

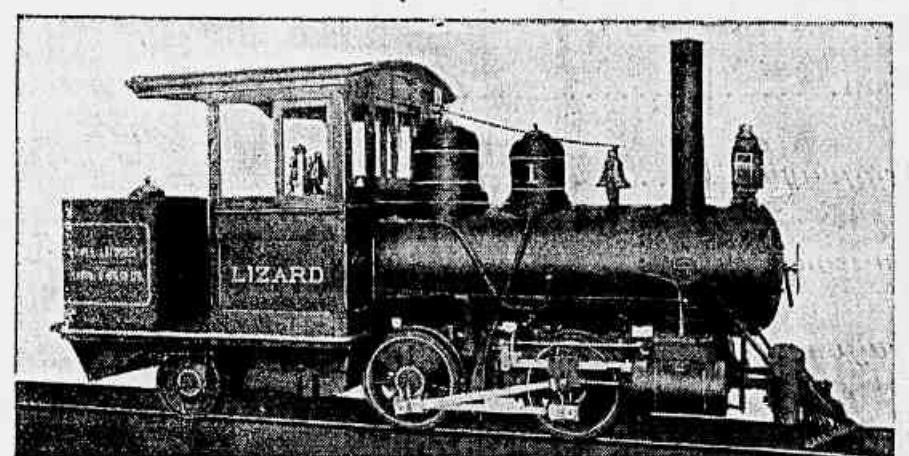
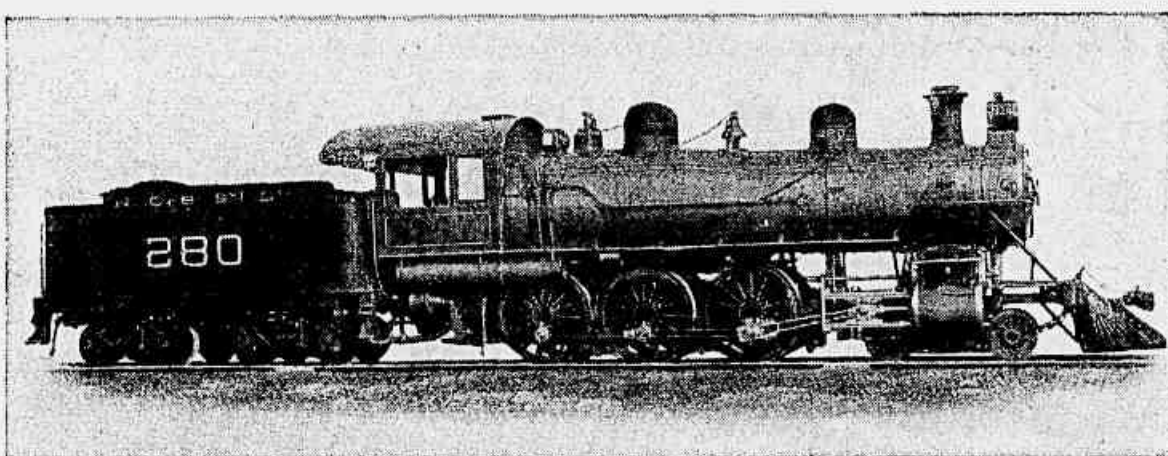
# The Brazilian Review

VOL. XIII

RIO DE JANEIRO, TUESDAY, June 28th 1910

N. 26

**BALDWIN LOCOMOTIVE WORKS, Philadelphia, Penn.**  
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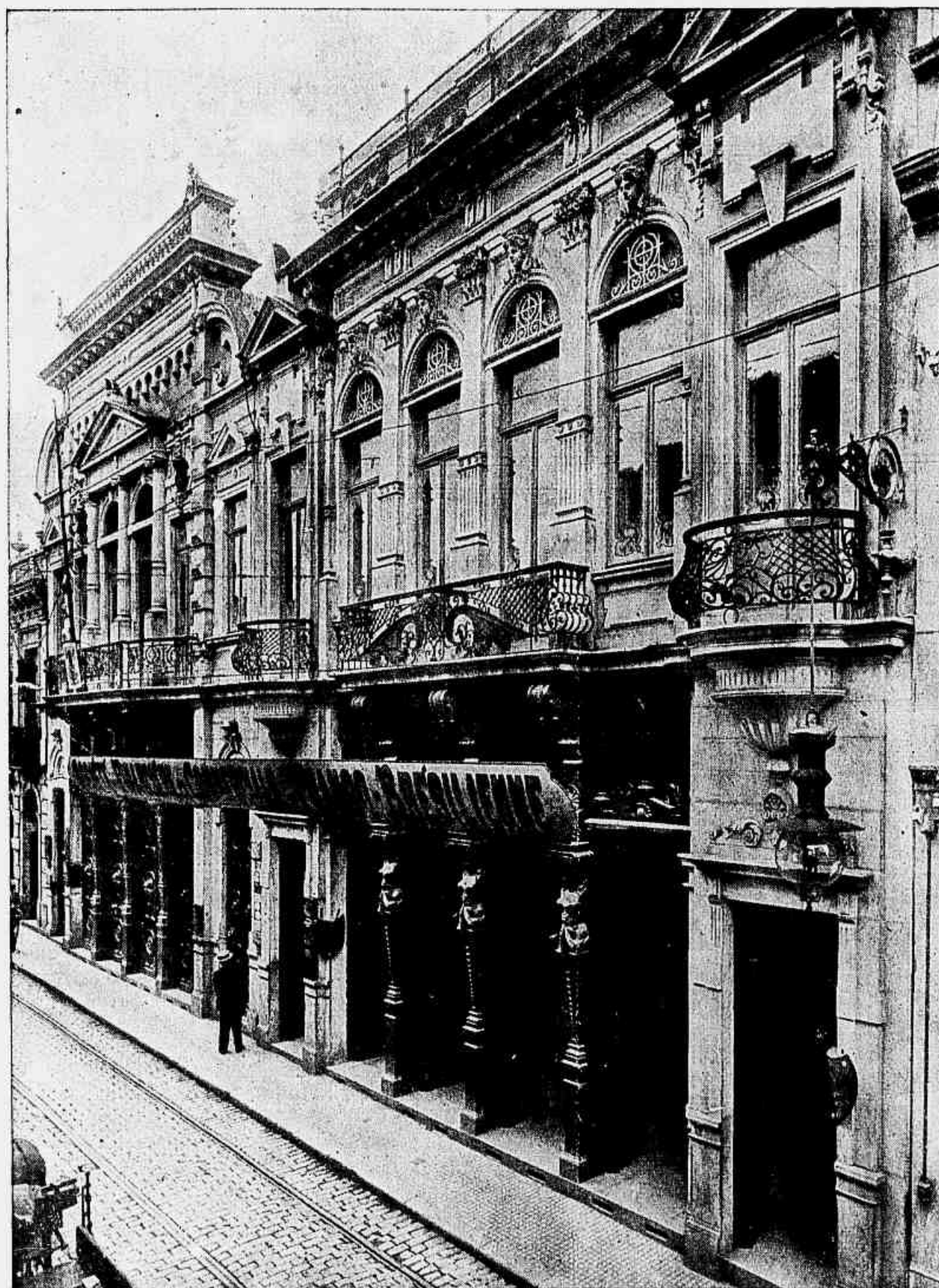
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# "The Brazilian Year Book"

— FOR 1909 —

(Second Edition)



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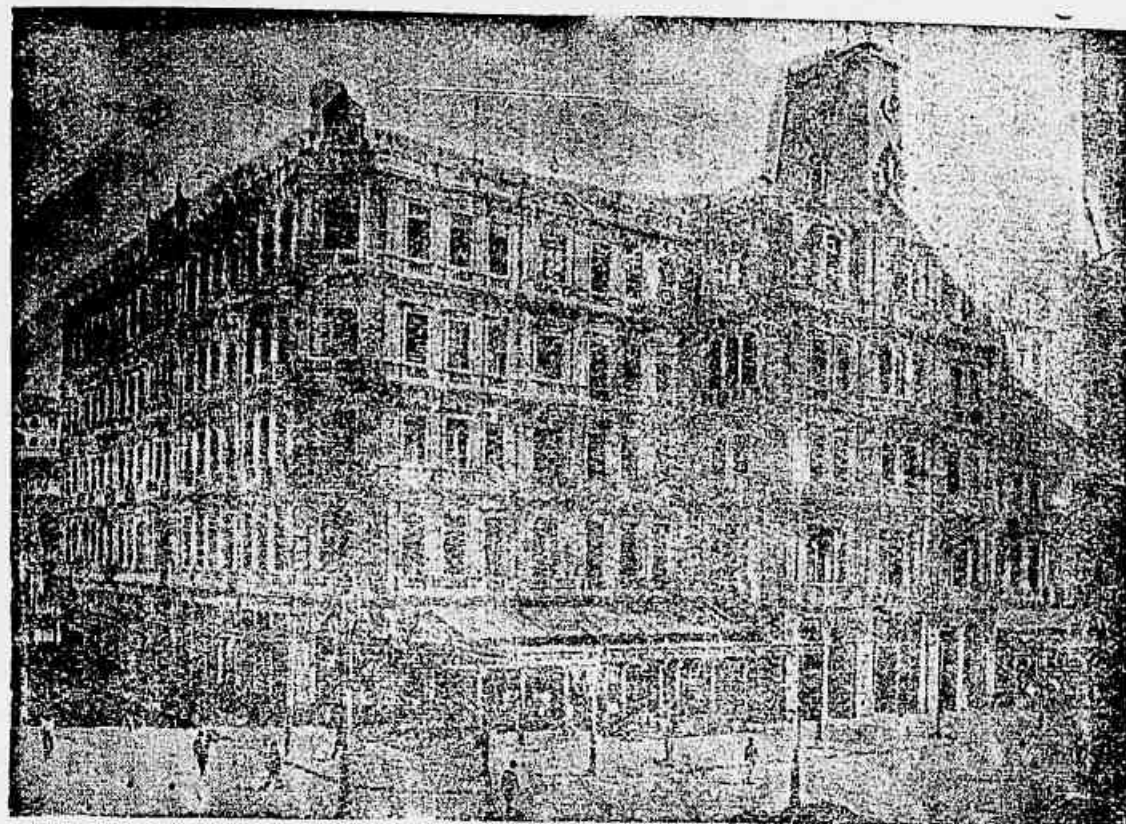


# The Brazilian Review<sup>®</sup>

VOL. XIII

RIO DE JANEIRO, TUESDAY, JUNE, 28th. 1910

No. 26



## HOTEL AVENIDA—RIO DE JANEIRO

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# The Brazilian Review

Editor—J. P. WILEMAN

OFFICES—RUA CAMERINO No. 61.

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20.—ATLANTIQUE, Mess. Mar., for Bordeaux.  
21.—ORAVIA, P. S. N. C., for Liverpool.  
25.—KONIG WILHELM II, H. S. D. G. for Hamburg.  
27.—FRISIA, K. H. L., for Amsterdam.  
27.—ASTURIAS, Royal Mail, for Southampton.

### For the River Plate and Pacific.

- July 3.—ATLANTIQUE, Mess. Mar., for River Plate.  
5.—K. WILHELM II, H. S. D. G., for River Plate  
11.—ASTURIAS, Royal Mail, for River Plate.  
11.—FRISIA, K. H. L., for River Plate.  
18.—CORDILLERE, Mess. Mar., for River Plate.  
19.—CAP VILANO, H. S. D. G., for River Plate.  
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8.—AMAZONE, Mess. Mar., for River Plate.

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- July 3.—TENNYSON, Lamport & Holt, for New York.  
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RUA V. RIO BRANCO, 215.

### BAHIA:

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RUA CHILI, 17

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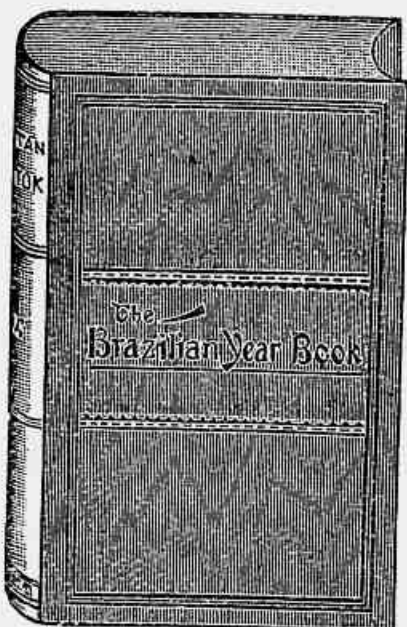
# "The Brazilian Year Book"

— FOR 1909 —

(Second Edition)

**NOW READY****RUA CAMERINO, 61-81**

or by letter addressed to Caixa 472





## General News.

— From 1st. January to 17th. June 16,169 immigrants entered the port of Santos of which about 8,000 received assisted passages; 2,960 of them were Italians, 4,760 Spaniards, 2,674 Portuguese, 243 Austrians, 1,720 Germans, 1,510 Russians, and 2,296 of various nationalities.

— The Brokers' Association (Camara Syndical) of S. Paulo granted the application of Sr. Celestino Azevedo requesting the quotation and negotiation on change of 4,500 bonds issued by the Municipality of Tieté, of the nominal value of Rs. 100\$000 each, interest 8 per cent, payable 1st. June and 1st. December of each year with annual drawings in December until final redemption in 1930.

— The South Brazilian Railway Co. will initiate next July the works of applying electric power to the tram lines in Curitiba.

— The Secretary of Agriculture, S. Paulo, has granted the petition of Sr. Abilio Boileau for leave to establish a telephone line connecting the headquarters of the Municipalities of Pedras, Mattão, Ibitinga and Taquaritinga.

— Leave was also granted to the S. Paulo Telephone Co. (Cia. Telephonica de S. Paulo) to establish lines connecting the Capital of the State with Santos and Campinas, Jundiahy and Itatiba.

— The documents respecting the loan raised in S. Paulo by the Municipality of Avaré, at 86 and 8 per cent int. per annum, were duly signed on 17th. instant.

— The colossal meanness of the following trick would be hard to beat. A small boy selling lottery tickets in the Braz district, S. Paulo, was accosted by a decently dressed individual who asked him what he would take for fifty tickets.

The boy handed over fifty tickets and received in return a note for fifty mil réis. The note, however, was a bad one.

— S. Paulo has lately been showing considerable perverted originality in discovering new forms of robbery. In the present case, it would be interesting to know whether the fifty lottery tickets turned out to be worth any more than the fifty milréis note!

— The *Jornal* is informed that the period allowed by the official call for tenders for the exploitation of monazitic sands on the sea coast will be prolonged by one month; viz: to 27th. July next.

— Dr. Pires e Albuquerque, on 18th. instant, gave judgement declaring the validity of the action brought by the London and Brazilian and River Plate Banks, for the purpose of recovering the value, with interest, of 82 Public Debt bonds of the loan of 1897, impounded by the Federal Treasury on the ground that they were counterfeits.

— According to a letter received by the *Jornal do Commercio* from a traveller in the Amazon Country, a form of sleeping sickness is fashionable in those parts, under the name of *corrução*.

— The symptoms, as described, are extraordinary. The patient begins with a sensation of unusual and delightful well-being followed by fever and profound sleep. The next phase is certain local symptoms generally followed within 24 hours by death, unless a certain local treatment, of which a useful indication is given in the *Jornal's* account, be adopted.

— Messrs. Norton, Megaw & Co. have obtained the contract for the supply of material during the current year to the Central Railway. The draft of Contract has been approved by the Minister of Public Works.

— On the 21st. instant about 1.30 a. m. a thief of antiquarian tastes was caught in the Museum at Ypiranga, S. Paulo, in the act of making a collection of coins and other curious and valuable articles which he had packed into a leather bag. He was about to make off with them, when the two night watchmen on duty came on the scene. Endeavouring to escape by leaping from a window at the back of the building, he involuntarily collected a revolver shot from one of the watchmen, who promptly collected the collector, remarking that he was a nice sort of a specimen and should be put into a museum all by himself!

The *Diario Popular* states that a syndicate working with English capital is about to engage in the cultivation of wheat in S. Paulo. The Minister of Agriculture has expressed his sympathy with the idea.

