full.
Beyrouth**.....	69 fcs. in full.	38 fcs. in full.
Cadiz (Spanish line).....	35 fcs. & 10/0	55/- & 5/0
Calcutta via Trieste.....	55/- & 5/0	50 fcs. in full.
Carthage.....	50 fcs. in full.	50/- & 5/0
Colombo.....	50/- & 5/0	60 fcs. & 10/0
Corfu**.....	66.50 fcs. in full.	50/ & 5/0
Currachee.....	50/ & 5/0	53 fcs. in full
Corunna.....	53.50 fcs. in full.	66.50 fcs. in full
Cavalla**.....	66.50 fcs. in full.	—
Christiania.....	52/ in full	37/6 & 5/0
Copenhagen direct.....	42/6 & 5/0	62.50 fcs. in full.
Constantinople**.....	62.50 fcs. in full.	35/- & 5/0
Fame.....	40/- & 5/0	71.50 fcs. in full.
Galatz**.....	71.50 in full.	40 fcs. & 10/0
Genoa 1,000 kilos.....	40 fcs. & 10/0	66.50 fcs. in full.
Gabraltar via Genoa.....	66.50 fcs. in full.	53 fcs. in full
Gijon.....	56.50 fcs. in full	35 & 5/0
Hamburg.....	25/- & 5/0	20 fcs. in full.
Havre, 900 kilos.....	30 fcs. & 10/0	60/- & 10/0
Hongkong via Trieste.....	60/- & 5/0	65/- & 5/0
Kobe via Trieste.....	65/- & 5/0	—
Lisbon.....	30/- & 5/0	—
Liverpool.....	35/ & 5/0	—
London 1,000 kilos.....	40/- & 5/0	35/- & 5/0
Do (options).....	40/- & 5/0	—
Malaga.....	35 fcs. & 10/0	38 fcs.
Malta, via Genoa & Marseilles..	62 fcs. in full.	62 fcs. in full.
Marseilles 1,000 kilos.....	40 fcs. & 10/0	40 fcs. & 10/0
Messina**.....	56 fcs. in full.	56 fcs. in full.
Metelino**.....	71.50 fcs. in full.	71.50 fcs. in full
Montevideo per bag. 60 kilos.....	1\$000	—
Montaguem-Marseilles or Genoa.	64 fcs. in full.	64 fcs. in full.
Naples.....	54 fcs. in full.	54 fcs. in full.
New York, Line's per bag.....	53c. & 5/0	5c. & 5/0
N. Orleans Liners.....	35c. & 5/0	35c. & 5/0
Odessa**.....	66.50 fcs. in full.	66.50 fcs. in full.
Oran.....	62 fcs. in full.	62 fcs. in full.
Penang via Trieste.....	60/- & 5/0	60/- & 5/0
Palermo.....	56 fcs. in full.	—
Patras**.....	66.50 fcs. in full.	66.50 fcs. in full.
Piraeus**.....	61.50 fcs. in full.	61.50 fcs. in full.
Port Said**.....	64 fcs. in full.	64.00 fcs. in full.
Rotterdam.....	25/- & 5/0	35/- & 5/0
Rangoon via Trieste.....	55/- & 5/0	55/- & 5/0
S. Francisco.....	75/- & 5/0	—
San Sebastian.....	56.50 fcs. in full	60 fcs. in full
Santander.....	60.50 fcs. in full	60 fcs. in full
Samsoun**.....	66.50 fcs. in full.	66.50 fcs. in full.
Seville.....	50 fcs. in full	50 fcs. in full.
Shanghai via Trieste.....	65/- & 5/0	65/- & 5/0
Smyrna**.....	61.50 fcs. in full.	61.50 fcs. in full.
Southampton 1,000 kilos.....	40/- & 5/0	35/- & 5/0
Suez via Trieste.....	50/- & 5/0	60 fcs. & 10/0
Do via Genoa or Marseilles....	64 fcs. in full.	—
Salonica**.....	61.50 fcs. in full.	61.50 fcs. in full.
Sulina**.....	69 fcs. in full.	69 fcs. in full.
Singapore via Trieste.....	60/- & 5/0	60/- & 5/0
Taragone.....	50 fcs. in full	50 fcs. in full.
Trebizond**.....	66.50 fcs. in full	50gg fcs. in full.
Trieste.....	40/- & 5/0	35s. & 5/0
Tunis**.....	62 fcs. in full.	62 fcs. in full.
Valencia.....	50 fcs. in full.	50 fcs. in full.
Valparaiso(options).....	47/6 5/0	—
Varna**.....	66.50 fcs. in full.	66.50 fcs. in full
Venice via Trieste.....	45/- & 5/0	40/- & 5/0
Vigo.....	40/- & 5/0	38 fcs.
Yokohama via Trieste.....	55/- & 5/0	55/- & 5/0
“ “ Hamburg.....	58/5 in full.	58/5 in full.
Durban ..	via New York... 50/- & 5/0	—
	» Southampton.	—
	» Hamburg.....	42/6 & 2 1/2 %.
	» Antwerp.....	—
	» Bremen.....	—
	» Liverpool.....	42/6 in full.
Delagoa Bay	via New York... 70/- & 5/0	—
	» Southampton	—
	» Hamburg.....	70/- & 2 1/2 %.
	» Antwerp.....	—
	» Bremen.....	—
	» Liverpool.....	70/- in full.
	Via Buenos Aires .	—
	» Alcoa Bay... 42/6 in full	—
	» Cape Town... 42/6 in full.	—
	» Durban..... 42/6 in full.	—
	» East London. 47/6 in full.	—

