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# SOROCABANA RAILWAY COMPANY

# RELATORIO

APRESENTADO

Á

## Directoria da Sorocabana Railway Company

POR SEU SUPERINTENDENTE GERAL

1910

São Paulo
Estabelec. Graphico Flli. CANTON - Ladeira Santa Ephigenia, 3
1911

1910
REFS

# INTRODUCÇÃO

Temos a satisfação de vir apresentar á Digna Directoria da Sorocabana Railway Company o relatorio do anno administrativo de 1910, de conformidade com as praxes estabelecidas nos annos anteriores.

Pelas informações e demonstrações que acompanham este relatorio, poderá perfeitamente ser apreciado o movimento geral da Estrada, não só em relação ao do anno findo, como em comparação ao dos annos anteriores.

Pelo balanço geral, demonstrativo da receita e despesa, verifica-se um decrescimento na receita geral, proveniente da renda do café, não só em consequencia da diminuição da quantidade transportada, como da applicação da tarifa differencial posta em vigor em 1.º de Setembro do anno findo.

Não obstante estas circumstancias nota-se a expansão productora da zona servida por esta Estrada, o que se evidencia pelo crescente augmento do trafego, e para isso concorreu sem duvida não só o desenvolvimento da zona servida propriamente por esta Estrada, como o augmento que teve o trafego mutuo provisorio estabelecido entre esta Estrada e as Estradas de Ferro São Paulo-Rio Grande e Paraná.

O serviço dos trens nocturnos entre S. Paulo e Curityba, iniciado este anno, tem satisfeito aos interesses do publico, tornando rapidas e commodas as communicações entre a Capital Federal e Curityba.

Esperamos, em breve, ampliar esse serviço a outras zonas da Estrada, offerecendo ao publico, que d' ellas se serve, maior commodidade em suas viagens,

As machinas typo Mallet, adquiridas para o serviço de trens de carga, exigiram algum reforço na Via Permanente, sobretudo nas pontes de grandes vãos, serviço que foi realizado com grande economia e segurança, achando-se estas machinas prestando já reaes serviços á Estrada.

Da mesma fórma as machinas Ten Wheel, adquiridas para o serviço de trens de passageiros, estão com grande vantagem permittindo attender a esse serviço, cujo desenvolvimento é constatado pelo augmento que de anno a anno vae tendo a quantidade de passageiros transportados em nossas linhas.

As demonstrações que detalhadamente se seguem, relativas a cada departamento da Estrada, mostram cabalmente os resultados satisfactorios, que no anno fiudo apresentou esta Estrada, sendo justo registrar que, para o bom resultado da nossa administração, muito concorreram os bons auxiliares que intelligente e dedicadamente dirigem os diversos departamentos da Estrada e aos quaes apresentamos os nossos agradecimentos.

*Frank J. Egan*

SUPERINTENDENTE GERAL

# ADMINISTRAÇÃO GERAL

Nenhuma alteração soffreo o systema até agora estabelecido nos diversos serviços das Divisões e Repartições desta Estradas que continuaram todos a ser feitos satisfactoriamente .

CONTABILIDADE. — Sem augmento de empregados, esta repartição continou no anno 1910 a excutar os serviços que lhe são inherentes, e cujos resultados satisfactorios demonstram o zelo com que elles são feitos.

O movimento financeiro do trafego desta Estrada durante o anno de 1910 foi o seguinte:

| | |
|---|---|
| Receita . . | 13.784:961$934 |
| Despesa . | 6.773:694$850 |
| Saldo . . | 7.011:267$084 |

Pela demonstração detalhada, que em seguida apresentamos, vê-se qual foi a receita e despesa relativamente a cada uma das respectivas verbas, e as porcentagens com que cada uma dellas concorreo para a receita e para a despesa da Estrada durante o anno findo.