Ten thousand suffragettes, accompanied by forty bands of music, and dressed in scarlet, yellow and white,

in delicate recognition of the fact that the British nation is at present in mourning for King Edward, have made an open air, spectacular demonstration, on strictly theatrical lines, with a view to impress the British public, and all other publics and republics, their fitness to assist in the work of governing the Empire. They carried about 700 flags and marched in procession through the streets of London to the Albert Hall, which was speedily filled with them.

Among their number were feminist agitators from the Colonies, as well as of American, French, Italian and other nationalities.

The naughty little things sang the «Marseillaise» — incited there to, no doubt, by romantic looking foreigners from Leicester Square with slouched hats, moustaches and long cloaks, beautiful dark dissipated eyes, and gloomy talk about «Liberty» and «The Revolution».

You know the chorus to the «Marseillaise» ?

Aux armes... qu'un sang impur

Abreuve nos sillons !

«To arms ! Let an impure blood deluge our country's plains !» (Why, certainly ! The next dance will be the Carmagnole !)

To arms ? Of course ; especially the pretty ones ! Bless their hearts, they don't mean «harms», though doubtless many of them pronounced it so ! That is the root of the whole matter. They took no notice of Bill Taft when he ragged them for neglecting their «husbands, homes, and children». The shot passed over most of their heads. They don't possess such things and there's the rub ! The plain truth is the suffragette problem is only the «unemployed» problem, in petticoats !

— By the courtesy of Captain Lessa the British naval authorities recently paid a visit of inspection to the Brazilian torpedo boat destroyer «Santa Catharina» at Rothesay Docks where she is awaiting the arrival of a navigating crew to take her out to Brazil. The «Santa Catharina» was built by Messrs. Yarrow of Glasgow and recently handed over to the Brazilian authorities.

— According to a telegram to the *Jornal do Commercio* the Acreanos are determined to offer armed resistance should the Federal Government refuse to recognize their autonomy. Sr. João Busson, a member of the newly formed government, who arrived at Manaus on the 21st inst., said that the Acre has 350 well armed men and in case of necessity could mobilize 8,000.

Captain Guapindaya has accepted the office of Chief of Police at a salary of one conto a month.

The Government has already ordered the collection of the duty on 50 per cent of all merchandize held by local firms, and export of rubber has been prohibited. A decree was issued on June 7th appointing a number of judicial authorities.

In order to prevent any interference by the Federal Government the navigation of the rivers has been made impracticable by turning into the streams, which are at their lowest at this time of the year, enormous quantities of rank forest growth cut down from the banks.

— It is expected that the expenditure of the Ministry of Finance for the coming financial year will be fixed at 41,100:516\$939 gold and 93,276:155\$524 paper.

Compared with the expenditure of the current year this is an increase of 4,809:222\$315 gold and a decrease of 4,062:166\$721 paper.

— On Tuesday the representatives of several foreign banks in this city called at the Ministry of Finance and asked Dr. Bulhões whether foreign gold coin was legal tender in Brazil. Although H. E. gave no definite reply he promised to consider the matter and it seems probable, in view of a precedent established by a former minister in 1846 when the £ sterling was given the value of 8\$890, that he will give a satisfactory reply.

— On Thursday the German Bank received from the River Plate by the s.s. «Chile» a consignment of £ 20,000 in specie.

— Valuable deposits of coal have been discovered in the State of Pernambuco at Quixabinha, 22 kilometres from Jatobá terminus of the Paulo Afonso railway. The Carboniferous zone is about 15 square leagues in extent and owing to its favourable situation should be able to supply the States of Pernambuco, Bahia, Alagoas and Sergipe.



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First Class Cuisine.

Proprietor:—J. F. FREITAS.

## THE BRAZILIAN YEAR BOOK

1909 (2nd Edition)

PRICE ONE GUINEA (17 mil reis)

### OPINIONS OF THE PRESS

*Jornal do Commercio* : —

This valuable work contains 824 pages, full of figures and tables and printed in very small type that would give four or five volumes of the usual description, wherein the politician and statesman, or student of the progress of the country will find no less than the merchant a general balance of Brazil.

Mr. Wileman does excellent service by affording all this information regarding the debts of States and Municipalities.

*The Financier, London* : — The work contains a mass of valuable information and statistics not given in any other book dealing with the country. Finance, trade, railway operation, production and exports receive prime attention, but the history, climate and natural resources of Brazil, also receive notice. Several interesting diagrams and a few maps, inclusive of one of Brazil specially brought up to date for this issue by the respective authorities, are also given.

## Railway News

The construction of the new metre gauge system of the Central Railway's auxiliary trunk line will be commenced at once.

— Work will also be commenced on the following lines:—Junction of the União Valenciana and Rio das Flores lines by a line from Valença to Taboas (12 kilometres); junction of the Auxiliary Line from Governador Portella to the Station of Vassouras, passing by the city of that name (20 kilometres); transformation of the Tramway from Tres Ilhas to Barra Longa; junction of the Valenciana to Barra do Pirahy by the laying of a third rail in the respective section of the Central Railway of Brazil.

— In this manner a network of six railways will be formed all leading from Goyaz to the port of Rio de Janeiro.

— The sale of the Ramal Ferreo Campineiro to the Campinas Light and Power Company (Cia. Campineira de Illuminação e Força) authorised by the general meeting of the former Company's shareholders on 5th. instant, has been duly realised.

— The Assets, purchased for the sum of 275 contos, include rights arising out of State concessions for the construction and exploitation of the Campineiro line and of another, which, starting from Guanabara on the Mogyana line, shall be carried to the station of Cabras, 42 kilometres, including a branch to be constructed between the station of Joaquim Egydio and Santa Maria.

The Cia. Ramal Ferreo Campineiro being indebted to the Treasury of the State in the sum of Rs. 68:831\$310, guaranteed by a mortgage on the Company's estate, passes over the responsibility for its payment to the purchasing Company.

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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.

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Having re-opened their business and arranged amicably with all interested, will be glad to enter into correspondence with any good firms requiring agents. Their prior and manager has had 41 years' of experience in Brazil and can undertake any suitable business.



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Shuffing-Box-Packings, **Excelsior**  
for steam-engines, turbines, motors etc. of all kinds.  
Packing-Sheetings:  
**"Ideal"** for steam up to 14 Atm ammonia etc.  
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overheated steam  
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Orders accepted only by European commission houses  
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— The tariffs of the Leopoldina Railway are subject to revision at fixed periods named in the respective contracts. The last tariffs approved were those referred to in Decree of 1st. October, 1900. The Minister of Public Works, therefore, has requested the Director of the Federal Department of Railway Supervision to obtain from the Leopoldina Company as soon as possible its proposals for new tariffs.

— Dr. Emilio Schnoor has subcontracted with the firm of Catanheda & Co. for the construction of the section of the Goyaz Railway from Uberaba to Pedro de Alcantara.

— The Minister of Public Works has authorised the S. Paulo Railway Company to run its passenger trains at the rate of 75 kilometres an hour. The «Diario Popular» thinks this speed will constitute a record for Central and South American trains.

— The Central Railway's modified tariff, as applied to goods, parcels and baggage, will come into force on 1st. July.

— The Inspector of Customs in Santos has been authorised to allow despatch, free of duty, to the material imported for the construction of the lines of the North West of Brazil Railway.

— The directors of the Leopoldina line, in conference with the Director of the Central Railway, Dr. Paulo Frontin, have established the bases for an equalisation of tariffs on the two railways.

— Sr. Rodolpho Miranda, Minister of Agriculture, stated in conversation at the Government Palace a few days ago, that S. Paulo would shortly have a frozen meat depôt in the old Varzea do Carmo, near the present market.

— He added that the S. Paulo Railway would construct a branch to that point in order to place the depôt in communication with the State railways; and, to obviate the difficulties connected with differences of gauge on the various lines, Sr. Miranda intends to



arrange for freezing cars to suit 1m. 60, 1m. 00, and 0m. 60 rails.

— The Minister of Agriculture has received from the Government of S. Paulo the definitive surveys for the extension of the Funilense Railway from the station of Arthuro Nogueira to the river Mogy-guassú.

— The *Mucury* of Theophilo Ottoni, in the north of Minas, has lately published leading articles which have attracted attention owing to the grave charges they bring against the administration of the Bahia and Minas Railway.

— « More than a year ago », says the *Mucury*, « the period of the lease of that line to its present holders expired, yet by a tacit prorogation the same lessees continue to work the line for their own benefit exclusively, charging outrageous tariffs, ignoring and defying all complaints, and manifesting the most absolute contempt for the interests of those whom it is their duty to serve ».

— During the first years of the lease, the Company's proceedings were supervised by two fiscals and the payments due under the contract, as well as the Government taxes, were liquidated with regularity. « To-day », says the *Mucury*, « everything is in a state of complete abandonment. One of the fiscals resigned, the other left the railway to superintend public works somewhere else, and their places were not filled ».

— « The lessees », continues the *Mucury*, « seem to flout the Government of Minas. They openly run the line as their own private property, pay nothing in respect of the contract, though they are in arrears to the extent of some 300 contos, and increase their wood working machinery, running that department as a money making concern from which they have already derived fabulous profits ».

— They declare that they have accounts to settle with the State and that if the latter attempts to withdraw the administration of the railway from them, they will resist it in the law courts and even by force of arms! They will only give it up when there is not another tree worth cutting down in its marginal forests, and when its fixed and rolling stock are worn out, broken up, ragged, rotten and good for nothing.

— The article concludes. « The Government of Minas, deaf to the clamours of this zone, whose railway is of little use to it, for it has the most exorbitant tariffs in the world, indifferent to the disasters of this lease which is ruining a railway of great value and promise, seems to take no steps whatsoever to put an end to these abuses ».

— At the end of the publication, in the *Jornal do Commercio*, of the *Mucury's* two leaders, appears, by a curious coincidence, an enigmatical but suggestive advertisement, apparently containing advice to some one, which seems to come quite « pat » to the above case :

*Acta est fabula. Carpe diem. Aquila non capit muscas.  
Summ cuique*

Something, it appears, ought to be done ; otherwise foreigners unacquainted with the purity of our political methods might be given an excuse for thinking that wonderful bird, the oligarch, was *not* quite an extinct species in North Minas !

#### THE LEOPOLDINA RAILWAY TRAFFIC RECEIPTS

Year	Week Ended	Receipts For Week			Total from 1st January
		Currency	Exch.	Sterling	
1910	28th June	320,000\$	16 15/64	£ 21,646	£ 499,437
1909	19th "	356,000\$	15 1/16	£ 22,343	£ 443,615
Increase....	—	— \$	1 11/64	£ —	£ 55,822
Decrease.....	—	36,000\$	—	£ 697	£ —

#### 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.

#### 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.

#### BIG SHIPPING DEAL

A telegram to the Buenos Aires «Standard» announces that the Royal Mail Steam Packet Company have agreed to purchase the entire capital of the Pacific Steam Navigation Company at par, namely, £25 per share. The capital totals £1,477,125.

The prime cause of the negotiations in this sensational deal was the opening of the Transandine tunnel, which deprives the Pacific Line of all its Valparaiso passengers. In consequence of this development the directors of the Pacific Company decided to build two fast steamers for the purpose of competing in the Buenos Aires trade with the Royal Mail Company. The new ships were to be of the most modern type, and something in the nature of a «Cunard» express service to the River Plate was anticipated. At a meeting of the shareholders resolutions were submitted and approved authorising the issue of new stock to the amount of £750,000 for the construction if necessary of four new steamers.

The challenge was taken up by the Royal Mail Line, and at the recent annual meeting of that Company the Chairman, Sir Owen Philipps, hinted that negotiations were then in progress.

The outcome of these negotiations is the purchase of the Pacific Line's entire capital by one of the most energetically managed shipping concerns in the kingdom.

The Pacific Steam Navigation Company, which thus disappears from the scene, was incorporated by Royal Charter slightly over 60 years ago. At the end of last year the Company's fleet consisted of 44 steamers of 182,938 tons. Business was begun with the steamers Chile and Peru, the Company receiving a small subsidy. In 1852 four steamers were added to the line in order to carry on a bi-monthly service between Valparaiso and Panama, and in 1865 the Company's powers were enlarged to run as far as the River Plate. Two years later the capital was increased for the purpose of carrying on a monthly mail service from Liverpool through the Straits of Magellan to Valparaiso, the steamer Pacific, of 1,630 tons, making the first sailing in May, 1868. In 1870 the itinerary was extended to Callao, Peru, and the capital having been further added to, a weekly service under contract with the British Postmaster General was established between Liverpool and Callao, via France, Spain, Portugal, Brazil and the River Plate, the Sorato, of 4,038 tons, opening the service in 1873. The last addition to the Company's fleet was the Orcoma, a twin-screw steamer of 11,533 tons, built at Glasgow in 1908. The Royal Mail Steam Packet Company has made several large purchases and developments during the last few years. In 1905 the Company acquired a half interest in the Australian mail service and two years later a half share in the Shire Line, thus extending their operations to the Far East. Forwood Brothers and Co.'s line to Gibraltar, Morocco, etc., was acquired in 1908, and recently, on the death of Sir Alfred Jones, it was announced that the Royal Mail Company had made arrangements to take over the Elder, Dempster fleet. At the end of last year the Company's fleet consisted of 50 steamers of 211,831 tons, operating nearly all over the world, including a service from Southampton to New York via the West Indies. The latest acquisition will give the Royal Mail Company a fleet rivalling those of the Morgan Combine and the Hamburg-American Company.



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ENCONTRA-SE NAS PRINCIPAES PHARMACIAS E DROGARIAS

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## PROSPECTUS CITY OF PERNAMBUCO

Sale of £400,000 (sterling) 5 per cent. Guaranteed Loan,

PRINCIPAL AND INTEREST UNCONDITIONALLY GUARANTEED  
BY THE STATE OF PERNAMBUCO

PRICE — £93 5s PER CENT.

The Bonds are to Bearer in denominations of £100 and £20 each. They are dated 1st May, 1910, and are repayable on or before 1st May, 1960, by means of a Sinking Fund of one-half per cent. per annum, commencing on 1st May, 1911, to be applied to the purchase of Bonds in the market if obtainable under par, or to the redemption of the Bonds at par by yearly drawings by lot if the price be at or above par.

The City reserves to itself the right to redeem the Loan at any time at par, plus interest accrued, on giving six months' previous notice.

The City undertakes to pay to the Agents of the Loan the sum of £22,000, required annually for the interest and Sinking Fund of the Loan, in twelve monthly instalments of £1,834 each.

The payment of the principal and interest of the Loan is secured by a general Bond of the City, and is a specific first charge on the revenues of the markets of São José and Boa Vista, and the slaughter houses of Cabanga and Arrayal.

The principal and interest of the Loan are exempt from all Municipal taxes, and the City has undertaken to pay all Federal or State taxes to which the Loan may at any time become subject.

THE STATE OF PERNAMBUCO, AS AUTHORIZED BY LAW NO. 1003 OF THE 23RD APRIL, 1910, UNCONDITIONALLY GUARANTEES THE PAYMENT OF THE PRINCIPAL AND INTEREST OF THE LOAN AND THIS GUARANTEE WILL BE DULY ENDORSED ON EVERY BOND.

The Coupons are payable in sterling on the 1st May and 1st November in each year, in London at the Office of Messrs. DUNN, FISHER AND CO., and in Amsterdam, Brussels, Berlin and Hamburg. The first full Coupon for £2 10s for every Bond of £100, and for 10s for every Bond of £20, will be paid on the 1st November, 1910.

## THE LONDON CITY AND MIDLAND BANK, LTD.,

ARE AUTHORIZED BY THE CONTRACTORS FOR THE LOAN TO RECEIVE APPLICATIONS  
FOR THE PURCHASE OF THE ABOVE-MENTIONED BONDS

AT THE PRICE OF 93 1/4 PER CENT. •

Payable as follows: — £10 0 0 per cent. on Application.  
£3 5 0 per cent. on Acceptance.

£93 5 0

Interest at the rate of 6 per cent. per annum will be charged on overdue payments.

The following letter has been addressed to the Contractors for the Loan, Messrs. Dunn, Fischer and Co., by Dr. João de Medeiros Peretti, the duly authorised Representative of the Municipality of Pernambuco (Recife) and of the State of Pernambuco:—

London, 18th May, 1910.