* To Delagoa Bay & Beira the freights must be paid here or in Hamburg via Liverpool the freights must be paid here or in Liverpool.
 * Royal Mail Steamers in combination with Houlder Bros.
 ** Conference rates via Marseilles, and Genoa or Trieste.

WEST COAST PORTS

Ponta Arenas.....	25/	in full	45/ & 5 0/0
Curral.....	50/	"	60/ & 5 0/0
Coronel.....	45/	"	60/ & 5 0/0
Caldera.....	52/6	"	50/ & 5 0/0
Taltal.....	52/6	"	50/ & 5 0/0
Antofagasta.....	52/6	"	50/ & 5 0/0
Iquique.....	52/6	"	50/ & 5 0/0
Coquimbo.....	45/	"	—
Talcahuano.....	52/6	"	—
Callao.....	52/6	"	—
Valparaiso.....	45/	"	—
do (option).....	47/6	"	—
Puerto Montt.....	50/	"	—
Concepcion.....	45/	"	—
Tocopilla.....	52/6	"	—
Sandy Point.....	25/	"	—
Guayaquil.....	85/ & 10 0/0	"	—
Algoa Bay { via New York.....	42/6 & 5 0/0	} per ton of 1,000 kilos	}
and { * Southampton.....	42/6 & 2 1/2 0/0		
Capetown { * Hamburg.....		42/6 in full.	
{ * Antwerp.....	58/6 in full.		
{ * Bremen.....		—	
Beira { via Hamburg.....	78/6 & 2 1/2 0/0		—
{ * Southampton.....			
{ * Antwerp or Bremen.....	73/6 in full.		
{ * Liverpool.....		70/- & 5 0/0	
Mossel Bay { via New York.....	50/- & 2 1/2 0/0		—
{ * Southampton.....			
{ * Hamburg.....	50/- in full.		
{ * Antwerp.....		50/- & 5 0/0	
{ * Bremen.....	50/- in full.		
East London { via New York.....		50/- & 2 1/2 0/0	—
{ * Southampton.....			
{ * Hamburg.....	50/- in full.		
{ * Antwerp.....			
{ * Bremen.....	50/- in full.		
{ * Liverpool.....			

Note.—On and after October 21st freight rates from Rio to Antwerp, Amsterdam, Rotterdam and the Rivers Weser and Elbe will be 30s. and 5 per cent., and on and after November 12th they will be raised to 35s. and 5 per cent. for these ports.