# Demonstração da Receita e Despeza no anno de 1910

| RECEITA | Importancia | Porcent. | DESPEZA | Importancia | Porcent. |
|---|---|---|---|---|---|
| Passageiros . . . . | 2.318:381$346 | 16,82 | Locomoção . . | 2.830:049$586 | 41,78 |
| Encommendas e Bagagens . | 499:219$230 | 3,62 | Linha . . . | 1.718:812$885 | 25,38 |
| Telegrammas . . . . | 128:716$280 | 0,93 | Trafego . . . | 1.464:717$299 | 21,62 |
| Animaes por trens de passageiros | 34:853$930 | 0,25 | Administração Geral | 544:111$820 | 8,03 |
| Café. . . . . | 3.383:166$750 | 24,24 | Navegação Fluvial . | 79:634$592 | 1,18 |
| Mercadorias diversas . . | 5.944:524$840 | 43,44 | Diversos. . . | 128:698$958 | 1,90 |
| Animaes por trens de cargas . | 472:179$840 | 3,42 | Lucros e Perdas . | 7:669$710 | 0,11 |
| Armazenagens . . . | 24:622$260 | 0'18 | Saldo . . . | 7.011:267$084 | |
| Receita eventual . . . | 194:738$315 | 1,41 | | | |
| Juros dos Ramaes Federaes . | 784:559$143 | 5,69 | | | |
| Total . . . | 13.784:961$934 | 100,00 | | 13.784:961$934 | 100,00 |

O movimento financeiro da Estrada comparado desde 1900, vê-se pelo quadro seguinte, por onde pode-se julgar da marcha sempre ascendente da nossa receita, demonstrando assim o desenvolvimento constante da zona explorada pelas nossas linhas.

| ANNOS | RECEITA | DESPEZA | SALDO |
|---|---|---|---|
| 1900 | 9.698:309$590 | 6.153:388$050 | 3.544:921$540 |
| 1901 | 10.394.663$595 | 5.130:950$523 | 5.263:713$072 |
| 1902 | 10.195.907$000 | 5.378:843$000 | 4.817:064$000 |
| 1903 | 10.215.470$508 | 6.694:089$627 | 3.521:380$881 |
| 1904 | 9.937.840$575 | 6.789:373$739 | 3.148:466$836 |
| 1905 | 10.144.079$003 | 6.581:825$765 | 3.562:253$238 |
| 1906 | 12.736.715$070 | 7.019:207$386 | 5.717:507$684 |
| 1907 | 12.696.598$863 | 7.629:310$431 | 5.067:288$432 |
| 1908 | 12.319:958$277 | 6.930:095$019 | 5.389:863$258 |
| 1909 | 14.506:105$609 | 6.769:454$294 | 7.736:651$315 |
| 1910 | 13.784:961$934 | 6.773:694$850 | 7.011:267$084 |
| Total | 126.630:610$024 | 71.850:232$684 | 54.780:377$340 |

| | |
|---|---|
| Receita media nos 11 annos . | 11.511:873$566 |
| Despeza » » » » . | 6.531:838$426 |
| Saldo medio » » » . | 4.961:852$485 |

CONTADORIA. — Com a mesma regularidade dos annos anteriores esta Repartição, executou todos os serviços que lhe estão affectos, com resultados satisfactorios.

A importancia dos impostos arrecadado por esta Estrada durante o anno findo foi recolhida aos cofres publicos no devido tempo, sendo:

| | |
|---|---|
| Imposto do Governo Federal . . | 454:999$191 |
| » » » Estadoal . . | 361:893$960 |
| Total . . | 557:335$959 |

O processo da restituição dos excessos de fretes, continou a ter a maior rapidez possivel, e tendo sido registrados pela Contadoria durante o anno findo, excessos na importancia de Rs. 52:727$600, e d'ella apenas deixou de ser restituida a de Rs. 1:258$260 não obstante terem sido avisados os interessados que não se apresentaram para recebel-a até 31 de Dezembro d'aquelle anno.

Igualmente essa Repartição registrou differenças nos despachos feitos pelas estações devido a erros de calculos e de classificação que montaram na quantia de Rs. 55:303$760 e foi devidamente reclamada e recolhida aos cofres da Estrada.

Descriminadamente estas differenças foram;

| | | |
|---|---|---|
| Em | Telegrammas. . . . | Rs. 609$360 |
| » | Encommendas . . . | » 2:629$960 |
| » | Mercadorias . . . . | » 51:596$840 |
| | Total . . . . . | » 55:303$760 |

O total da renda arrecadada directamente pelas estações da Estrada, importou em Rs. 10.081:274$990.

Os quadros que se seguem, demonstram a receita e despeza comparada desde 1904 descriminando cada uma das suas verbas e as porcentagens com que ellas concorreram em relação a receita e a despesa geral, permittindo apreciar o desenvolvimento de cada uma dessas verbas, assim como, o percurso total e medio, as rendas medias por unidade kilometro e tonelada kilometro, como tambem a estatistica economica e do trafego em geral da Estrada comparativamente desde 1904.