Dear Sirs,—The present Loan of £400,000 of the City of Pernambuco (Recife) is made in virtue of the authority contained in Law No. 550, passed by the Municipal Council on the 6th April, 1909, and duly sanctioned by the Government of the State of Pernambuco. The Guarantee of the State of Pernambuco is given by virtue of the authority contained in Law No. 1003, passed by the State on the 23rd April, 1910.

The City has no external debt and this Loan is issued for the purpose of redeeming the internal debt (amounting approximately to £172,000) and for General Improvements of the City.

THE CITY OF PERNAMBUCO (RECIFE) is the Capital of the State of Pernambuco, one of the most prosperous States of Brazil. The City has a population of approximately 200,000 inhabitants, and is an important centre of commercial activity.

According to official statistics, the shipping of the Port, which in 1902 amounted to 1,103,691 tons, has increased each year and reached in 1908 1,608,186 tons.

THE FEDERAL GOVERNMENT OF BRAZIL, in view of the rapidly increasing shipping and commerce of Pernambuco, has recently issued a Federal Loan for the purpose of providing additional facilities for the Port.

THE STATE OF PERNAMBUCO has a population estimated at 2,500,000 inhabitants. Its chief products are sugar, cotton, tobacco and cattle. The State is served by a system of Railways operated by the Great Western Railway Company of Brazil.

The Revenues of the Markets of São José and Boa Vista and of the slaughter houses of Cabanga and Arrayal, which have been specifically hypothecated to the payment of the interest and Sinking Fund of the Loan, have during the last four years been as follows:—

	1906.	1907	1908.	1909.
	480,199\$800	497,467\$850	517,418\$20	530,836\$283
At 1s 4d per \$..	£32,013	£33,164	£34,497	£35,389

The Total Revenue\* and Expenditure of the City for the past four years and the equivalents in sterling at 1s 4d per \$, have been as follows:—

	Revenue.	Expenditure.	Surplus.
1906....	1,649,593\$722 (£109,973)	1,552,880\$481 (£103,525)	96,713\$241 (£6,448)
1907....	2,705,720\$904 (£180,341)	2,560,639\$304 (£170,709)	144,811\$600 (£9,632)
1908....	2,257,723\$185 (£150,515)	2,153,501\$455 (£143,566)	104,222\$640 (£6,949)
1909....	1,924,533\$514 (£128,302)	1,798,495\$544 (£119,899)	126,037\$970 (£8,403)

\*(Including surplus brought forward.)

The average revenue for the interest and sinking fund of the Loan is £22,000 per annum

The Bonds of this Issue will be accepted by all Departments of the City as caution money or as deposit of security for the full amount of their nominal value, and the City has undertaken that the State of Pernambuco shall also accept the Bonds as caution money or as deposit of security with the Departments of the States.

Yours faithfully,

JOAO DE MEDEIROS PERETTI.

## New Issues

With regard to the Pernambuco issue the Financial news says:— Small applicants for bonds get full allotments, while large applicants get half. This is a sound principle of operation, calculated to encourage the "small man" to support further issues of the same type.

According to Sir Edward Carson's opinion, Pernambuco coupons collected abroad (the money not being received into the United Kingdom) are free of tax, even where the holder is a resident in Great Britain. Coupons cashed abroad and employed to pay the expenses of a continental trip, for instance, will apparently be within the exemption.

**Serinha Rubber.**— The company will acquire as a going concern a freehold estate known as Serinha, containing an area of about 5,000 acres, situated on the Baturite Hills, State of Ceara, North Brazil, together with all the rubber trees, coffee trees, sugar canes, plant, factory, machinery, buildings, and dwelling houses belonging thereto.

It appears that labour is plentiful and the climate healthy for Europeans. The estate adjoins the Ceara Rubber Estates, and arrangements are contemplated for the joint management of the two undertakings, so that the cost of management and general administration will thus be considerably reduced.

The estate is planted with Maniçoba rubber, or Manihot Glasiavii, for which rubber there is a ready market.

It is estimated there are 350,000 planted Maniçoba rubber trees on the estate, varying in age from two to eight years, of which about 50,000 were tapped during the year 1909 and over 60,000 should be tapped this year, and the balance should come into production at the rate of at least 30,000 trees per annum. There are also a large number of wild rubber trees on the estate of the Maniçoba species, which are being tapped. It is believed that there are also about 150,000 coffee trees on the estate, which are in bearing. The estate was inspected in September, 1909, by Mr. C. P. Swanson, of 5, Lloyd's-avenue, London, E.C., who estimates the revenue for 1910 at £4,800, for 1911 at £7,012, for 1912, at £9,200, and for 1913 at £11,137. These figures, however, do not take into consideration the increased production of rubber as the trees grow older, nor any profits from the wild rubber trees.

**Javary Rubber Estates, Ltd.**— 29th April. £350,000, in 5s. shares. Business: To acquire any grant, concession, lease or rights of and over lands on or near the Brazilian and Peruvian banks of the River Javary and its tributaries, the Curaga, Cui ito and Sticualy or elsewhere. The signatories are:—

H. M. Holman, St. Michael's Rectory, Cornhill, E.C.; D. A. Howden, St. Michael's Rectory, Cornhill, E.C.; D. T. Garrett, St. Michael's Rectory, Cornhill, E.C.; F. Spooner, 70, Muswell-avenue, Muswell Hill, N.; R. T. Garrett, 13, Nottingham-place, W.; A. W. Stead, 60, Paddington-street, W.; F. S. Fleuret, Glen-thorne, South Godstone, Surrey (one share each).

Minimum cash subscription, seven shares. First director (to number not less than two nor more than seven) are J. M. Boustead, 3-4, Fenchurch-street, E.C.; Sir Corthwaite H. Rasen, Valetta, Svidenham, S.E.; and M. Lowden, Killermont, Bearsden, Glasgow. Qualification, £250. Remuneration, £200 each per annum (£300 for the Chairman) and a percentage of the profits (such percentage not to exceed £1,500 in any year without the consent of a general meeting). Registered office, 19, Finsbury-pavement, E.C.

**British Amazon Rubber Estates Ltd.**—29th April, £400,000, in £1 shares. Business: Rubber and general planters, manufacturers and merchants, &c., in Brazil or elsewhere. The signatories are:—

B. G. Geer, 57, Risdeline-street, Honor Oak Park, S.E.; H. R. Green, 8, Christopher-street, E.C.; C. Everett, 5, Sunnyside, Mount Pleasant, Southall; J. Roche, 49, Penshurst-road, Thornton Heath; E. C. Dunk, 77, Beckwith-road, Herne Hill, Walthamstow; E. J. Batyie, 22, David-street, Stratford, E., one share each.

Minimum cash subscription, 150,000 shares. First directors (to number not less than three nor more than seven) to be appointed by the signatories (provided that the B. and B. Estates, Ltd., may, for five years after the first general allotment, appoint one). Qualification, £200. Remuneration, £150 each per annum (£250 for the Chairman) and a percentage of the profits. Registered office, 1-2, Broad-street-avenue, E.C.

**Diamantino rubber plantations.**— The prospectus of the Diamantino rubber plantations, limited, made its appearance on May 30. It deals with three properties, two of which are cultivated plantations, and are, with the third, in a high state of cultivation. These estates, it is added, are not alone prospective, but are actual present producers. The trees are Hevea Braziliensis. The capital of the company is £100,000, and the estimated revenue and profits are substantial, so that the 574,900 shares of 2s. each offered for subscription are likely to attract attention. The estimated profit for the first year is over £20,000 and the average profits over the first five years £29,336 per annum.

## Company Meetings

**Booth Steamship.**—The report of the Booth Steamship Company, Limited, states that the profits for the year to March 31st, including £28,249 brought forward, amount to £264,264. After charging £18,000 interest on Debenture stock to March 31st, debiting directors' and trustees' fees, writing off £126,229 for depreciation of ships and other property, there remains at the credit of profit and loss account £117,824. Of this amount the dividend at the rate of 5 1/2 per cent. on the Preference shares for 12 months absorbs £16,000. The directors have placed £50,000 to the credit of reserve fund, and propose to pay a final dividend of 5 per cent. on the Ordinary shares, making, with the interim dividend paid on December 31st, 1909, a total of 10 per cent. for the year, and to carry forward £26,324.

## 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, 353 Sul.—Office: Rua da Alfandega, 55, from 1 to 3.—English spoken.



Rubber

ENTRIES OF RUBBER.

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

	1906-07	1907-08	1908-09	1909-10.
July .....	1,840	1,370	1,300	1,406
August .....	1,690	1,500	1,890	1,870
September .....	2,070	2,410	2,855	2,020
October .....	3,030	3,200	3,460	3,275
November .....	3,480	3,200	3,430	4,640
December .....	2,610	2,560	3,800	3,510
January .....	3,780	4,860	5,480	5,490
February .....	5,060	5,340	5,040	4,760
March .....	5,880	4,240	4,140	5,210
April .....	4,490	3,100	3,760	3,600
May .....	2,625	3,210	2,340	2,175
June .....	1,500	1,660	1,570	—
Total tons. 12 mos.....	38,005	36,650	38,065	—
Total tons. 11 mos. ....	—	—	36,190	37,950

EXPORTS.

	1905	1906	1907	1908	1909
To Europe .....	18,656,543	18,575,451	19,278,263	20,523,009	19,805,223
To United States ..	15,260,345	16,192,304	16,587,321	17,539,442	19,646,980
Total—kilos ..	33,916,888	34,767,755	35,865,584	38,063,351	39,452,203

,Stock 31 May 1004 tons.

According to a telegram to the *Jornal do Commercio* the s.s. «Seringueiro» that arrived at Pará on Tuesday last brought no rubber from the Acre owing to the new government having temporarily prohibited exportation of that product. The entire cargo of 4,933 kilos of rubber came from Amazonas.

The telegram adds that the market is weak with a tendency to fall.

Telegram.—London 25th. June.

Quotation Fine Hard Pará :— 9 s. 11 d. as against 9 s. 8 d. for the previous Saturday, June 11th.

London prices are somewhat firmer, and the Pará and Manaos markets still standing out for better prices, with a stock of over 1.000 tons yet to ship.

From the Acre supplies have been quite stopped, and no more can be exported from there or the Juruá until November or December at earliest.

SÃO PAULO

THE FOREIGN TRADE OF SANTOS

5 Months, January to May, 1909-1910.

IMPORTS		
	1909	1910
	£	£
January ..	556,787	711,581
February.....	532,063	632,244
March.....	550,517	724,620
April.....	522,892	802,791
May .....	531,431	685,174
Total 5 months .....	2,693,690	3,556,410
EXPORTS		
	1909	1910
January.....	2,549,635	13,608
February.....	2,739,141	33,239
March.....	1,130,978	40,983
April.....	27,323	39,599
May.....	19,747	41,612
Total 5 months.....	6,467,424	169,041

Imports show a large increase for the five months ended May 31st, of £862,351 or 32%. The shrinkage in the value of Exports of £6,303,383 compared with the first five months of last year, is, of course, explained by the fact that Exports last year comprised not only the whole of the coffee for 1909-1910 season but some £6,000,000 of that of the previous season 1908-1909.

BOOK RECEIVED & NOTICES

**Boletim de Estatistica Commercial** for 12 months January to December 1908 & 1909. This is an advance statement of the movement of the principal articles of import and export from principal origins and to principal destinations, grouping the rest under "Sundries" after the style in which these statistics were published by the Review. The work is very well done and is a credit to the Department. There has of late been some complaints as to the backwardness of the publications, especially of the Monthly Statements. The fault we believe to lay in trying to do too much and so getting behind with all. The general results for 1909 have been already published and need no recapitulation. The following tables will however be interesting :—

IMPORTS

Countries of origen	1908		1909	
	£	percentage of total	£	percentage of total
Germany.....	5,271,682	14.9	5,784,772	15.6
Argentina.....	3,596,206	10.1	3,727,317	10.0
Austria Hungary.....	568,286	1.6	488,643	1.3
Belgium.....	1,656,954	4.7	1,503,421	4.1
Chile.....	45,709	0.1	36,994	0.1
China.....	26,518	0.1	28,870	0.1
Cuba.....	8,939	0.0	6,664	0.0
Denmark.....	65,667	0.2	120,190	0.3
United States.....	4,298,439	12.1	4,597,942	12.4
France.....	3,199,077	9.0	3,844,040	10.4
Great Britain.....	10,224,565	28.8	9,964,889	26.9
Greece.....	1,279	0.0	1,917	0.0
Spain.....	326,237	0.9	314,646	0.8
Holland.....	192,884	0.5	361,182	1.0
Italy.....	1,204,624	3.5	1,081,628	2.9
Japan.....	13,084	0.0	11,975	0.0
Norway.....	309,758	0.9	310,779	0.8
Paraguay.....	19,085	0.1	45,516	0.1
Peru.....	9,624	0.0	3,648	0.0
Portugal.....	1,836,408	5.2	2,063,960	5.6
British possessions:				
Canada.....	233,360	0.6	196,965	0.5
India.....	179,604	0.5	307,069	0.8
New Zealand.....	844	0.0	484	0.0
Newfoundland.....	506,749	1.4	415,021	1.1
Sundry.....	22,439	0.1	25,221	0.1
Russia.....	37,916	0.1	29,695	0.1
Sweden.....	144,761	0.4	115,699	0.3
Switzerland.....	349,645	1.0	405,539	1.1
Turkey in Asia.....	7,874	0.0	5,195	0.0
in Europe.....	6,831	0.0	7,555	0.0
Uruguay.....	1,094,935	3.1	1,299,736	3.5
Sundry.....	31,927	0.1	32,102	0.1
Total.....	35,491,410	100.0	37,139,354	100.0

The average rates of freight & expenses to cost in country of origin as obtained from the Consular invoices is 16.2%, but does not seem very trustworthy, seeing that for destinations like the Acre -- 2,000 miles up the Amazon -- it is only 7.9 % and lower still, 4. 6% for Capacete another Amazon port, whilst for Manaos it is 23. 3%, Itacotiara 48 2% and 17 9% for Pará. These rates want revising.

Of all the ports, Rio de Janeiro received the largest proportion, 37.6% as against 40.4% in 1908, followed by Santos with 19. 2% as against 21. 1% in 1908.

Para & Amazonas together accounted for 13. 5% as against 9. 9% in 1908.

As regards the origin of imports, the principal producers were Great Britain with 26.9% of the total as against 28.8% in 1908; Germany with 15.6% as against 14.9% in 1908; the U. States of America with 12.4% as against 12.1% in 1908; France 10.4% as against 9.0% in 1908 and Argentina 10% as against 10.1%.

Imports from British Colonies are not included with Great Britain's.