THE FREIGHT MARKET.

British.—“Fairplay,” of September 9th, says:—“The freight market is in the most deplorable condition, and for this period of the year decidedly worse than it has ever been before, because this year, not only are outward rates ‘beggarly’ low, but homeward rates are also upon a ruinously poor basis. For the majority of boats the possibility of making a profit is quite out of the question, the point being in most cases what loss are they making? Owners are at their wit’s end to find out what to do with their boats; they do not know which way to move, for in every direction they seem to be confronted with employment that only shows a loss or level trading at the best. The losses that owners are making just now must be upon a colossal scale.” Coal rates from Wales to Rio were 11s. 6d. The s.s. Melbourne was fixed to Pernambuco and Bahia at 11s. 4½d.

Argentine.—The Brazilian market is quiet and unchanged, shippers refusing to pay above the following current rates of freight:—To Bahia and Pernambuco, 20s.; to Pelotas, 20s.; to Porto Alegre, 26s.; to Desterro, 12s.; to Antonina, 12s.; to Florianopolis, 14s.; to Itajahy, 28s.; to San Francisco, 15s.; to Paranaagua, 12s.; to Rio Grande, 14s.; to Santos, 10s.; to Rio, 10s. With 1s. to 1s 6d. extra from up-river ports.—“Times of Argentina,” September 20th.

RAILWAY NEWS AND ENTERPRISE.

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date		
	1908	1907	Week or Month.	1907	1908	1907	1908
Braz. Gt. South... b	10	110	Nov..... Dec.....	28:750\$ 43:666\$	31:993\$ 35:458\$	354:128\$ 397:794\$	346:821\$ 382:279\$
Leopoldina a	1,478	1,460	Sep. 25th	1909 92,824	1908 27,981	1909 843,032	1908 875,421

a Earnings reported in pounds, b in mil reis

LEOPOLDINA RAILWAY.—The traffic returns of the Leopoldina for the week ending September 25th show an increase of 79,000\$ equivalent to £4,843, the aggregate decrease since January 1st, 1909, being now £32,389. Coffee carried for the season up to October 1st amounted to 1,296,926 bags, of which the Leopoldina carried 796,624, the Central 436,187 whilst 56,315 came coastwise.

JOAO RAMOS & C^o.

(Successors of FREDERICO VIERLING & Co.)

AGENTS for: JENSON and NICHOLSON

Paint and Varnish Manufacturers - London

and: ENGELBERT & Co. - London

Manufacturers of lubricating oils, etc.

IMPORTERS OF MACHINERY AND APPLIANCES.

Grand Depot for: lathes, planes, machinery for cutting, piercing, screw making, plate rolling, punching, etc. Complete assortment of taps, gauges, water, gas, and steam pipes (iron), brass and copper tubing, material for railways, ships, factories and agricultural purposes. Large stock of English leather, cotton and rubber belting of all sizes. Specialities in asbestos, and rubber articles for all steam and water appliances. Large stock of electric fittings specially intended for ships and factories. Stock of raw copper from Chili and Japan, lead, zinc, antimony, metallic bismuth and tin.

RUA THEOPHILO OTTONI N. 123, - RUA SÃO PEDRO N. 124

CLUBS PEUGEOT

WEEKLY INSTALMENTS OF 5\$000

ANTUNES DOS SANTOS & CO.

Rio de Janeiro—14, AVENIDA CENTRAL, 16—Telephone No. 534

Complete equipments for Lawn Tennis and Football.

ROYAL HOLLAND LLOYD

SAILINGS FOR EUROPE:

October 7th.—RIJNLAND—Lisbon, Leixões, Vigo, Amsterdam.
October 10th.—HOLLANDIA—Bahia, Lisbon, Vigo, Boulogne s/M, Amsterdam.

SAILINGS FOR THE RIVER PLATE.