# Quadro comparativo da receita e despeza da Estrada nos annos de 1903 a 1910

**1903**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 1.244:022$620 | 12,17 | Administração geral | 375:579$765 | 3,67 | 5,72 |
| Encommendas e valores | 270:474$220 | 3,63 | Trafego | 1.263:788$336 | 12,36 | 19,24 |
| Telegrammas | 59:060$320 | 0,57 | Tracção | 1.501:199$937 | 14,70 | 22,88 |
| Animaes por trens de passag. | 17:483$410 | 0,17 | Locomoção | 1.057:962$123 | 10,35 | 16,12 |
| Mercadorias { Café | 4.822:401$230 | 47,20 | Linha | 2.148:981$693 | 21,01 | 32,69 |
| Mercadorias { Outras | 3.466:502$708 | 33,95 | Diversas | 220:481$545 | 3,16 | 2,35 |
| Animaes por trens de cargas | 115:562$390 | 1,13 | | | | |
| Armazenagens | 16:870$400 | 0,16 | | | | |
| Eventuaes | 103:098$210 | 1,02 | Saldo a favor da receita | 3.651:526$809 | 35,75 | — |
| TOTAL Rs. | 10.215:470$508 | 100,00 | TOTAL Rs. | 10.215:470$508 | 100,00 | 100,00 |

**1904**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 1.313:060$040 | 13,23 | Administração geral | 398:918$140 | 4,02 | 6,57 |
| Encommendas e valores | 344:261$410 | 3,47 | Trafego | 1.251:536$650 | 12,59 | 20,62 |
| Telegrammas | 72:728$010 | 0,73 | Tracção | 1.670:212$810 | 16,81 | 27,50 |
| Animaes por trens de passag. | 18:370$760 | 0,18 | Locomoção | 1.036:601$630 | 10,44 | 17,08 |
| Mercadorias { Café | 4.150:531$880 | 41,78 | Linha | 1.672:163$463 | 16,84 | 27,54 |
| Mercadorias { Outras | 3.644:473$174 | 36,70 | Diversas | 42:104$675 | 0,42 | 0,69 |
| Animaes por trens de cargas | 273:603$370 | 2,75 | | | | |
| Armazenagens | 16:454$700 | 0,16 | | | | |
| Eventuaes | 100:050$390 | 1,00 | Saldo a favor da receita | 3.861:996$336 | 38,88 | — |
| TOTAL Rs. | 9.933.533$734 | 100,00 | TOTAL Rs. | 9.933:533$734 | 100,00 | 100,00 |

**1905**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 1.398:127$330 | 12,78 | Administração geral | 441:446$810 | 4,36 | 6,70 |
| Encommendas e valores | 342:281$370 | 3,37 | Trafego | 1.219:226$231 | 12,02 | 18,48 |
| Telegrammas | 72:156$220 | 0,72 | Tracção | 2.014:456$775 | 19,86 | 30,54 |
| Animaes por trens de passag. | 18:761$360 | 0,18 | Locomoção | 957:246$411 | 9,43 | 14,51 |
| Mercadorias { Café | 3.805:974$430 | 37,52 | Linha | 1.933:031$427 | 19,05 | 29,31 |
| Mercadorias { Outras | 4.038:665$850 | 39,82 | Diversas | 29:963$491 | 0,30 | 0,46 |
| Animaes por trens de cargas | 351:930$830 | 3,46 | | | | |
| Armazenagens | 15:803$500 | 0,16 | | | | |
| Eventuaes | 100:278$113 | 0,99 | Saldo a favor da receita | 3.548:707$858 | 34,98 | — |
| TOTAL Rs. | 10.144:079$003 | 100,00 | TOTAL Rs. | 10.144:079$003 | 100,00 | 100,00 |

**1906**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 1.505:586$172 | [illegible] | Administração geral | 482:369$900 | 3,79 | 6,87 |
| Encommendas e valores | 359:[illegible]0$290 | 2,82 | Trafego | 1.335:155$830 | 10,48 | 19,02 |
| Telegrammas | 84:429$190 | 0,66 | Tracção | 2.287:119$073 | 17,96 | 32.58 |
| Animaes por trens de passag. | 20:885$630 | 0,16 | Locomoção | 850:407$110 | 6,68 | 12,12 |
| Mercadorias { Café | 5.974:975$800 | 16,91 | Linha | 2.012:930$790 | 15,80 | 28,68 |
| Mercadorias { Outras | 4.359:798$210 | 34,23 | Diversas | 51:224$684 | 0,40 | 0,73 |
| Animaes por trens de cargas | 292:120$080 | 2,29 | | | | |
| Armazenagem | 23:217$500 | 0,18 | | | | |
| Eventuaes | 116:692$198 | 0,92 | Saldo a favov da receita | 5.717:507$684 | 44,89 | — |
| TOTAL Rs. | 12.736.715$070 | 100,00 | TOTAL Rs. | 12.736:715$070 | 100,00 | 100,00 |