EXPORTS

Destination	1908		1909	
	£	percentage of total	£	percentage of total
Germany.....	6,964,846	15.774	9,944,154	15.605
Argentina.....	1,855,171	4.201	2,114,122	3.318
Austria.....	1,581,787	3.582	2,120,148	3.327
Belgium.....	979,323	2.218	1,341,314	2.015
Bolivia.....	1,598	0.004	827	0.001
Bulgaria.....	6,323	0.014	10,241	0.016
Chile.....	114,014	0.258	149,191	0.234
China.....	852	0.002	2,485	0.004
Crete.....	2,599	0.006	1,825	0.003
Cuba.....	—	—	2,999	0.005
Denmark.....	39,244	0.089	47,915	0.075
Egypt.....	97,089	0.220	127,952	0.201
United States.....	17,706,932	40.103	25,595,430	40.166
France.....	3,376,069	7.646	5,480,798	8.601
Great Britain.....	6,521,890	14.771	10,297,522	16.159
Greece.....	9,650	0.022	11,558	0.018
Spain.....	218,585	0.495	219,752	0.345
Canary Islands.....	1,147	0.002	4,240	0.007
Holland.....	2,030,716	4.599	2,975,119	4.669
Italy.....	505,149	1.144	518,163	0.860
Japan.....	1,180	0.003	—	—
Morocco.....	983	0.002	1,015	0.001
Norway.....	19,119	0.043	41,062	0.064
Panama.....	—	—	112	—
Paraguay.....	948	0.002	422	0.001
Peru.....	8,147	0.018	8,844	0.014



Portugal.....	194,134	0.440	187,175	0.294
Madeira.....	231	—	197	—
British Ports (for order).....	483,599	1.096	598,386	0.939
British possessions:				
Barbados.....	59	—	237	—
Canada.....	8,907	0.009	2,213	0.003
Ceylon.....	—	—	1,726	0.003
Cyprus.....	601	0.001	425	0.001
Cape Colony.....	152,712	0.346	199,330	0.313
Gibraltar.....	3,965	0.009	4,898	0.008
Hong-Kong.....	569	0.001	850	0.001
Lagos.....	202	—	456	0.001
Malta.....	9,107	0.021	12,075	0.019
Singapore.....	3,250	0.007	10,109	0.016
French possessions:				
Algiers.....	100,028	0.227	118,952	0.187
Senegal.....	32	—	1	—
Lourenço Marques.....	5,509	0.012	5,171	0.008
Tunis.....	4,122	0.009	2,904	0.004
Roumania.....	19,038	0.043	16,859	0.026
Russia.....	50,226	0.114	56,045	0.088
Samos.....	599	0.001	1,167	0.002
Sweden.....	37,559	0.085	70,724	0.111
Tripoli.....	1,598	0.004	1,192	0.002
Turkey in Asia.....	99,312	0.225	138,108	0.217
"    in Europe.....	135,731	0.307	173,024	0.271
Uruguay.....	805,635	1.825	1,075,017	1.687
Total.....	44,160,381	100.000	63,724,440	100.000

S. Paulo was the largest exporter with 42.5% of the total value as against 39.2% in 1908. Para & Manaos together followed with 28.26% as against 26% in 1908, Rio de Janeiro (port) coming third with only 11.2% as against 13.8%, all the rest, comparatively, nowhere.

As regards the destination of exports, the United States as usual took the lion's share, 40.1%, the same as in 1908 followed by Great Britain with 16 % as against 14.8 % in 1908; Germany coming next with 15.6 % as against 15.7 % in 1908.

The large increase in exports to Great Britain is accounted for chiefly by Rubber.

## Notes

### THE CAIXA DE CONVERSÃO & POLITICS

Even discussion is passing out of the section of Economics and becoming more and more political. It is clear that the fixation of the rate will depend on what elements can be counted on by one side and the other. It is stated that the question will be left «open» by the political «bosses» in which case 15 d. would certainly seem to have a good chance of victory were it not for the emphatic statement of the President Elect that 16 d. is «an excellent rate to conciliate all interests».

For the present even discussion has calmed down, but it is the lull before the storm that may be expected when the bill comes on for discussion again in Congress.

Discussion of the Presidential elections has been postponed again for a month counting from the 22nd. June to give time for Ruy Barbosa to put in his counter-pleas. After that there are two burning questions to be settled: the Rate for new emissions by the Caixa and the Revolt in the Acre; which will have the preference we cannot say, but should imagine it would be the Acre. That would mean further postponement of the *Caixa* bill, so that it may be the end of August or even September before it is settled, after half of the coffee crop has been shipped and on the eve of the new Rubber season.

Exchange under such circumstances would seem bound to rise, especially if foreign capital keeps pouring in as at present.

But in Brazil the expected rarely happens, except in the case of suspension of Gold payments in 1908, so, with all appearances in favour of its going up, it may go down after all, independant of Congress. When once Speculation takes charge forecast becomes nigh impossible.

If the Brazilian papers are to be trusted politics seem somewhat incoherent. It is said that Rosa e Silva, the «Lion of the north», has stolen a march on Pinheiro Machado and will be Hermes' Minister of Home Affairs; that Lauro Muller will be the Minister of Finance and Passos the next Prefect with a new £10,000,000 loan to beautify the city with. A worthy trio! All of these personages are at present in Paris pressing their merits with the President Elect, so, perhaps the wish is father of the rumour. Anyhow, Pinheiro Machado does not seem to mind much, but

goes on his course indifferent, hurrying up the *reconhecimento* (recognition) of Marshall Hermes as President as quickly as Ruy will allow and the absence of so large a contingent of Deputies in Paris, Buenos Aires and the Provinces, will admit.

Anyhow, he is safe enough, as, should Hermes attempt to kick too soon over the traces, he has only to join forces with the opposition to make Constitutional Government well nigh impossible.

**Antonio Leitão.** — It is with feelings of the deepest regret that we chronicle the death of this veteran journalist and esteemed friend, on the 18th. instant.

Leitão has been connected, at one time or another, with all the leading journals of Rio.

On several occasions he acted as the Editor in chief of the «Jornal do Commercio», and was connected with that paper to his death. We ourselves had the privilege of his unceasing friendship and on more than one occasion were deeply indebted to him for his advice.

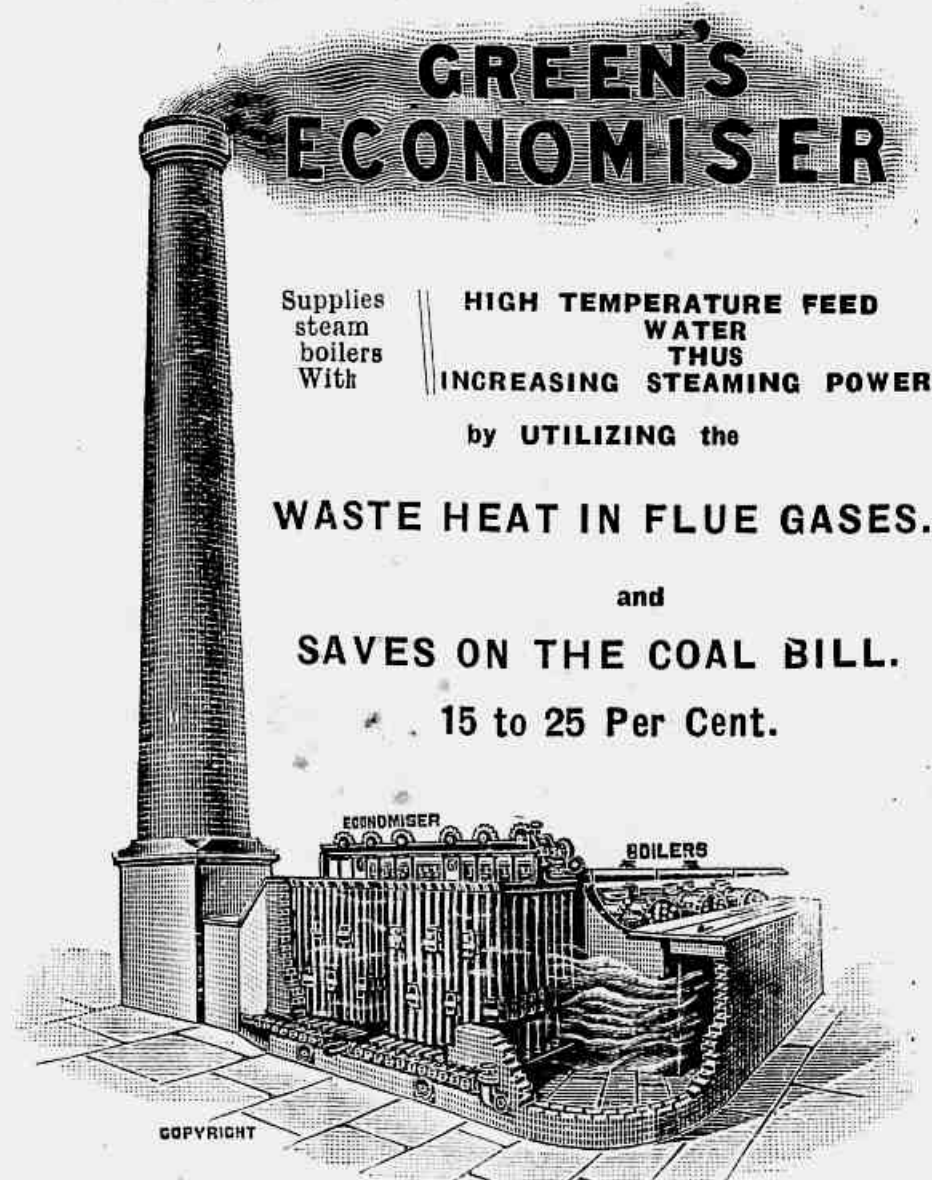
Above all things, he was straight, and could always be depended on for an honest opinion.

The Journalist's life, in Rio, is one of unceasing labour always poorly requited. Leitão was no exception, and, in addition to his work on the Press, had to eke out a by no means luxurious existence as Secretary to the Federal Senate.—R. I. P.—

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**BUSINESS DONE ON THE RIO STOCK EXCHANGE**

DURING THE WEEK ENDING, JUNE 24th, 1910.

DESCRIPTION.	Closing				
	Sales	Highest	Lowest	This week.	Previous
<b>Government Securities.</b>					
Apolices 5 per cent. ex-div.	6	1:000\$	970\$	970\$	1:025\$ June 3
1903 Loan	5	1:025\$	1:025\$	1:025\$	1:025\$ June 17
Rio Municipality	86	192\$	191\$	191\$	191\$ June 17
do order	24	190\$	190\$	190\$	190\$ June 17
do 1906	423	191\$	188\$500	189\$	190\$ June 17
do do order	70	191\$	190\$	190\$	190\$ June 17
do £20	96	280\$	274\$	280\$	279\$500 June 17
do do order	65	276\$	275\$	276\$	276\$ June 17
do 1909	180	163\$500	163\$500	163\$500	164\$ June 17
State of Rio 4 per cent.	705	88\$	87\$500	88\$	88\$ June 17
do 6 per cent.	100	465\$	460\$	460\$	46\$ June 17
Niterohy Municipality	100	191\$	191\$	191\$	190\$ June 17
<b>Banks.</b>					
Lavoura e Commercio	6	138\$	138\$	138\$	140\$ June 17
<b>Railways and Tramways.</b>					
Minas de S. Jeronymo	700	29\$500	29\$	29\$	29\$500 June 17
Rede Sul Mineira	510	87\$	83\$	83\$	86\$ June 17
Tocantins ao Araguaia	100	25\$	25\$	25\$	20\$ June 17
Victoria e Minas	100	95\$	95\$	95\$	100\$ June 17
<b>Insurance.</b>					
Garantia	20	215\$	215\$	215\$	215\$ June 17
<b>Cotton Mills.</b>					
Confiança Ind.	7	191\$	191\$	191\$	191\$ June 17
Carioca	40	295\$	295\$	295\$	295\$ June 17
Progresso Ind.	150	280\$	280\$	280\$	282\$ June 17
Petropolitana	100	246\$	246\$	246\$	246\$ June 17
União Lavrense	20	205\$	205\$	205\$	200\$ June 17
<b>Miscellaneous.</b>					
Docas de Santos	200	395\$	395\$	395\$	390\$ June 17
do order	1,613	400\$	400\$	400\$	400\$ June 17
Docas da Bahia	20,150	39\$500	28\$500	39\$	31\$ June 17
do order	1,500	41\$	32\$500	41\$	41\$ June 17
Casa Colombo	30	1:026\$	1:026\$	1:026\$	1:026\$ June 17
Luz Stearica	2,156	100\$	100\$	100\$	100\$ June 17
Loterias nacionais	6,300	31\$	29\$500	30\$	31\$ June 17
Terras e colonização	10,200	11\$500	10\$500	11\$	10\$750 June 17
do v/c. 30 days	500	12\$	12\$	12\$	12\$ June 17
Vulcanina	15	196\$	196\$	196\$	195\$ June 17
<b>Debentures.</b>					
Mercado Municipal	130	195\$	195\$	195\$	195\$ June 17
Carris Urbanos 200\$	110	206\$500	206\$500	206\$500	206\$ June 17
do 100\$	10	102\$	102\$	102\$	102\$ June 17
Cantareira	100	207\$	207\$	207\$	208\$ June 17
Trojano de Medeiros	38	195\$	195\$	195\$	195\$ June 17
Manufatura Fluminense	130	200\$	200\$	200\$	200\$ June 17
S. Franc. Paula	100	219\$	219\$	219\$	220\$ June 17
Jardim Botânico	39	212\$	212\$	212\$	214\$ June 17
Santo Aleixo (2nd serie)	50	193\$	193\$	193\$	190\$ June 17
«Jornal do Brazil»	100	189\$	189\$	189\$	187\$ June 17
Ind. Mineira	50	205\$	205\$	205\$	202\$ May 27

**BUSINESS DONE ON THE S. PAULO STOCK EXCHANGE**

DURING THE WEEK ENDING JUNE 23rd 1910.

DESCRIPTION.	Closing				
	Sales	Highest	Lowest	This week.	Previous
<b>Government Securities.</b>					
Municipal Loans:					
Baretos	25	97\$	97\$	97\$	97\$ June 16
Faxina	155	90\$	88\$	90\$	86\$ June 16
S. Carlos	165	96\$500	96\$	96\$	96\$ June 16
Ribreira Preta	20	99\$	99\$	99\$	100\$500 June 16
S. Manoel	50	104\$	104\$	104\$	104\$ June 16
Piraju	40	88\$	88\$	88\$	87\$ June 16
Araras	300	95\$	95\$	95\$	95\$ June 16
Mococa	100	97\$	97\$	97\$	96\$500 June 9
Taquaritinga	304	92\$	90\$	92\$	86\$ June 16
Tatuhy	60	97\$	97\$	97\$	100\$ June 16
Descalvado	20	90\$	90\$	90\$	90\$500 June 16
Amparo	400	98\$	98\$	98\$	98\$ June 16
<b>Banks.</b>					
S. Paulo	100	138\$500	138\$500	138\$500	139\$500 June 16
União de S. Paulo	1,375	130\$	125\$	130\$	121\$ June 16
Commercio e Industria	66	440\$	44\$	440\$	430\$ June 16
<b>Railways.</b>					
Paulista	644	385\$	380\$	385\$	375\$ June 16
Mogyana	601	391\$	375\$	390\$	380\$ June 16
do new issue	280	381\$	370\$	381\$	370\$ June 16
do c/50 per cent.	38	280\$	280\$	280\$	280\$ June 16
<b>Miscellaneous.</b>					
Cooperativa Popular	10	40\$	40\$	40\$	40\$ June 16
Melhoramentos de S. Paulo	882	160\$	153\$	153\$	153\$ June 16
<b>Debentures.</b>					
Melhoramentos de S. Paulo	5	100\$	100\$	100\$	99\$ June 16
Melhoramentos do Parana	425	93\$	93\$	93\$	91\$ June 16
Melhoramentos de Parana	50	87\$	87\$	87\$	86\$ June 16
E. de Ferro Dourad	1,467	96\$	94\$	96\$	93\$500 June 16
do do 30 days	100	96\$	96\$	96\$	96\$ June 16
S. João	108	91\$	91\$	91\$	91\$ June 16
S. Bernardo	1,740	185\$	185\$	185\$	185\$ June 16
Vidraria Santa Marina	150	93\$500	93\$	93\$500	93\$ June 16
Luz e Força de Tieté	50	94\$	94\$	94\$	94\$ June 16
S. Martinho	50	101\$	101\$	101\$	101\$ June 16
Companhia Metallurgica	510	85\$	85\$	85\$	85\$ June 16