October 8th.—AMSTELLAND.—Santos, Montevideo, Buenos Aires.
October 19th.—FRISIA.—Santos, Buenos Aires.

The T. S. S

HOLLANDIA

Sails on

October 10th for Bahia, Lisbon, Vigo, Boulogne s/M and Amsterdam.

Splendid accommodation for passengers of all classes. No upper berths. Cabins for one, two and three persons. Cabines de Luxe. Electric fans in every cabin. Dark room. Marconi Wireless Telegraphy. Stone-Lloyd's system for the automatic and simultaneous closing of all watertight doors, etc., etc.

DIRECT TICKETS TO PARIS.

For Freight Apply to—

Sr. CAMPOS, RUA VISCONDE DE INHAUMA N. 84

For Passages and other information apply to:

PELLI MARINELLI and Co., 29, Rua Primeiro de Março, 29.

Fowler, Scroggie & Co.

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

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

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

And a large staff of Competent Assistants and Experts

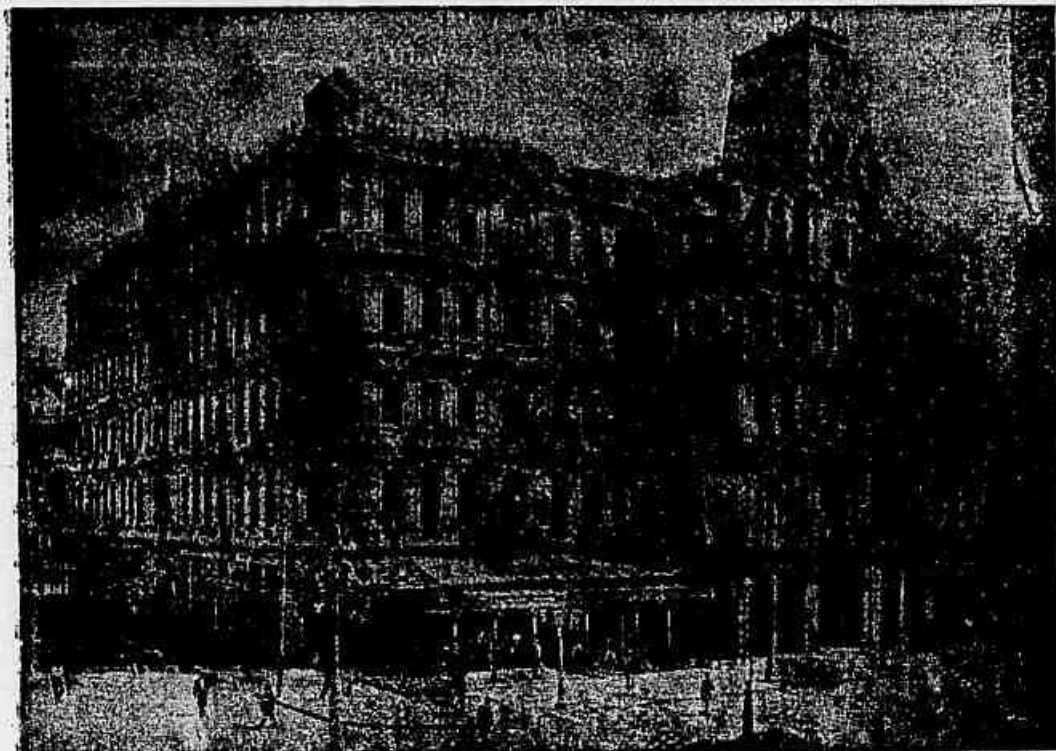
Undertake Investigations and Reports on Public Companies' Accounts in the Argentine, Uruguayan, Chilian, Brazilian and other South American Republics; also legal representation of Companies, Firms, or others.

HEAD OFFICE:

64 Northern Insurance Building
441 Bartolome Mitre, Buenos Aires

A. B. C., Al & Lieber's Codes,
Cable Address, "QUITTANCE"

UNION TELEPHONE 83



HOTEL AVENIDA—RIO DE JANEIRO

SOUZA CABRAL & CO.