**1907**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 1.659.411$385 | 13,07 | Administração geral | 522:903$810 | 4,12 | 6,85 |
| Encommendas e valores | 392.421$570 | 3,09 | Trafego | 1.483:593$066 | 11,68 | 19,45 |
| Telegrammas | 93.133$210 | 0,73 | Tracção | 2.506:098$927 | 19,74 | 32,85 |
| Animaes por trens de passag. | 23.815$510 | 0,19 | Locomoção | 943:975$793 | 7,44 | 12,37 |
| Mercadorias { Café | 5.236.170$530 | 41,25 | Linha | 1.981:513$990 | 15,61 | 25,98 |
| Mercadorias { Outras | 4.839.612$270 | 38,12 | Fluvial | 115:286$190 | 0,90 | 1,51 |
| Animaes por trens de cargas | 312.646$890 | 2,46 | Diversas | 75:938$655 | 0,59 | 0,99 |
| Armazenagens | 24.860$000 | 0,19 | | | | |
| Eventuaes | 114.527$498 | 0,90 | Saldo a favor da receita | 5.067:288$432 | 39,92 | — |
| TOTAL Rs. | 12.696:598$863 | 100,00 | TOTAL Rs. | 12.696:598$863 | 100,00 | 100,00 |

**1908**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 1.774:486$971 | 14,41 | Administração geral | 519:383$560 | 4,21 | 7,50 |
| Encommendas e valores | 399:704$590 | 3,25 | Trafego | 1.401:924$119 | 11,38 | 20,23 |
| Telegrammas | 100:751$550 | 0,81 | Locomoção | 2.809:169$244 | 22,81 | 40,54 |
| Animaes por trens de passag. | 26:405$970 | 0,21 | Linha | 1.931:929$648 | 15,69 | 27,88 |
| Mercadorias { Café | 3.971:927$640 | 32,25 | Fluvial | 82:413$440 | 0,66 | 1,18 |
| Mercadorias { Out as | 4.917:987$470 | 39,92 | Diversas | 185:276$008 | 1,50 | 2,67 |
| Animaes por trens de cargas | 375:282$360 | 3,04 | | | | |
| Armazenagens | 23:999$800 | 0,19 | | | | |
| Eventuaes | 129:411$926 | 1,05 | | | | |
| Antecipação garant. de juros | 600:000$000 | 4,88 | Saldo a favor da receita | 5.389:863$258 | 43,75 | — |
| TOTAL Rs. | 12.319:958$227 | 100,00 | TOTAL Rs. | 12.319:958$277 | 100,00 | 100,00 |

**1909**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 1.884:792$414 | 13,00 | Administração geral | 473:737$729 | 3,27 | 7,00 |
| Encommendas e valores | 412:557$130 | 2.85 | Trafego | 1.427:508$212 | 9,85 | 21,09 |
| Telegrammas | 104:734$140 | 0,72 | Locomoção | 2.732:439$335 | 18,84 | 40,37 |
| Animaes por trens de passag. | 29:628$300 | 0,20 | Linha | 1.933:480$183 | 13,32 | 28,56 |
| Mercadorias { Café | 5.342:231$450 | 36,83 | Fluvial | 41:125$885 | 0,28 | 0,60 |
| Mercadorias { Outras | 5.471:136$430 | 37,72 | Diversas | 161:162$950 | 1,11 | 2,38 |
| Animaes por trens de cargas | 357:755$990 | 2,46 | | | | |
| Armazenagens | 22:516$800 | 0,16 | | | | |
| Eventuaes | 280:552$950 | 1,93 | | | | |
| Antecipação garant. de juros | 600:000$000 | 4,13 | Saldo a favor da receita | 7.746:651$315 | 53,33 | — |
| TOTAL Rs. | 14.506:105$609 | 100,00 | TOTAL Rs. | 14.506:105$609 | 100,00 | 100,00 |