**CLOSING QUOTATIONS OF BRAZILIAN STOCKS AND SHARES ON THE LONDON STOCK EXCHANGE.**

FOR WEEK ENDED

DESCRIPTION	June 3rd, 1910
<b>Government Securities</b>	
Gold Loan 1879 4 1/2 %	100
do 1883 4 1/2 %	98
do 1888 4 1/2 %	98
do 1889 4 %	89 3/4
do 1895 5 %	101
do 1903 5 %	102
do 1907 5 %	101
do 1908 5 %	102
do 1910 4 % scrip 50 % pd.	50 3/8
West of Minas Railway 5 %	100 1/4
New Funding Bonds 1898 5 %	102
Rescission Bonds 1901-2-5 4 %	90
State of S. Paulo 5 % 1885	99
do do Bonds 5 %	101
do do 5 % Bonds 1904	98
do 5 % Treasury Bds. Scrip fully pd.	102 1/4
State of Pará 5 %	98
do 1907 all paid	96 1/2
Bahia 5 % Gold Loan, 1904	96
Comp. Lloyd Bras. 5 % St. bds.	101
State of Alagoas 5 % Bonds	88
<b>Corporation Bonds</b>	
City of Rio de Janeiro 4 %	93
ditto 5 % gold bonds	97
ditto 5 % gold bonds iss at 92	101
City of Santos 6 %	102
Belo Horizonte 6 % Bds Guar	101
Manoás (C. of) 5 1/2 % Stg.	97
City of Belem (Pará) 5 % Gd. Bs. of 1905	90
S. Paulo Gld. Ln. 6 % 1908	104
Porto Alegre Guar. Sterling 5 % Golds bds.	96
Scrip. certs. 1944	93
Port of Pará 5 % 1st mt. 50 year Gold Bds. Red.	89
Port of Bahia 5 % Deb. Bds. Red.	91
<b>Railways</b>	
Brazil Great Southern 7 % Cum. Pref.	43 1/4
Gt. Western of Brazil, Ord.	11
do do Ord. 1910	5 1/2
do do 6 % Non-Cum. Pref.	12
Leopoldina Limited	64 1/2
do do 5 1/2 % Pref.	10 3/4
Porto Alegre a Novo Hamburgo 7 % Pref.	2
Shares	25 1/2
Rio Claro, S. Paulo, Limited, Shares	206
S. Paulo, Limited	113
do do 5 % Non-Cum. Pref.	115
<b>Railway Obligations</b>	
Brazil Gt. Southern, 6 % Stl. Mt. Debs. 1893	97
do do 6 % Stl. Mt. Debs. Red.	102
do do 6 % Perm. Deb. Stock	93
Gt. Western of Brazil Stock 6 %	134
do do 5 % Debs. Red.	102
Leopoldina 4 % Deb. Stk Red	96
Mogyana, 5 % Deb. Bonds. red.	100
Brazil Ry Int. Bd. Certs 4 1/2 %	86 1/2
S. Paulo, Ltd. 5 1/2 % Debentures Stock	125
do do 5 %	114
do do 4 %	103
Rio Claro, S. Paulo 5 % Deb. stock	117
<b>Banks</b>	
British Bank of South America, Limited	25 1/4
London & Brazilian Bank, Limited	30
London & River Plate Bank, Limited	57
Banco Espagne del Rio de La Plata	21
<b>Shipping</b>	
Amazon Steam Navigation Co. Limited	8 3/4
Royal Mail Steam Packet Co. ord.	61
ditto 5 % non-cum Pref. Stk.	95
ditto 4 1/2 % 1st. Deb. Red.	103
Pacific Steam Navigation Co.	17 1/2
Prince Line Ltd.	9 1/6
<b>Mining</b>	
Ouro Preto, ord.	1 1/4
St. John del Rey	27/32
do Pref. 10 %	13/16
<b>Telegraphs</b>	
Amazon Tel. Shares	33/8
ditto 5 % Debs. Red.	100 1/2
Do 5 % Debs. Red., Sep. 50 % pd.	47
Western Tele. Co. shares	13 3/4
do do 4 % deb.	101
<b>Miscellaneous</b>	
Brazilian Warrant Co. 7 % cum. Part. Pf.	4 1/2
Cantareira Waterworks 5 % deb. 2nd issue	99
City of Santos Imp. Ord.	11
do 6 % Cum Pref.	10 1/4
do 5 % 1st charge debs.	100
do 5 % (Trans) Debs. Red.	98
Rio de Janeiro City Imp. Limited	3 3/4
do 5 % Deb. 1878-80	101
do do do 1882-1901	101
do 5 % dbs. Red 1931	101
Rio de Janeiro Flour Mills Limited	2 5/16
do do Mort. deb.	101
S. Paulo Gas Co. Limited	15 1/4
do 6 % cum. pref.	11 3/4
do 5 % Debs. (Regd.)	50 1/2
Dumont Coffee, ord.	2
do 7 1/2 % Cum. pref.	10 1/4
do 5 1/2 % 1st. Mor. deb.	104
Rio de Janeiro Trans. Light & Power	95 1/2
Rio de J. Tram. Light & Power 1st. Mt. 30 yrs. 5 % Gld Bd'35	98 1/2
do 5 % 1st. Mt. Bds. Red.	87 3/4
São Paulo Tram. Light & Power (\$100)	149
do 5 % Mt. Debt. Red. (\$500)	101 1/2
San Paulo Match 5 % 1st. Mt. Db.	63
N. Brazilian Sugar Factories	1 1/2
Manoás Har. 5 % Db. (Rg.) Rd.	97
do Imp. 7 % Cum. Pref.	5 1/2
Pernambuco Water. 6 % 1 Db.	98
do 6 % 2nd Deb. Stg. Bds.	98
Cent. Bahia Rly. Reg. Trust "A", Certs	86
ditto "B" Certs	28
S. Paulo Coffee 7 % Cum. Pref.	4
ditto 5 1/2 % 1st Mt. Deb. Red.	99
Neuchatel Asphalt Ord.	8 1/4
ditto 5 per cent. Cum. Pref.	9 3/4



QUOTATIONS ON THE PARIS BOURSE

May 28th. 1910.

STATE AND MUNICIPAL LOANS

Francs.

Alagoas, State 5 per cent. 1906	465
Amazonas, State 5 per cent. 1906	433.50
Bahia, State	512.50
Bahia, State 1910	497.75
Bahia, Municipal 5 per cent. 1905	463.50
Espirito Santo, State 5 per cent. 1894	501.25
Minas Geraes, State 5 per cent. 1897	507
Minas Geraes, State 5 per cent. 1907	504
Para, State 5 per cent.	490
Parana, State 5 per cent.	469
Pernambuco, State 5 per cent. 1905	479
Pernambuco, State 5 per cent. priv.	479

RAILWAYS, PORTS, etc.

Brazil Railway	521
Cie. General de Pernambuco	440
Goyaz Railway 5 per cent.	457.50
North of Brazil Railway 5 per cent.	402.50
North West of Brazil Railway 5 per cent.	448.50
Parana Railway (North) 5 per cent.	442
S. Paulo Rio Grande Railway bonds 1st series	469
ditto ditto 2nd series	455.50
ditto ditto 3rd series	456.50
ditto ditto 4th (Itarare) series	455
ditto ditto 5th (S. Francisco) series	455.50
South West of Bahia 6 per cent.	462
Victoria and Minas bonds 1st series	462
Victoria and Minas bonds 2nd series	457.50
Curralinbo & Diamantina	460
Port of Bahia 5 per cent.	470
Port of Para 5 per cent.	473
Port of Rio Grande, priv. 500 frs.	640
Port of Rio Grande bonds	445

Coffee Market

COFFEE ENTRIES

In bags of 60 kilos.

Rio	FOR THE WEEK ENDED			FOR THE CROP TO	
	June 23 1910	June 16 1910	June 25 1909	June 23 1910	June 25 1909
By Central R'y.....	7,583	6,474	14,710	1,358,364	998,088
Leopoldina R'y ....	17,942	10,875	32,144	1,645,415	1,287,625
Inland .....	900	1,072	1,788	186,464	211,988
Coastwise, Discharged...					
Total.....	26,425	18,421	48,642	3,190,243	2,497,701
Transferred from Rio to Nietheroy.....	50	—	1,160	77,462	127,318
Net Entries at Rio.....	26,375	18,421	47,482	3,112,781	2,370,383
Coastwise, in transit. ...	—	—	—	—	700
Nietheroy from Rio & Leopoldina R y.....	2,700	1,598	6,569	407,947	522,959
Total Rio including Ni- etheroy & transit. ...	29,075	20,019	54,051	3,520,728	2,894,042
SANTOS:	74,056	70,039	107,688	11,404,316	9,426,319
Total Rio & Santos	103,131	90,058	16,739	14,925,044	12,320,361

The coast arrivals for week ended June 23rd. were from:

Macahé .....	888
Piuma .....	196
Anchieta .....	16
Total .....	900

The total entries by the different S. Paulo Railways for the Crop to June 23 were as follows: —

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1909/1910:	9,822,522	1,677,351	11,499,873	11,404,316	95,557
1908/1909:	8,240,300	1,203,428	9,443,728	9,426,319	17,409

COFFEE LOADED (EMBARQUES).

In bags of 60 kilos.

DURING THE WEEK ENDING JUNE, 23rd. 1910.

	DURING WEEK ENDED			FOR THE CROP TO	
	1910 June 23	1910 June 16	1909 June 25	1910 June 23	1910 June
Rio.....	25,581	20,751	23,268	3,107,927	2,510,436
Nietheroy.....	—	2,570	—	322,465	507,003
In transit.....	—	—	—	—	700
Total Rio including Nietheroy & transit.....	25,581	23,321	23,268	3,430,392	3,018,139
Santos.....	420	661	6	10,325,877	9,353,572
Total Rio & Santos ..	26,001	23,982	23,274	13,756,269	12,371,711

Entries at Rio & Santos for the week ended June 23rd. were 13,073 bags larger than for the previous week but 58,608 less than for the corresponding week last year.

Entries are improving in quality and give promise of a high class crop. From 1st. July to 23rd. June entries amounted to 14,925,044 as against 12,320,361 bags last season.

Shipments (embarques) at the two ports were 2,019 bags more than for the previous week and 2,727 bags more than for the corresponding week last year. For the crop, shipments to 23rd. June amounted to 13,756,269 bags, of which 10,325,877 from Santos, as against 12,371,711 bags last year; their value for the current week being £56,467 as against £51,717 for the previous week. For the crop, the value of shipments to 23rd. June is £27,564,550. Sales were declared to amount of 86,209 bags, a falling off of 41,713 bags compared with the previous week but increase of 39,583 compared with the corresponding week last year.

The average price per 10 kilos for Rio—No. 7 was 4\$645 as against 4\$713 for the previous week and 4\$299 last year. At Santos, the average for «Superior» was 4\$217, as against 4\$275 and 4\$200, respectively, and at New York 8.28 cents, as against 8.25 cents and 7.85 cents.

Stocks on 23rd. June amounted to 2,181,822 an increase of 78,925, as compared with the previous Thursday, and of 1,237,252 compared with last year.

Le Bulletin de Correspondance du Havre, in its number of 31st. May, sums up the position as follows:—

"In spite of complaints about lack of business, it has been really quite up to the average. It has been said so often that no one would buy if markets fell that no one now has the courage to repeat it. After the fall of 4 frs. one can buy part of ones requirements and wait to complete the rest should prices fall again. Certain persons are very pessimistic in their views and, if one were to believe all they say, it will be impossible for Brazil to sell its new crop. In a month it will have commenced, when it will be found that things will go on much as usual, each market fearing to be left by the others."

Mr. Sielcken's proposal, given in detail below, seems, to say the best of it, a curious method of «valorizing» coffee, for which the S. Paulo Government, will, no doubt, be truly grateful to their agents—Messrs. Crossman & Sielcken. It will, however, be some relief to them to know that in Mr. Sielcken's opinion such a duty would not affect prices, and, in fact, would be paid, not by the planter or exporter, but by those wicked importers and roasters; who, at present, get all the gilt off the gingerbread, and must be «greener» even than the coffee they manipulate if they do it!

TAXATION OF COFFEE.

Suggested \$40,000,000 levy upon U.S. imports

We print from the «Boston News Bureau» an illuminative piece of evidence given by Mr. Herman Sielcken, the well-known leading coffee merchant, of New York and London, before the Ship Subsidy Committee. It will be understood that Corporation is American for Company:—

«It will be recalled,» says our contemporary, «that when the Treasury people told President Taft that his tariff measure would leave a deficiency of \$40,000,000, he immediately proposed a corporation tax to yield the \$40,000,000. Only \$26,000,000, however, has come in from this tax on corporation incomes. The alternative tax was a \$40,000,000 levy upon coffee imports.»

Coffee is not only taxed in every other country in the world, but Brazil, which sends us 75 per cent. of our coffee, collects an export tax thereon. Mr. Sielcken was asked why coffee was not taxed in the United States. He responded, «Because Congressmen are ruled by the penny papers, who would attack anybody who dared propose what is called a tax upon our breakfast. A free breakfast table is the cry of the papers of large city circulation. The fact is, the people pay just the same for coffee whether its wholesale price is 8 cents or 18 cents a pound, and \$40,000,000 could be levied on coffee imports without taxing the American breakfast table a fraction of a cent.»

«Congressman Longworth was much interested and asked for details. Mr. Sielcken responded: Coffee is free into the States and there is no undervaluation. Your Treasury books will show you that the import price of all coffee the past ten years has averaged below 8 cents per lb; roasting and shrinkage brings the wholesale price not far from 10 cents per lb. The consumer averages to pay more than twice this price. You gentlemen, or your families, pay 25 to 35 cents a lb for your coffee; and you wouldn't pay a cent more for it if the Government had taken \$40,000,000 duties a year into its Treasury therefrom».

«Mr. Sielcken,» says our contemporary in conclusion, «is sailing for Europe, and therefore will not be expected to answer the protest of his customers, the wholesale and retail grocers of the country, who will in time learn, if they do not already know, that when Mr. Sielcken speaks at Washington he speaks as a



man, a citizen and a patriot, and when he sells coffee he sells it as a merchant in the competitive markets of the world.»

The important coffee firm of Roura and Forgas of London inform us by circular that they have opened a branch of their business at Santos, Rua Frei Gaspar, No. 10—sobrado, under the joint management of Mr. Richard Popper and Mr. José Bassas Capell, who have power of attorney.

Up to 23rd, entries for the last ten years were as follows:

1900-01	10,806,245
1901-02	15,414,613
1902-03	12,229,370
1903-04	10,395,292
1904-05	9,910,315
1905-06	10,293,759
1906-07	19,704,631
1907-08	10,536,707
1908-09	12,320,361
1909-10	14,925,044

Value of Coffee cleared for Foreign Ports.

DURING THE WEEK ENDING JUNE, 23rd. 1910.

	June 20	June 16	June 9	June 16	Crop to June 16	
	Bags.	Bags.	£	£	Bags	£
Rio	15,048	28,862	32,563	60,582	3,056,268	6,068,273
Santos	409	1,283	1,081	3,350	10,235,475	20,585,859
Total 1909 1910.	15,457	29,545	33,644	63,922	13,291,743	26,654,132
do 1908/1909.	15,596	17,618	28,989	44,160	11,962,162	22,360,683

FOREIGN STOCKS

In Bags of 60 kilos.

	June 20/1910	June 13/1910	June 19/1909
United States Ports.....	2,759,000	2,817,000	3,323,000
Havre.....	2,979,000	2,981,000	2,912,000
Both.....	5,738,000	5,798,000	6,235,000
Deliveries United States	67,000	71,000	57,000
Visible Supply at United States ports.....	2,821,000	2,879,000	3,354,000

SALES OF COFFEE.

DURING THE WEEK ENDING JUNE 23th. 1910.

	June 23/1910	June 16/1910	June 25/190
Rio.....	23,848	29,939	33,985
Santos.....	62,361	97,983	12,641
Total.....	86,209	127,922	46,626

OUR OWN STOCK.

In Bags of 60 kilos.

RIO : Stock on June 16.....	134,704
Entries during week ended June 23.....	26,375
	161,079
Loaded (Embarques) for the week.....	25,581
	135,498
STOCK IN RIO ON JUNE 23.....	135,498
Stock at Nictheroy and Porto da Madama on June 16.....	12,413
Stock in Ilha do Vianna on June 16.....	31,643
» Afloat on June 16.....	60,366
Entries at Nictheroy plus total embarques including transit.....	28,281
	132,703
Deduct : embarques at Nictheroy, Porto da Madama and Vianna and sailings during the week ended June 23.....	23,786
STOCK IN NICTHEROY AND AFLOAT ON JUNE 23.....	108,917
STOCK IN 1st and 2nd HANDS and THOSE AT NICTHEROY and AFLOAT ON JUNE 23.....	244,415
SANTOS : Stock on June 23.. ..	1,863,771
Entries for week ended June 23....	74,056
	1,937,827
Loaded during same week.....	420
STOCK IN SANTOS ON JUNE 23.....	1,937,407
Stocks in Rio and Santos on June 23 1910.....	2,181,822
do do on June 16 1910.....	2,102,897
do do on June 25 1909.....	944,570

COFFEE PRICE CURRENT.