AVENIDA CENTRAL 152—162.

RIO DE JANEIRO.

(Jardim Botânico Tramway Co.'s Central Station.)
The largest and most important Hotel in Brazil. Occupies a complete block. Magnificent accommodation. Grand Hall for Public Dinners and Receptions.

Telegrams:—AVENIDA Telephone 2873

ELECTRIC LIFTS TO ALL FLOORS.

220 ROOMS

BICYCLETTAS

Royal Enfield Cycles

Agentes no Brazil

Borlido Maia & Co.

CAIXA DO CORREIO 131

Rua do Rosario n. 17 — Rio de Janeiro

"MADE LIKE A GUN"

HOSE

for all purposes.

CAUTION.—£50 REWARD.

MERRYWEATHER AND SONS Ltd., hereby caution all Colonial and Foreign buyers of their "Extra Dub-Sub," "Dub-Sub," "Merrysuper," and other brands of Fire Hose, to see that their name as well as the distinctive brand appears on each length.

£50 reward will be paid for information leading to the conviction of any person pirating any of Merryweather and Sons' Registered Trade Marks.

Write for Pamphlet "HINTS ON HOSE." 264 IX.

MERRYWEATHERS,
63, Long Acre, LONDON, W.C.

Kleemann's

Stuffing-Bex-Machinery, "Excelsior" for steam engines, boilers, pumps, etc. of all kinds

Docking-Machinery

"Ideal" for steam up to 1000 H.P. and 1000 lbs. pressure

"Kleemannit" for high pressure and high speed steam

"Gnom" Cylinder & Machine Cylinders accepted only by the British Admiralty

Gustav Kleemann, Hamburg



Société Financière et Commerciale Franco Brésilienne

Succs: of NATHAN & CO,

S. PAULO

RUA DE S. BENTO 43 e 45

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

Telegraphic Address: "LUPTON"

SANTOS

Rua Quinze de Novembro 13

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

Telegraphic Address: "WYSARD"

Importers, Exporters and General Merchants

SPECIALITIES:

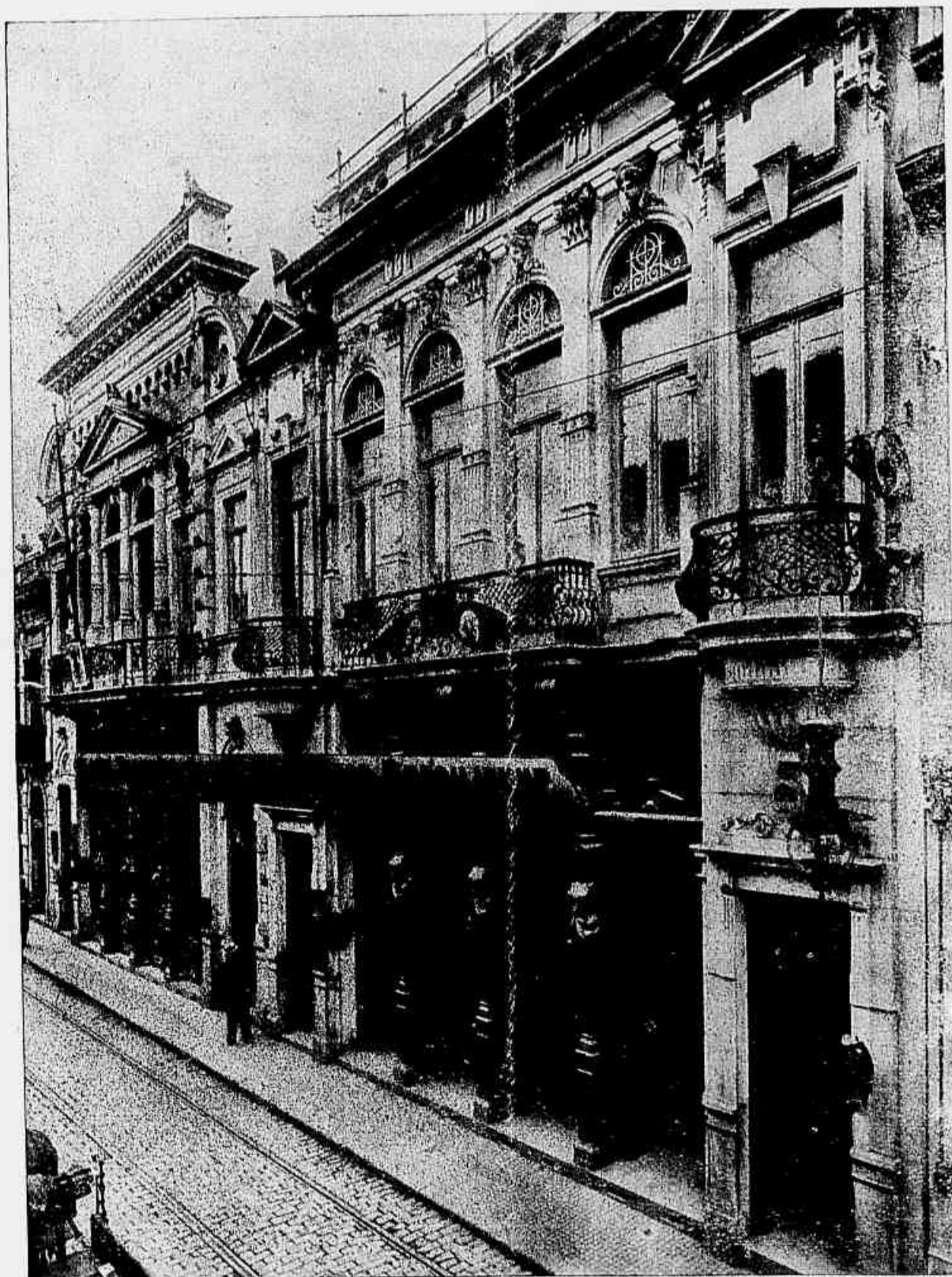
Railway Material,

Agricultural and
Industrial Machinery

General Hardware,
Gas and Water

Pipes and Fittings.

IRON, STEEL,
COPPER, BRASS
AND OTHER
METALS.



Cement, Belting,
Paints, Calcium
Carbide.

Sole representative
in the State of

São Paulo

—OF—

The Standard Oil Co.,

OF NEW YORK

(Thompson & Bedford
Department.)

Catalogues Requested

Open to accept sole Agencies in the State of São Paulo

HEAD OFFICE IN PARIS, RUE CHAUCHAT No. 5.

CAVAMBU'

AS MELHORES AGUAS DE MEZA

Soares & Souza
Rua Larga de S. Joaquim, 128

Coeilho Martins & C.
Rua Uruguayana, 21

Endereço das casas que fornecem caixas a domicilio

J. Ferreira & C.
Praça Tiradentes, 27

Arthur Aguiar
Rua Gonçalves Dias, 85

Clausen & C.
Rua dos Ourives, 20

Fernandez Y Alvarez
Rua Assembléa, 61

F. G. Villas & C.
Rua 7 de Setembro, 171

Monteiro de Barros Roxo & C.
Rua Theophilo Ottoni, 90

Antonio Rodrigues dos Santos
Rua Sacramento, 46

Paga-se as caixas com garrafas vazias e palhões em perfeito estado.

LAMBARY

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 of new industries, prices for power etc. can be obtained by application to any of the offices of the Company.

Telegraphic Address
FERRO-RIO

HIME & CO.

P. O. Address
Caixa No. 593

General Merchants, Metal Importers and Manufacturers of

Bar, Angle and Horse-shoe Iron, Charcoal Box Irons, Wire Nails,

Lead Piping, Mule and Horse Shoes, Bolts, Nuts and Rivets of all kinds.

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

Sole Importers of Hall's Sanitary Paint "MATOLIN"

CENTRAL OFFICE: - 52, RUA THEOPHILO OTTONI, 52