**1910**

| RECEITA | Rs. | Porc. sobre a receita | DESPEZA | Rs. | Porc. sobre a receita | Porc. sobre a despeza |
|---|---|---|---|---|---|---|
| Passageiros | 2.318:381$346 | 16,82 | Administração geral | 544:111$820 | 3,94 | 8,03 |
| Encommendas e valores | 499:219$330 | 3,62 | Trafego | 1.464:717$299 | 10,63 | 21,62 |
| Telegrammas | 128:716$280 | 0.93 | Locomoção | 2.830:049$586 | 20,54 | 41,78 |
| Animaes por trens de passag. | 34:853$930 | 0.25 | Linha | 1.718:812$885 | 12,48 | 25,38 |
| Mercadorias { Café | 3.383:166$750 | 24,24 | Fluvial | 79:634$592 | 0,57 | 1,18 |
| Mercadorias { Outras | 5.944:524$840 | 43,14 | Diversas | 128:698$958 | 0,93 | 1,90 |
| Animaes por trens de cargas | 472:179$840 | 3,42 | Lucros e perdas | 7:669$710 | 0,05 | 0,11 |
| Armazenagens | 24:622$260 | 0,18 | | | | |
| Eventuaes | 194:738$315 | 1,41 | | | | |
| Antecipação garaut. de juros | 784:559$143 | 5,69 | Saldo a favor da receita | 7.011:267$084 | 50,86 | — |
| TOTAL Rs. | 13.784:961$934 | 100,00 | TOTAL Rs. | 13.784:961$934 | 100,00 | 100,00 |