DURING THE WEEK ENDING JUNE, 23rd. 1910.

DESCRIPTION	June 17	June 18	June 20	June 21	June 22	June 23	Aver.
RIO—							
Market N.6. 10 kilos	4.834	4.834	4.834	4.834	4.834	4.698	4.781
» N.7. » »	4.698	4.698	4.698	4.698	4.698	4.562	4.645
» N.8. » »	4.630	4.630	4.630	4.562	4.630	4.493	4.531
» N.9. » »	4.562	4.562	4.562	4.493	4.493	4.357	4.417
SANTOS—							
Superior per 10 kilos...	4.250	4.250	4.200	4.200	4.200	4.200	4.217
Good Average.....	3.800	3.800	3.750	3.750	3.750	3.750	3.767
N. YORK per lb.							
Spot N. 7..... cent.	8 1/4	8 1/4	8 1/4	8 5/16	8 5/16	8 5/16	8.28
» 8..... »	8.00	8.00	8.00	8 1/16	8 1/16	8 1/16	8.03
Options—							
» Sept... »	6.65	6.65	6.60	6.60	6.60	6.55	6.61
» Dec.... »	6.70	6.70	6.70	6.70	6.65	6.65	6.68
» March. »	6.78	6.79	6.77	6.77	6.75	6.72	6.76
HAVRE, per 50 kilos							
Options..... francs.							
» Sept... »	46.00	45.75	45.75	45.75	45.60	45.50	45.70
» Dec.... »	45.75	45.50	45.50	45.50	45.50	45.25	45.50
» March. »	44.50	45.25	45.25	45.25	45.25	45.00	45.25
HAMBURG per 1/2 k.							
Options..... pfennige							
» Sept... »	35.50	35.50	35.50	35.50	35.50	35.50	35.50
» Dec.... »	35.50	35.25	35.25	35.25	35.50	35.00	35.29
» March. »	35.50	35.25	35.25	35.25	35.50	35.00	35.2
LONDON per cwt.							
options.....shillings							
» Sept.... »	32/-	31/9	32/-	31/9	32/-	32/-	31/11
» Dec.... »	32/-	32/-	32/-	32/-	31/9	32/-	31/11
» March »	32/8	32/-	32/-	32/-	31/9	32/-	32/

DURING THE WEEK ENDING JUNE 23rd. WERE 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 .....	2,250	9,464	8,112	3,334	—	—	23,160	8,415,530
Santos....	400	7	—	2	—	—	409	10,236,366
1909/1910	2,650	9,471	8,112	3,336	—	—	23,569	13,651,896
1908/1909	—	11,339	8,516	—	4,257	—	24,112	12,397,570

COMPANHIA REGISTRADORA DE SANTOS.

Closing quotations on June 22nd. 1910.

June .....	4\$325	4\$350
July .....	4\$200	4\$225
August .....	4\$200	4\$225
September .....	4\$200	4\$225
October .....	4\$200	4\$225
November .....	4\$200	4\$225

RAINFALL ON THE LEOPOLDINA RAILWAY

(In hundredths of an inch).

DURING THE WEEK ENDING, JUNE 18th, 1910.

	Days
Macache' .....	18th.
Triumpho .....	127
	25

MANIFESTS OF COFFEE RIO DE JANEIRO.

DURING THE WEEK ENDING JUNE 23, 1910

Date, Vessel & Destination	Shippers	Bags	Total
17.—SANTA BARBARA—Wiborg.....	Ornstein & Co.....	125	
Ditto—.....	Eugen Urban.....	150	
Ditto—Hamburg opt.....	.....	250	
Ditto—.....	S. Gonçalves & Co.....	500	1.025
18.—VERDI—N. York.....	Pinto & Co.....	1.250	
Ditto—.....	T. G. Cross.....	500	
Ditto—.....	Ornstein & Co.....	500	2.250
19.—CADIZ—Montevideo.....	Pinto & Co.....	—	200
20.—MAGELLAN—Montevideo.....	Eugen Urban.....	200	
Ditto—B. Ayres.....	.....	193	
Ditto—.....	Theodor Wille & Co..	200	
Ditto—.....	S. Gonçalves & Co.....	86	
Ditto—.....	C. Silva & Co.....	124	803
21.—P. MAFALDA—Dedeagatch.....	S. Gonçalves & Co.....	250	
Ditto—Malta .....	Pinto & Co.....	200	
Ditto—Genoa.....	.....	12	
Ditto—Naples .....	.....	5	467
22.—MAASLAND—B. Ayres.....	Ornstein & Co.....	—	2.331



SOFIA HOHEMBERG—Trieste.....		Th. Wille & Co.....	1.776		Gijon.....	56.50 fres in full.	53 fres. in full.
Ditto—		Ornstein & Co.....	1.172		Gothenburg.....	—	30/- & 5% & 9/- in full.
Ditto—		Carlo Pareto & Co.....	250		Hamburg.....	30/- & 5%	25 & 5%
Ditto—		S. Gonçalves & Co.....	2.625		Havre, 900 kilos.....	40 fres. & 10%	25 fres. & 10%
Ditto—Naples.....		Dias Garcia & Co.....	1.000		Havana Via Las Palmas, Cadiz,		
Ditto—Malta.....		Mc. K. Schmidt & Co.....	125		Malaga, Barcelona.....		65 fres. in full.
Ditto—Batavia.....		Pinto & Co.....	500	7.447	Kongkong via Trieste.....	60/- & 5%	60/- & 10%
23.—JOSÉ GALLART—Santander.....		Ornstein & Co.....	250		Huelva.....	56 fres. in full.	56 fres. in full.
Ditto—Salonica.....		E. Urban.....	150		Kobe via Trieste.....	65/- & 5%	65/- & 5%
Ditto—Gibraltar.....			125	525	Kustendje.....		69 in full.
		Total Exterior.....		15.048	London cargo s.s.....		25/ & 5%
18.—BRAZIL—Pará.....		C. Silva & Co.....	100		Do mail s.s.....	35/- & 5%	35/ & 5%
Ditto—Pernambuco.....		Miranda Jordão & Co.....	6		Lisbon.....	30/- & 5%	
Ditto—Mauós.....		Mc. K. Schmidt & Co.....	150		Liverpool.....	35/ & 5%	38 fres. in full.
Ditto—		Pinto & Co.....	40		Malaga.....	35 fres. & 10%	
Ditto—		Tancredi Porto.....	200		Malta per Adria s.s. Co. (di-		
Ditto—		Eugen Urban.....	345		rect steamer once a month) ..		62 fres. in full.
Ditto—Itacatiara.....		W. Brothers & Co.....	50		Malta, via Genoa & Marseilles..	62 fres in full.	62 fres. in full.
Ditto—		Eugen Urban.....	32		Marseilles 1.000 kilos.....	40 fres & 10%	40 fres. & 10%
Ditto—Maranhão.....		E. Urban.....	320		Mersina.....	56 fres in full.	66.50 fres. in full.
Ditto—		Pinto & Co.....	100		Metelino**.....	71.50 fres in full.	56 fres. in full.
Ditto—Cabadello.....		Sequeira & Co.....	423		Montevideo per bag. 60 kilos....	18000	71.50 fres. in full.
Ditto—Ceará.....		Eugen Urban.....	50	1.866	Mostaganem via Marseilles, Genoa	64 fres in full.	64 fres. infu—ll.
Ditto—Tutuya.....					Naples.....	54 fres. in full.	54 fres. in full.
ITAPEMA—P. Alegre.....		C. Silva & Co.....	150		New York Liners per bag.....	35c. & 5%	5c. & 5%
Ditto—		Pinto & Co.....	100		N. Orleans Liners » ».....	35c. & 5%	35c. & 5%
Ditto—Rio Grande.....		C. Silva & Co.....	340		Odessa**.....	66.50 fres in full.	66.50 fres.
Ditto—Pelotas.....		Mc. K. Schmidt & Co.....	35	675	Oran.....	62 fres. in full.	62 fres. in full.
Ditto—					Oenang via Trieste.....	60/- & 5%	60/- & 5%
19.—GUAYABA—Maceló.....		Sequeira & Co.....	40		Palermo.....	56 fres. in full.	
Ditto—Pernambuco.....			100		Patras.....	66.0 50fres. in full.	66.50 fres. in full.
Ditto—		Zenha Ramos & Co.....	575		Piræus**.....	61.50 fres. in full.	61.50 fres. in full.
Ditto—		Mc. K. Schmidt & Co.....	1.350		Port Said**.....	64 fres in full.	71.50 fres. in full.
Ditto—Ceará.....		Zenha Ramos & Co.....	50		Rhodes.....		25/- & 5%
Ditto—Maranhão.....		Silva Gonçalves & Co.....	75		Rotterdam.....	30/- & 5%	35/- & 5%
Ditto—Pa.....		Pinto & Co.....	380		Rangoon via Trieste.....	55/- & 5%	
Ditto—		Zenha Ramos & Co.....	50		San Francisco.....	75/- & 5%	
Ditto—		J. Moore & Co.....	85		San Sebastian.....	56.50 fres. in full	60 fres. in full
Ditto—		Mc. K. Schmidt & Co.....	360		Santander.....	60.50 fres. in full	60 fres. in full
Ditto—		S. Gonçalves & Co.....	515	3 580	Sansoun**.....	66.50 fres in full.	66.50 fres. in full.
20.—ARAGUAYA—Mossoró.....		Zenha Ramos & Co.....	301		Scio.....		56 fres. in full.
Ditto—		Sequeira & Co.....	100	401	Sevilla.....	50 fres in full	56 fres. in full.
21.—ITACOLONY—Maceió.....		Eugen Urban.....	340		Shanghai via Trieste.....	65/- & 5%	65/- & 5%
Ditto—Pernambuco.....			470	810	Smyrna**.....	61.50 fres. in full.	61.50 fres. in full.
22.—ITAPACY—P. Alegre.....		Sequeira & Co.....	100		Southampton cargo s.s.....		25/- & 5%
Ditto—		Pinto & Co.....	50		Do Mail.....	35/- & 5%	30/- & 5%
Ditto—		Eugen Urban.....	170		Southampton (opt.).....	40/- & 5%	
Ditto—Pelotas.....		Sequeira & Co.....	50		Suez via Trieste.....		60 fres. & 10%
Ditto—		Eugen Urban.....	160	530	Trieste.....		35/- & 5%
23.—SIRIO—Sta. Anna Livramento...		Sequeira & Co.....	200		Tripoli.....		62 fres. in full.
Ditto—Corumbá.....		Zenha Ramos & Co.....	50	250	Valencia.....		50 fres. in full.
		Total Coastwise.....		8.118	Do via Genoa or Marseilles....	64 fres. in full.	

## SANTOS

DURING THE WEEK ENDING JUNE 23, 1910

20.—TINTORETTO—N. York.....		Alves Lima & Co.....	—	400	Salonica**.....	61.50 fres in full.	61.50 fres. in full.
BOLOGNA—Genoa.....		Carrarresi & Co.....	4		Salina**.....	69 fres. in full.	69 fres. in full.
Ditto—		Cia. Puglisi.....	2		Singapore via Trieste.....	60/- & 5%	60/- & 5%
Ditto—		F. Matarazza & Co.....	1	7	Taragoune.....	50 fres. in full	50 fres. in full.
21.—REGINA DI ITALIA—B. Ayres.		G. Chiazza.....	—	2	Trebizond**.....	66.50 fres. in full	56 fres. in full.
					Tunis**.....	62 fres. in full.	62 fres. in full.
		Total Santos.....		409	Valparaiso(options).....	45/ & 5%	
		Grand Total.....		22.569	Varna**.....	66.50 fres. in full.	66.50 fres. in full
					Venice via Trieste.....	45/- & 5%	40/- & 5%
					Vigo.....	40/- & 5%	38 fres.
					Yokohama via Trieste.....	65/- & 5%	5/- & 5%
					“ “ Hamburg.....	58/5 in full.	68/5 in full.

## CURRENT COFFEE FREIGHT RATES

IN FORCE AFTER JULY, 1st. 1910.

	Rio	Santos		
Amsterdam.....	30/- & 5%	25/- & 5%		
Aden via Trieste.....	50/- & 5%			
Antwerp 1.000 kilos.....	30/- & 5%			
Alexandretta.....		25/- & 5%		
Alexandria**.....	64 fres. in full	66 fres. in full.		
Alicante.....	50 fres. in full.	50 fres. in full.		
Algiers via Marseilles.....	62 fres. in full.	63 fres. in full.		
Almeria.....	50 fres. in full.	56 fres. in full.		
Aivali.....		71.50 fres. in full.		
Ancona.....		63 fres. in full.		
Beyrouth.....		69 fres. in full.		
Bguiles.....	73.50 fres. in full	76 1/2 fres. in full.		
Bassorah.....	108 fres. in full.	108 fres. in full.		
Barcelona.....	35 fres. in full.	38 fres. in full.		
Bilbao.....	56 fres. in full.	56 fres. in full.		
Bremen.....	30/- & 5%	25/- & 5%		
Bordeaux, 900 kilos.....	40 fres. & 10%	35 fres. & 10%		
Bombay via Trieste.....	50/- & 5%	50/5%		
Braila**.....	71.50 fres. in full.	71.50 fres. & 10%		
Brindisi**.....	60 fres. in full.	60 fres. in full.		
Buenos Ayres per bag. 60 kilos...	18200	18500		
Cadiz (Spanish line).....	35 fres. & 10%	38 fres. in full.		
Calcutta via Trieste.....	55/- & 5%	55/- & 5%		
Carthage.....	50 fres. in full.	50 fres. in full.		
Cesmech.....		56 fres. in full.		
Colombo.....	50/- & 5%	50/- & 5%		
Corfu**.....	66.50 fres. in full.	60 fres. & 10%		
Currahee.....	50/ & 5%	50/ & 5%		
Coruuna.....	53.50 fres. in full.	53 fres. in full.		
Cavalla**.....	66.50 fres. in full.	66.50 fres. in full.		
Christiania.....	46.9 in full.	30/ & 5% & 10% in full		
Copenhagen.....	52/6 & 5%	28/10 in full.		
Danzig.....		30/- & 5% & 9/- in full.		
Constantinople**.....	64 fres. in full.	61.50 fres. in full.		
Dedeagatch.....		65.50 fres. in full.		
Fiume.....	40/- & 5%	35/- & 5%		
Galatz**.....	71.50 in full.	71.50 fres. in full.		
Genoa 1.000 kilos.....	40 fres. & 10%	40 fres. & 10%		
Gibraltar via Genoa.....	66.50 fres. in full.	66.50 fres. in full.		
“ via Malaga.....	56 fres. in full.	61 fres. in full.		
Algoa Bay and Capetown				
“ via New York.....				
“ Southampton.....				
“ Hamburg.....	60/- 2 1/2 %			
“ Antwerp.....				
“ Bremen.....				
“ Liverpool.....	60/- 2 1/2 %			
Mossel Bay				
“ via New York.....				
“ Southampton.....				
“ Hamburg.....				
“ Antwerp.....				
“ Bremen.....				
“ Liverpool.....				
East London				
“ via New York.....				
“ Southampton.....				
“ Hamburg.....				
“ Antwerp.....				
“ Bremen.....				
“ Liverpool.....				
Durban				
“ via New York.....				
“ Southampton.....				
“ Hamburg.....				
“ Antwerp.....				
“ Bremen.....				
“ Liverpool.....				
Delagoa Bay				
“ via New York.....	70/- 2 1/2 %			
“ Southampton.....				
“ Hamburg.....				
“ Antwerp.....				
“ Bremen.....				
“ Liverpool.....				