# Estatistica economica da Estrada nos annos de 1903 a 1910

| | Discriminação | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Extensão total em trafego | 912,767 | 928,469 | 939,566 | 986,632 | 1.040,222 | 1.144,243 | 1.309,709 | 1.309,709 | 1 |
| 2 | Numero de passageiros embarcados | 512.764 | 578.608 | 619.714 | 680.178 | 780.797 | 839.076 | 845.379 | 994.091 | 2 |
| 3 | » » » kilometro | 27.898.900 | 29.999.195 | 34.183.634 | 31.851.626 | 40.314.790 | 44.426.142 | 47.992.433 | 55.887.704 | 3 |
| 4 | Percurso medio de um passageiro | 54,4 | 51,8 | 51,3 | 50,2 | 51,6 | 52,9 | 56,6 | 56,2 | 4 |
| 5 | Numero de animaes embarcados } Por trens de passageiros | 5.273 | 5.138 | 4.966 | 5.165 | 5.867 | 6.211 | 6.863 | 8.584 | 5 |
| 6 | » » » kilometro } Por trens de passageiros | 356.040 | 349.603 | 399.714 | 444.961 | 499.929 | 568.048 | 687.713 | 819.167 | 6 |
| 7 | Percurso medio de um animal } Por trens de passageiros | 67,5 | 68,0 | 76,8 | 86,1 | 85,2 | 91,4 | 100,2 | 95,4 | 7 |
| 8 | Numero de toneladas de bagagens e encommendas embarcadas | 5.990 | 5.795 | 5.734 | 6.300 | 7.032 | 7.135 | 7.307 | 8.355 | 8 |
| 9 | » » » kilometro de bagagens e encommendas | 559.877 | 522.385 | 544.376 | 614.796 | 686.953 | 706.672 | 739.611 | 860.987 | 9 |
| 10 | Percurso medio de uma tonelada de bagagens e encommendas | 93,4 | 90,1 | 94,9 | 97,5 | 97,6 | 99,0 | 101,7 | 103,0 | 10 |
| 11 | Numero de toneladas de mercadorias embarcadas | 243.077 | 270.595 | 302.408 | 355.635 | 412.158 | 399.927 | 440.286 | 457.871 | 11 |
| 12 | » » » kilometro de mercadorias | 48.115.843 | 47.254.122 | 53.433.136 | 68.409.492 | 75.400.830 | 74.778.360 | 91.108.430 | 87.469.716 | 12 |
| 13 | Percurso medio de uma tonelada de mercadorias | 197,9 | 174,6 | 177,0 | 192,3 | 182,9 | 186,9 | 206,9 | 193,7 | 13 |
| 14 | Numero de animaes embarcados } Por trens de cargas | 52.270 | 68.737 | 89.269 | 77.381 | 79.103 | 97.148 | 96.674 | 115.082 | 14 |
| 15 | » » » kilometro } Por trens de cargas | 12.189.472 | 17.449.108 | 24.209.322 | 21.174.007 | 21.571.670 | 25.855.099 | 24.700.439 | 32.550.584 | 15 |
| 16 | Percurso medio de um animal } Por trens de cargas | 233,2 | 253,9 | 271,2 | 273,6 | 272,7 | 266,1 | 255,6 | 282,8 | 16 |
| 17 | Numero de passageiros por trem-kilometro | 33,5 | 33,8 | 35,2 | 36,6 | 29,9 | 42,9 | 40,9 | 39,7 | 17 |
| 18 | » » toneladas de mercadorias por trem-kilometro | 64,2 | 59,6 | 61,6 | 80,7 | 70,8 | 77,7 | 76,7 | 79,4 | 18 |
| 19 | Total das unidades de trafego | 85.997.421 | 87.217.098 | 96.006.642 | 103.653.032 | 120.987.224 | 133.151.053 | 139.445.027 | 145.084.631 | 19 |
| 20 | Pezo util de um passageiro a 70 kilos referidos a um kilometro | 1.952.923 | 2.099.943 | 2.229.613 | 2.392.854 | 2.822.035 | 3.109.830 | 3.354.570 | 3.912.139 | 20 |
| 21 | » » » bagagens e encommendas | 559.877 | 522.385 | 544.376 | 614.796 | 686.953 | 706.672 | 739.611 | 860.987 | 21 |
| 22 | » » » animaes por trens de passageiros | 89.010 | 87.400 | 99.928 | 111.240 | 124.981 | 142.012 | 275.085 | 204.792 | 22 |
| 23 | » » » » » » » cargas | 1.218.947 | 1.744.910 | 2.420.932 | 2.117.400 | 2.157.167 | 2.585.509 | 2.470.044 | 3.255.058 | 23 |
| 24 | » » » mercadorias | 48.115.843 | 47.254.122 | 53.433.136 | 68.409.492 | 75.400.830 | 74.778.360 | 91.108.430 | 87.469.716 | 24 |
| 25 | Total do pezo util | 51.936.600 | 51.708.761 | 58.727.985 | 79.763.158 | 81.191.966 | 81.322.383 | 97.947.740 | 95.702.692 | 25 |
| 26 | Receita por kilometro em trafego | 11:312$813 | 10:861$030 | 10:837$690 | 13:259$124 | 12:205$662 | 10:766$907 | 11:075$823 | 10:522$871 | 26 |
| 27 | » » trem-kilometro | 6$348 | 5$378 | 5$136 | 5$720 | 5$369 | 4$965 | 5$314 | 5$411 | 27 |
| 28 | » » unidade de trafego | 118,7 | 113,9 | 105,6 | 122,8 | 104,9 | 92,5 | 99,7 | 95,0 | 28 |
| 29 | Producto medio recebido por passageiro-kilometro | 43,69 | 43,4 | 43,4 | 43,8 | 40,8 | 39,5 | 39,3 | 41,0 | 29 |
| 30 | » » » tonelada-kilometro de mercadoria | 168,3 | 165,0 | 146,6 | 151,7 | 133,6 | 118,8 | 118,6 | 106,6 | 30 |
| 31 | Despeza por kilometro em trafego | 7:419$669 | 7:113$843 | 7:046$336 | 7:307$107 | 7:334$309 | 6:056$488 | 5:168$670 | 5.170$759 | 31 |
| 32 | » » trem-kilometro | 4$163 | 3$522 | 3$339 | 3$152 | 3$226 | 2$965 | 2$479 | 2$659 | 32 |
| 33 | » » passageiro-kilometro | 50,9 | 49,4 | 46,9 | 49,9 | 47,1 | 45,1 | 44,0 | 43,9 | 33 |
| 34 | » » tonelada-kilometro de mercadorias | 110,0 | 106,3 | 95,4 | 101,4 | 101,5 | 83,5 | 72,6 | 72,5 | 34 |
| 35 | » » unidade de trafego | 77,9 | 74,6 | 68,6 | 67,7 | 63,0 | 52,0 | 48,5 | 46,6 | 35 |
| 36 | Saldo da receita por unidade de trafego | 40,8 | 39,3 | 37,0 | 55,1 | 41,5 | 40,5 | 51,2 | 48,4 | 36 |
| 37 | Receita total | 10.215:470$508 | 9.937:840$575 | 10.144:079$003 | 12.736:715$070 | 12.696:598$863 | 12.319:958$277 | 14.506:105$609 | 13.784:961$934 | 37 |
| 38 | Despeza total | 6.699:958$453 | 6.509:166$449 | 6.595:371$145 | 7.019:207$386 | 7.629:310$431 | 6.930:095$019 | 6.769:454$294 | 6.773:694$850 | 38 |
| 39 | Saldo | 3.515:512$055 | 3.428:674$126 | 3.548:707$858 | 5.717:507$684 | 5.067:288$432 | 5.389:863$258 | 7.736:651$315 | 7.011:267$084 | 39 |
| 40 | Relação °/o da despeza para a receita | 65,58 °/o | 65,49 °/o | 65,01 °/o | 55,11 °/o | 60,08, °/o | 56,25 °/o | 46,66 °/o | 49,13 °/o | 40 |