\* To Delagoa Bay & Beira the freights must be paid here or in Hambu g  
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

Punta Arenas.....	25/ in full	45/ & 5%
Corral.....	50/	60/ & 5%
Coronel.....	45/	60/ & 5%
Caldera.....	52/6	50/ & 5%
Taltal.....	52/6	50/ & 5%
Antofagasta.....	52/6	50/ & 5%
Iquique.....	52/6	50/ & 5%
Coquimbo.....	45/	—
Talcahuano.....	52/6	—
Callao.....	52/6	—



Valparaiso.....	45/4	»
do (option) .....	7/6	»
Puerto Montt.....	50/	»
onception.....	45/	»
ocopilla.....	52/6	»
ndy Point.....	25/	»
aryaquil.....	85/ & 10 %	»

**Rates of Freight by the "Princessen Ingeborg," Sailing in July.**  
**Rederiaktiebolaget Nordstjernan—Johnson Line.**

Christiania ... 25/- & 5 %	to & 5/- in full	Göteborg ... 25/- & 5 %	to & 4/- in full.
Stockholm, from 16th Feb. to 15 Nov.		Malmö 25/- & 5 %	to & 4/- in full.
Do " 16th Nov. to 15 Feb. .			30-3 in full.
			33-3 in full.

## Shipping

"Fairplay" of May 26th says that the home freight market continues monotonously dull all round and it looks as if it will continue so until the autumn when a marked revival and all-round improvement may take place. At present it is only the outward rates that are just keeping owners from sinking.

Coal rates are from Wales to Rio de Janeiro 14s. 9d. to 15s. 3d.; to Montevideo, 15s. 6d. to 15s. 9d.; River Plate, 16s. 6d. to 16s. 9d.

"The Times of Argentina" of June 13th says that the freight market has remained firm during the week and a sharp rise may soon be expected now that maize is coming forward in large quantities.

The Brazilian market keeps quiet and unchanged, with a slightly better demand from shippers. The coasters have not, however, been able to raise rates, which remain as follows:—

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 Paranaguá 12s. To Rio Grande 14s. To Santos 12s. To Rio 12s.

With 1- to 1 1/6 extra from up-river ports.

The late Mr. Alex Johnson, until recently Brazilian Swedish Consul General at Stockholm, was one of the foremost men of that country and did much to promote its interests. He was a member of the Royal Commission for Commerce and Shipping of the year 1898, member of the Stockholm City Council for ten years, and a personal friend of the late patriot King of Sweden, Oscar II. For 25 years he has been connected with shipping and in 1870 founded the Rederiaktiebolaget Nordstjernan (Johnson line) of which Company he was sole shareholder.

His Company commenced in a small way, carrying iron & timber from the Baltic to English and other North European ports, returning with coal. In 1904 the Johnson Line was founded to trade between the North of Europe and Buenos Aires. In 1908 these steamers began to call at Rio on the outward voyage. Two more very fine steamers of 6,000 tons are now building at Gothenburg for the excellent monthly service, which from the 12th. July will call regularly at Santos on the outward, and at Rio and Santos on the homeward voyage. The vessels of this line are designed chiefly to carry cargo, but excellent accommodation has been allowed for a limited number of passengers, at reduced fares, that should appeal to the larger and increasing class who object to journey second, but cannot afford to pay the high prices for first class fares charged by most other lines.

The trade in coffee and other tropical products with the Scandinavian and Baltic countries is already very considerable, though not bulking very largely in our statistics on account of great part of it going Via Hamburg & Bremen and London in transit.

There should, therefore, be plenty of trade for the Johnson Line with its fine new steamers, all classed A. I. at Lloyds, both in goods and passengers, especially with active Agents like our friend Mr. Luiz Campos, to push their interests here, and Messrs. Schmidt Trost & Co. at Santos.

The shipping business at Stockholm will be continued and supervised by the late Mr. Johnson's Sons, for some years since partners in the business.

**ARRIVALS AT THE PORT OF RIO DE JANEIRO**  
**DURING THE WEEK ENDING JUNE, 23rd. 1910.**

June 17.—ESMERALDAS, British, s.s., 2,882 tons. from Callao.
17.—OPAIVA, British, s.s., 4,588 tons. from Wellington.
17.—SANTA CRUZ, Brazilian s.s., 511 tons. from Penedo.
17.—DESTOMBY, British, s.s., 2,300 tons. from Liverpool.
17.—S. SEBASTIAO, Brazilian, schooner, 20 tons. from Cabo Frio.
17.—CAP ROCA, German s.s., 3,690 tons. from Hamburg.
17.—MANAOS, Brazilian, s.s., 1,999 tons. from Manaus.
17.—AURORA, Brazilian, schooner, 33 tons. from Cabo Frio.
17.—BLACK PRINCE, British, s.s., 2,560 tons. from N. York.
17.—MOSSORO, Brazilian, s.s. 924 tons. from Santos.
17.—VOARBUD, Norway, barque, 328 tons. from Hamburg.
18.—AACHEN German, s.s., 2,447 tons. from Bremen.
18.—ITAPOAN, Brazilian s.s., 512 tons. from Pernambuco.
18.—SIRIO, Brazilian, s.s., 930 tons. from Buenos Aires.
18.—ITACOLONY, Brazilian, s.s., 569 tons. from Pernambuco.
19.—CADIZ, Spanish, s.s., 3,667 tons. from Genoa.
19.—HIMALAYA, French, s.s., 3,564 tons. from Buenos Aires.
19.—YOKOMARU, British, s.s., 4,072 tons. from Wellington.
19.—ALINA, Brazilian, schooner, 33 tons. from Cabo Frio.
19.—ALMIRANTE SALDANHA, Brazilian, schooner, 53 tons. from C. Frio.
19.—ACTIVO II, Brazilian, schooner, 33 tons. from Cabo Frio.
19.—VIRGINIA, Brazilian, schooner, 49 tons. from Cabo Frio.
19.—PLANETA, Brazilian, schooner, 37 tons. from Cabo Frio.
19.—MACAENSE, Brazilian, schooner, 30 tons. from Cabo Frio.
19.—CLOTILDE, Brazilian, schooner, 30 tons. from Cabo Frio.
19.—ESTRELLA DO NORTE, Brazilian, s.s., 49 tons. from Cabo Frio.
19.—EASTERN PRINCE, British, s.s., 1,80 tons. from N. York.
20.—MAGELLAN, French, s.s., 2,962 tons. from Bordeaux.
20.—REGINA D'ITALIA, Italian, s.s., 3,313 tons. from Genoa.
20.—BAHIA, German, s.s., 3,106 tons. from Hamburg.
20.—CORCOVADO, German, s.s., 2,939 tons. from Buenos Aires.
20.—SATELLITE, Brazilian, s.s., 892 tons. from Villa Nova.
20.—S. JOAO, Brazilian, schooner, 43 tons. from Macahe.
20.—ETRURIA, German, s.s., 2,855 tons. from Hamburg.
20.—PAULISTA, Brazilian, s.s., 615 tons. from Amaraço.
20.—AMELIA E CLARA, Brazilian, schooner, 50 tons. from Cabo Frio.
20.—DOIS AMIGOS, Brazilian, schooner, 34 tons. Cabo Frio.
20.—FAGUNDES VARELLA, Brazilian, s.s., 710 tons. from Manaus.
20.—RIO, Italian, barque, 1,294 tons. from Pascajoba.
21.—ITAPACY, Brazilian, s.s., 717 tons. from Porto Alegre.
21.—ITAPUCA, Brazilian, s.s., 978 tons. from Porto Alegre.
21.—ORCOMA, British, s.s., 7,103 tons. from Liverpool.
21.—TENNYSO, British, s.s., 2,532 tons. from N. York.
21.—KENUTA, British, s.s., 3,155 tons. from Glasgow.

21.—HOTHERPARK, British, s.s., 3,600 tons. from Cardiff.
21.—KRACLAND, Dutch, s.s., 2,721 tons. from Amsterdam.
21.—SIVIN GLTONIA, British, s.s., 2,640 tons. from Cardiff.
21.—P. MAFALDA, Italian, s.s., 5,087 tons. from Buenos Aires.
22.—MIGUEL GALLART, Spanish, s.s., 2,012 tons. from Barcelona.
22.—ZAALAND, Dutch, s.s., 3,526 tons. from Amsterdam.
22.—SOFIA HOHENBERG, Austrian, s.s., 3,521 tons. from Buenos Aires.
22.—JOSE GALLART, Spanish, s.s., 2,345 tons. from Buenos Aires.
22.—SANTA, Italian, barque, 890 tons. from Marseilles.
22.—YPIRANGA, German s.s., 4,945 tons. from Hamburg.
22.—ITATIAYA, Brazilian, s.s., 403 tons. from Porto Alegre.
22.—JULIO MACEDO, Brazilian, schooner, 33 tons. from Cabo Frio.
23.—PLATA, French, s.s., 3,479 tons. from Buenos Aires.
23.—TERENCE, British, s.s., 2,690 tons. from Montevideo.
23.—ILSTRED, British, s.s., 3,460 tons. from Buenos Aires.
23.—BENIN, British, s.s., 2,788 tons. from Cardiff.
23.—ITAPEMERIM, Brazilian, s.s., 284 tons. from Caravellas.
23.—MURUPY, Brazilian, 304 tons. Aracaju.

**SAILINGS FROM THE PORT OF RIO DE JANEIRO**  
**DURING THE WEEK ENDING JUNE, 23rd. 1910.**

June 17.—TEVIOT, British, s.s., 2,108 tons. for Santos.
17.—SANTA BARBARA, German, s.s., 2,347 tons. for Hamburg.
17.—MAROIM, Brazilian, s.s., 955 tons. for Porto Alegre.
17.—GUAYBYA, Brazilian, s.s., 119 tons. for Pará.
17.—NADIA, British, s.s., 1,552 tons. for Rosario.
17.—BLACK PRINCE, British, s.s., 2,560 tons. for Rosario.
17.—ESMERALDAS, British, s.s., 2,882 tons. for London.
17.—OPAWA, British, s.s., 4,588 tons. for London.
17.—CAP ROCA, German, s.s., 3,690 tons. for Buenos Ayres.
18.—BRAZIL, Brazilian, s.s., 1,990 tons. for Manaus.
18.—VERDI, British, s.s., 4,180 tons. for New York.
18.—ITAPEMA, Brazilian s.s., 825 tons. for Porto Alegre.
18.—VENCEDOR, Brazilian, schooner, 27 tons. for Macahe.
18.—THEMIS, Brazilian, schooner, 53 tons. for Cabo Frio.
19.—YOKOMARU, British, s.s., 4,972 tons. for London.
19.—CADIZ, Spanish, s.s., 3,667 tons. for Buenos Ayres.
19.—SLINGSBY, British, s.s., 2,094 tons. for Brunswick.
19.—MUQUY, Brazilian, s.s., 359 tons. for Victoria.
19.—PURUS, Brazilian, s.s., 2,495 tons. for New York.
19.—DUFFIELD, British, s.s., 2,442 tons. for R. G. do Sul.
19.—HIMALAYA, French, s.s., 3,564 tons. for Bordeaux.
19.—SORLAND, Norway, s.s., 1,566 tons. R. G. do Sul.
20.—ALEXANDRIA, Brazilian, s.s., 317 tons. for Itajahy.
20.—ITACOLONY, Brazilian, s.s., 467 tons. for Pernambuco.
20.—COMPETIDOR, Brazilian, schooner, 195 tons. for Itahapoana.
20.—B. KEMENY, Austrian, s.s., 1,669 tons. for Santos.
20.—REGINA DI ITALIA, Italian, s.s., 3,313 tons. for Buenos Ayres.
20.—MAGELLAN, French, s.s., 3,82 tons. for Buenos Ayres.
20.—ARAQUARY, Brazilian, s.s., 1,466 tons. for Mossoró.
20.—BOCAINA, Brazilian, s.s., 1,014 tons. for Pará.
20.—CORCOVADO, German, s.s., 4,951 tons. for Hamburg.
21.—QUEEN ELEANOR, British, s.s., 2,270 tons. for Antwerp.
21.—PAULISTA, Brazilian, s.s., 615 tons. for Antonina.
21.—BORBOREMA, Brazilian, s.s., 1,082 tons. for Porto Alegre.
21.—S. JOAO DA BARRA, Brazilian, s.s., 330 tons. for S. João da Barra.
21.—EASTERN PRINCE, British, s.s., 1,800 tons. for R. G. do Sul.
21.—ITAPOAN, Brazilian, s.s., 512 tons. for Porto Alegre.
21.—ORCOMA, British, s.s., 7,103 tons. for Callao.
21.—P. MAFALDA, Italian, s.s., 5,087 tons. for Genoa.
22.—KENUTA, British, s.s., 3,155 tons. for Callao.
22.—S. JOAO, Brazilian, schooner, 43 tons. for Macahe.
22.—GUANABARA, Brazilian, s.s., 329 tons. for Aracaju.
22.—ZAALAND, Dutch, s.s., 3,526 tons. for Buenos Aires.
22.—ITAPACY, Brazilian, s.s., 817 tons. for Porto Alegre.
22.—SOFIA HOHENBERG, Austrian, s.s., 3,521 tons. for Trieste.
23.—PLATA, French, s.s., 3,479 tons. for Marseilha.
23.—BRAGANCA, Brazilian, s.s. 751 tons. for Manaus.
23.—SIRIO, Brazilian, s.s., 930 tons. for Buenos Aires.
23.—MIGUEL GALLART, Spanish, s.s., tons. for Buenos Aires.
23.—YPIRANGA, German, s.s., 4,945 tons. for Buenos Aires.
23.—JOSE GALLART, Spanish, s.s., 2,345 tons. for Barcelona.
23.—UNITAS, Brazilian, s.s., 650 tons. for Aracaju.

**ARRIVALS AT THE PORT OF SANTOS**

**DURING THE WEEK ENDING JUNE, 23rd. 1910.**

June 17.—SIRIO, Brazilian, s.s., 554 tons. from Buenos Aires.
17.—ALGERIE, French, s.s., 2,529 tons. from Marseille.
17.—ANNA, Brazilian, s.s., 247 tons. from Rio de Janeiro.
18.—VICTOIRA, Brazilian, s.s., 201 tons. from Rio de Janeiro.
18.—SATURNO, Brazilian, s.s., 515 tons. from Rio de Janeiro.
18.—TEVIOT, British, s.s., 2,108 tons. from Newport.
19.—ITAPEMA, Brazilian, s.s., 825 tons. from Rio de Janeiro.
19.—ITAPACY, Brazilian, s.s., 510 tons. from Porto Alegre.
19.—MACDONIA, German, 2,772 tons. from Hamburg.
19.—BLACK PRINCE, British, 2,560 tons. from New York.
19.—T. BRESLANEZ, British, lugger, 262 tons. from Halifax.
19.—KILMALLEE, British, barque, 1,519 tons. from Hamburg.
20.—RAVENNA, Italian, s.s., 2,548 tons. from Genoa.
20.—BOLOGNA, Italian, s.s., 2,906 tons. from Buenos Aires.
20.—GARCIA, Brazilian, s.s., 192 tons. from Rio de Janeiro.
20.—SORLAND, Norway, s.s., 1,566 tons. from Antwerp.
20.—CADIZ, Spanish, s.s., 3,667 tons. from Barcelona.
21.—SOFIA HOHENBERG, Austrian, s.s., 3,521 tons. from Buenos Aires.
21.—REGINA DI ITALIA, Italian, s.s., 3,092 tons. from Genoa.
22.—MINAS, Italian, s.s., 1,765 tons. from Genoa.
22.—ALEXANDRIA, Brazilian, s.s., 300 tons. from Rio de Janeiro.
22.—INDUSTRIAL, Brazilian, s.s., 171 tons. from Laguna.
B. KEMENY, Austrian, s.s., 1,669 tons. from Fiume.