# Comparação da receita da Estrada e dos transportes nos annos de 1903 a 1910

| Annos | PASSAGEIROS — Primeira Classe — Numero | Producto Rs. | PERCURSO Total | PERCURSO Medio | Receita media por unidade kilometro | Segunda Classe — Numero | Producto Rs. | PERCURSO Total | PERCURSO Medio | Receita media por unidade kilometro | ENCOMMENDAS — Peso kilogrammas | Producto Rs. | PERCURSO Total kilometro | PERCURSO Medio kilometro | Receita media por tonel. kilom. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1903 | 91.358 | 488:504$350 | 6.667.362 | 74,5 | 70,2 | 421.406 | 751:518$260 | 19.912.056 | 47,9 | 36,0 | 5.990.065 | 370.474.220 | 559.877 | 93,4 | 646,9 |
| 1904 | 98.060 | 516:729$410 | 7.207.877 | 75,7 | 67,7 | 480.548 | 799:048$030 | 21.713.850 | 45,7 | 35,9 | 5.795.472 | 344.261.410 | 522.385 | 90,1 | 658,7 |
| 1905 | 97.319 | 536:335$060 | 7.385.992 | 77,2 | 68,9 | 522.395 | 861:792$270 | 23.264.860 | 45,0 | 36,2 | 5.734.224 | 342.381.370 | 544.376 | 94,9 | 613,9 |
| 1906 | 100.093 | 825:569$168 | 7.861.060 | 78,5 | 66,8 | 580.085 | 971:770$909 | 26.322.574 | 45,3 | 36,9 | 6.300.388 | 350.894.830 | 614.796 | 97,5 | 570,7 |
| 1907 | 110.912 | 584:177$386 | 9.003.812 | 81,1 | 64,8 | 669.885 | 1.075:233$959 | 31.319.766 | 46,7 | 34,3 | 7.032.422 | 383.949.110 | 686.953 | 97,6 | 558,9 |
| 1908 | 119.248 | 618:170$618 | 9.096.859 | 81,3 | 63,7 | 719.828 | 1.156:316$253 | 34.749.434 | 48,2 | 33,2 | 7.135.488 | 390.530.670 | 706.672 | 99,0 | 552,6 |
| 1909 | 121.905 | 667:790$175 | 11.014.581 | 90,3 | 60,6 | 723.474 | 1.217:302$23[illegible] | 36.907.852 | 51,0 | 32,9 | 7.306.814 | 412.557.130 | 739.611 | 101,2 | 557,8 |
| 1910 | 147.599 | 869:842$125 | 13.339.249 | 90,3 | 65,1 | 846.492 | 1.422:465$239 | 42.548.455 | 50,2 | 33,4 | 8.354.757 | 491.695.520 | 860.987 | 103,0 | 571,0 |

| Annos | ANIMAES — Cabeças | Producto Rs. | PERCURSO Total kilometro | PERCURSO Medio kilometro | Receita media por unid. kilom. | TELEGRAPHO — Numero de telegrammas | Producto Rs. | Media de palavras por telegramma | Receita media Por telegram. | Receita media Por palavra | MERCADORIAS — Peso toneladas | Producto Rs. | PERCURSO Total kilometro | PERCURSO Medio kilometro | Receita media por tonel. kilom. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1903 | 5.273 | 17:483$410 | 356.040 | 67,5 | 49,1 | 68.348 | 59:060$320 | 10,8 | 844 | 61 | 243.077 | 8.288:903$938 | 48.115.843 | 197,9 | 168,3 |
| 1904 | 5.138 | 18:370$760 | 349.603 | 68,0 | 52,6 | 83.898 | 72:728$010 | 14,0 | 868 | 62 | 270.595 | 7.795:005$054 | 49.254.122 | 174,6 | 165,0 |
| 1905 | 4.966 | 18:761$360 | 399.714 | 76,8 | 45,5 | 87.318 | 72:156$220 | 13,0 | 826 | 60 | 302.408 | 7.844:640$280 | 53.468.258 | 177,0 | 146,6 |
| 1906 | 5.165 | 20:885$630 | 444.961 | 86,1 | 46,9 | 100.456 | 84:429$190 | 13,7 | 840 | 61 | 355.635 | 10.334:774$010 | 68.409.492 | 192,3 | 151,0 |
| 1907 | 5.867 | 23:815$510 | 499.929 | 85,2 | 47,6 | 110.278 | 93:133$210 | 13,2 | 844 | 63 | 412.155 | 10.075:782$800 | 75.400.830 | 182,9 | 133,6 |
| 1908 | 6.211 | 26:405$970 | 568.048 | 91,4 | 46,4 | 116.531 | 100:751$550 | 13,1 | 864 | 65 | 399.927 | 8.889:915$110 | 74.778.350 | 186,9 | 118,8 |
| 1909 | 6.863 | 29:628$300 | 687.713 | 100,2 | 43,0 | 117.271 | 104:734$140 | 13,1 | 893 | 68 | 440.286 | 10.813:367$800 | 91.108.430 | 206,9 | 118,6 |
| 1910 | 8.584 | 34:853$930 | 819.167 | 95,4 | 42,5 | 129.531 | 128:716$280 | 13,4 | 993 | 74 | 457.871 | 9.327:691$590 | 87.468.716 | 191,0 | 106,6 |