**SAILINGS FROM THE PORT OF SANTOS**

**DURING THE WEEK ENDING JUNE, 23rd. 1910.**

June 17.—LAURA, Austrian, s.s., 3,954 tons. for Buenos Aires.
17.—CEYLAN, French, s.s., 5,216 tons. for Buenos Aires.
17.—SLINGSBY, British, s.s., 2,094 tons. for Genoa.
17.—SIRIO, Brazilian, s.s., 554 tons. for Rio de Janeiro.
17.—ALGERIE, French, s.s., 2,529 tons. for Buenos Aires.
17.—ANNA, Brazilian, s.s. 247 tons. for F'polis.
18.—SATURNO, Brazilian, s.s., 515 tons. for Buenos Aires.
18.—VICTORIA, Brazilian, 201 tons. Iguaçu.
19.—ITAPEMA, Brazilian, s.s., 825 tons. for Porto Alegre.
20.—ITAPACY, Brazilian, s.s., 510 tons. for Rio de Janeiro.
20.—TINTORETTO, British, s.s., 2,643 tons. for N. York.
20.—BLACK PRINCE, British, 2,560 tons. for Buenos Aires.
20.—RAVENNA, Italian, s.s., 2,548 tons. Buenos Aires.
20.—CADIZ, Spanish, s.s., 3,667 tons. for Buenos Aires.
20.—CHISWICK, British, s.s., 2,072 tons. for Rosario.
20.—BOLONGNA, Italian, s.s., 2,906 tons. for Genoa.
21.—REGINA DI ITALIA, Italian, s.s., 3,998 tons. for Buenos Aires.
21.—SOFIA HOHENBERG, Austrian, s.s., 3,521 tons. for Trieste.
22.—MINAS, Italian, s.s., 1,765 tons. for Buenos Aires.
22.—INDUSTRIAL, Brazilian, s.s., 171 tons. for Rio de Janeiro.
22.—ALEXANDRIA, Brazilian, s.s., 300 tons. for Itajahy.
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V LTAIRE..... 18th "  
TENNYSON..... 3rd. Setem.  
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July 8	* Crefeld ..	Pernambuco, Madeira, Leixões, Rotterdam and Bremen.
> 22	* Bonn.....	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Antwerp and Bremen.

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Passengers routes.	Cabin.	Steerage.
Rio—Rotterdam, Antwerp.		
Bremen .....	Marks 450	136\$500
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do do 2nd. class.....	550
do do 3rd. class.....	190
Through fares to Paris (return), 1st.class..	1,149
do do 2nd. class.....	882
do do 3rd. class.....	364

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

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

Table of Departures.

Date	Steamer	Destination
> 29	*Araguaya	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
July 11	*Asturias	Santos, Montevideo and Buenos Aires.
> 13	*Amazon	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg Southampton.
> 25	*Aragon	Santos, Montevideo, e Buenos Ayres.
> 27	Asturias	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg and Southampton.
Aug. 8th	*Araguaya	Santos, Montevideo, e Buenos Ayres.
> 10	*Aragon	Bahia, Pernambuco, Madeira, Lisbon, Leixões, Vigo, Cherbourg, and Southampton.
> 22	*Aragon	Santos, Montevideo e Buenos Ayres.
> 24	*Araguaya	Bahia, Pernambuco, S. Vincent, Madeira, Lisbon, Leixões, Vigo, Cherbourg Southampton.

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HAMBURG-AMERIKA LINIE

TABLE OF DEPARTURES

Express service to Europe

CAP ROCA . . . . .	4th	July
YPIRANGA . . . . .	11th	»

Express service to R. Plate

CAP BLANCO . . . . .	29th	»
KONIG WILHELM II. . . . .	5th	July

Intermedia service to Europe

BAHIA . . . . .	8th	July
SAN NICOLAS . . . . .	14th	»
PETROPOLIS. . . . .	22nd	»
ASUNCION. . . . .	5th	August

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### HOW TO GET THERE AND WHAT TO DO WHEN THERE

#### ADVICE TO VISITORS AND TOURISTS

**T**HE village of Tijuca lies in a gorge known as the Alto da Boa Vista, and though only 860 feet nearer to Heaven than the sweltering town, what a difference those few feet make!

To get away from the glare and heat of Rio to shade and coolness, all poor panting humanity has to do is to take the electric car at Caes Pharoux, Praça 15 de Novembro, from there running over part of the Villa Izabel Tramway Company's system as far as the old Junction point, and then getting a delightful 30 minutes ride up the hill to the top. There a good Hotel will be found and carriages to carry visitors to the different points of interest.

A pleasant day may thus be spent that will linger long in memory.

If he does not wish to stay the night, the visitor can take a car down in the cool of the evening, up to 11.00 p.m. The journey either up or down, from Praça Tiradentes, takes just 1 hour.

To expedite matters, breakfast should be ordered at the hotel White by telephone from the Villa Izabel station in

the Praça Tiradentes, as also carriages or saddle horses to visit the different points of interest.

Some of the points well worth visiting in the neighbourhood are:—the "Chinese View"; the "Emperor's table"; "Cachoeira" or greater Cascade; "Cachoeirinha" or little cascade; the "Grotto of Paulo and Virginia"; "Excelsior View"; and if possible the "Peak of Tijuca" itself. Most, if not all, these points, with the exception of the "Peak," can be comprised in a circular drive of 2 to 3 hours through delightful woods. But should the visitor desire to visit the "Peak" itself, saddle horses, which are not always obtainable, must be ordered in advance by telephone. The "Peak" is 3,300 feet above the sea, and is higher even than the Corcovado, it is, indeed, the highest point on the chain. After about 30 minu-



THE PARK — ALTO DA BOA VISTA, TIJUCA

tes drive, the carriage has to be left and another hour's climb carries one to the "Peak" in which steps have been cut out of the rock and a hand rail assists the weary climber to reach the top where he is rewarded with a view that has its like nowhere in this wide world, and beggars all description.

The unit of the money of the country is the mil reis (1\$000, at present worth 1s. 3d.). This is subdivided into fractional coins of 100, 200, and 400 reis. Travellers had better change some gold at a money-changers before leaving the city, and if unable to speak either Portuguese, Spanish or French, had better engage an interpreter (at Crashley's the English book-seller's, of 36 Rua do Ouvidor) for whom the charge is commonly Rs. 25\$000, for the day. Charges at Hotel White, for breakfast are at the rate of 4\$000 per head without wine. Carriages to visit the different points of interest cost 30\$000 for the round trip. Saddle horses cost 15\$000 per day but are difficult to obtain.

Fares from the Caes Pharoux to the Alto da Boa Vista cost 2\$400 for the round trip or about 3s. Roughly, 1\$000 goes about as far as 6d. would in England.

#### TIME TABLE

FROM PRAÇA 15 DE NOVEMBRO	FROM ALTO DA BOA VISTA
<b>A. M.</b> — 5.50 (S)—5.58—6.28—7.20 (S)—7.28—7.58—8.28—8.58—9.28 9.58—10.28—10.58—11.28—11.58	<b>A. M.</b> — 5.36 (S)—5.45—6.06 (S)—6.46—7.06 (S)—7.16—7.46—8.16 8.46—9.16—9.46—10.16—10.46—11.16—11.46
<b>P. M.</b> — 12.28—12.58—1.28—1.58—2.28—2.58—3.28—3.58—4.28—4.58 5.28—5.58—6.28—6.58—7.28—7.58—8.28—8.58—9.28 (R)— 10.00—10.28 (R)—11.30—12.30.	<b>P. M.</b> — 12.16—12.46—1.16—1.46—2.16—2.46—3.16—3.46—4.16—4.46 5.16—5.46—6.16—6.46—7.16—7.46—8.16—8.46—9.16—9.46 (R) 10.18—11.18—12.46 (R)—1.46 (R)

Note:—(S) Car leaves the Mangue Station.  
(R) Car returns to Mangue Station.

#### FARES

Cars from the Praça 15 de Novembro to the Junction .....	200 réis
" " " Junction to the Usina .....	200 réis
" " " Usina to the Reservoir .....	300 réis
" " " Reservoir to the Alto da Boa Vista .....	500 réis



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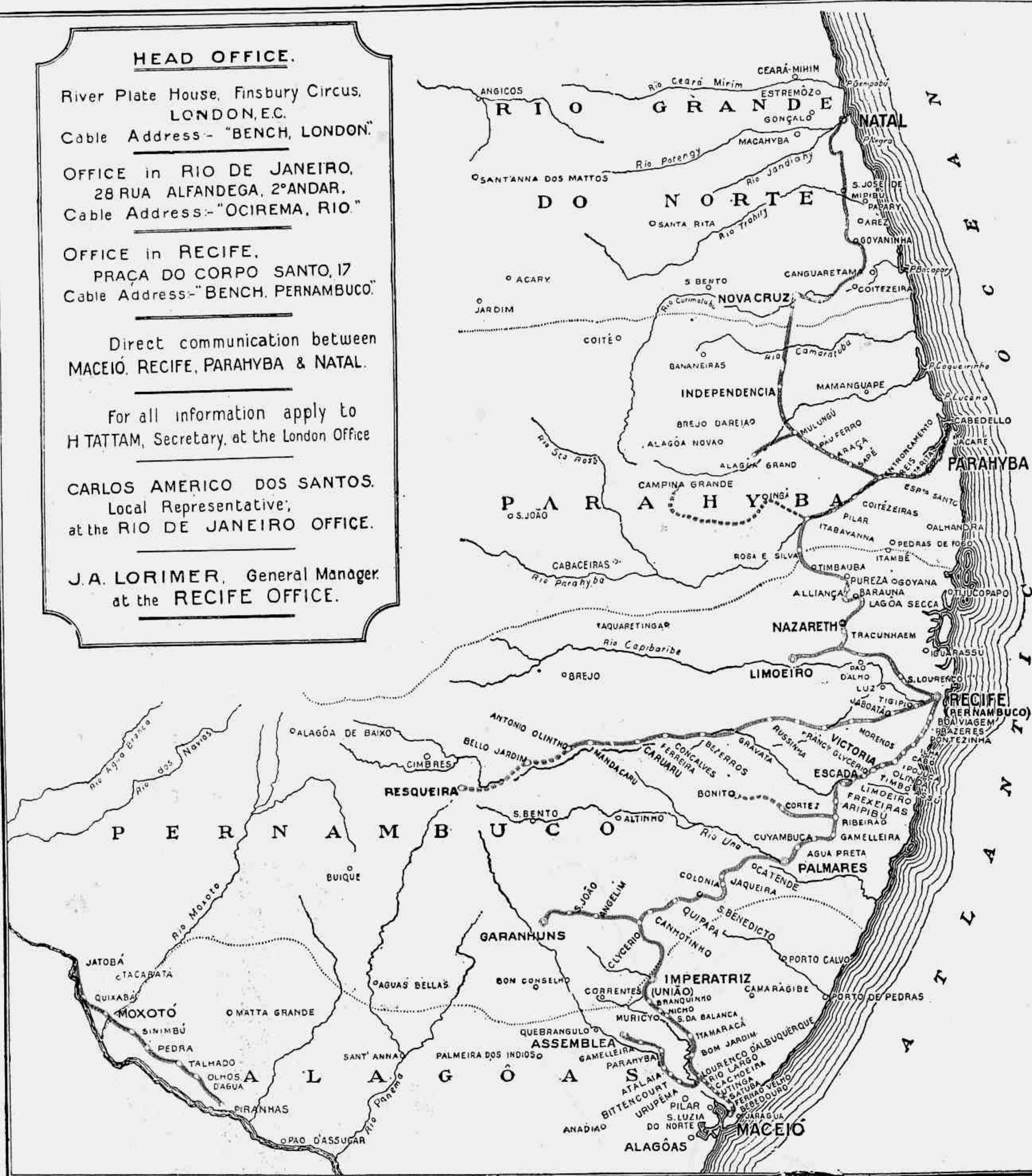
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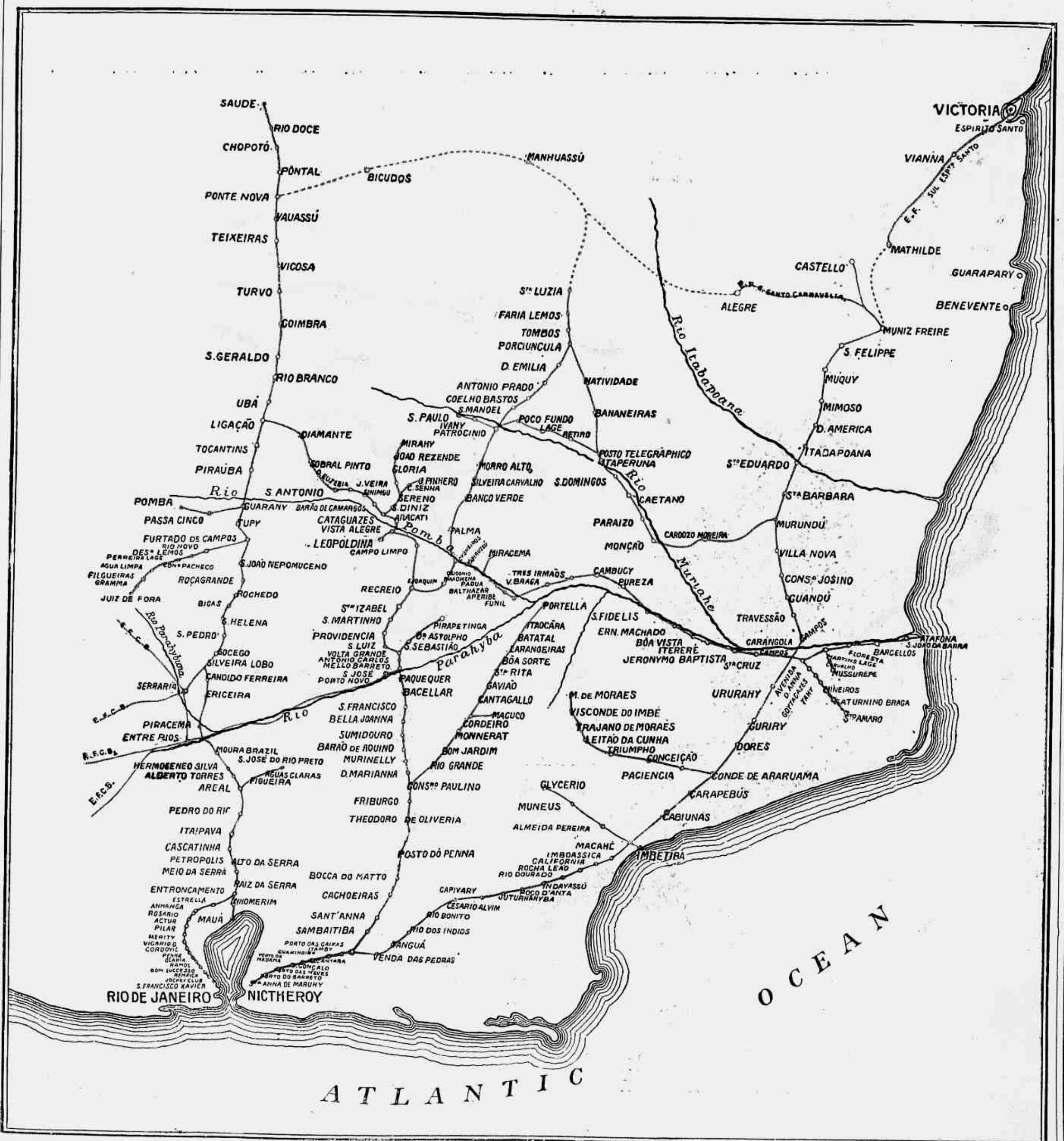
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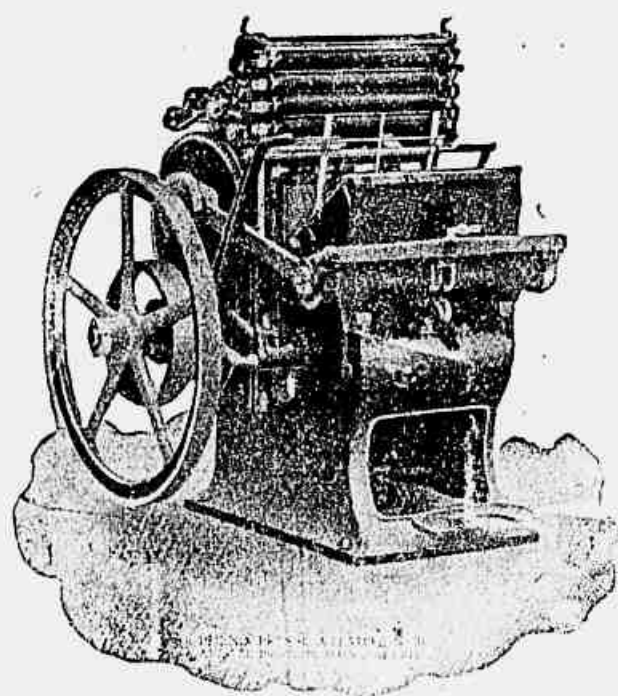
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