| Annos | ANIMAES — Cabeças | Producto Rs. | PERCURSO Total kilometro | PERCURSO Medio kilometro | Receita media por unid. kilom. | Carga transportada — Toneladas kilometro | Receita media por ton. kilom. | RECEITAS DIVERSAS | RECEITA — TOTAL Rs. | Media por tonelada kilometro | DESPEZA — TOTAL Rs. | Media por tonelada kilometro |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1903 | 52.270 | 115:562$390 | 12.189.472 | 233,2 | 17,2 | 65.741.548 | 151,5 | 119:963$610 | 10.315:470$506 | 158,8 | 6.699:958$453 | 101,9 |
| 1904 | 68.737 | 273:603$370 | 17.449.108 | 253,9 | 15,7 | 67.823.446 | 144,5 | 118:094$531 | 9.937:840$575 | 146,5 | 6.509:166$449 | 95,9 |
| 1905 | 89.269 | 351:930$830 | 24.209.322 | 271,2 | 14,5 | 76.055.854 | 130,6 | 116:081$613 | 10.144:079$003 | 133,3 | 6.595:371$145 | 86,7 |
| 1906 | 77.381 | 292:120$080 | 21.174.007 | 273,6 | 13,7 | 91.520.844 | 137,6 | 139:909$698 | 12.736:715$070 | 139,1 | 7.019:207$386 | 76,6 |
| 1907 | 79.103 | 312:646$890 | 21.571.670 | 272,7 | 14,4 | 101.763.077 | 122,2 | 139:387$498 | 12.696:598$863 | 124,7 | 7.629:310$431 | 74,9 |
| 1908 | 97.148 | 375:282$360 | 25.855.099 | 266,1 | 14,5 | 104.303.891 | 109,8 | 753:411$726 | 12.319:958$277 | 118,1 | 6.930:095$019 | 66,4 |
| 1909 | 96.674 | 357:755$990 | 24.700.439 | 255,5 | 14,4 | 97.947.740 | 138,8 | 903:269$755 | 14.506:105$609 | 141,1 | 6.769:454$294 | 69,1 |
| 1910 | 115.082 | 472:179$840 | 32.550.584 | 282,8 | 14,5 | 95.702.692 | 118,6 | 1003:919$718 | 13.784:961$934 | 144,0 | 6.773:694$850 | 70,7 |

REPARTIÇÃO DE ESTATISTICA E ARCHIVO DO ESTADO
BIBLIOTHECA DO ARCHIVO
S. PAULO

Durante o anno de 1910 desenvolveram-se os diversos transportes feitos bem como as respectivas rendas, correspondentes aos diversos factores do trafego, menos quanto ao café pelos motivos já expostos; pela demonstração junta vê-se o progressivo augmento do trafego comparado desde de 1903.

## Trafego de Passageiros

| Annos | PASSAGEIROS | | ENCOMMENDAS | | TELEGRAMMAS | |
|---|---|---|---|---|---|---|
| | Numeros | Rendas | Pezo tonelada | Rendas | Numeros | Rendas |
| 1903 | 512.764 | 1.244:022$620 | 5.990 | 370:474$220 | 68.348 | 59.060$320 |
| 1904 | 578.608 | 1.313:060$040 | 5.795 | 344:261$410 | 83.898 | 72:728$010 |
| 1905 | 619.714 | 1.398:127$330 | 5.882 | 342:381$370 | 87.318 | 72:156$220 |
| 1906 | 680.178 | 1.505:586$172 | 6.301 | 359:010$290 | 100.456 | 84:429$196 |
| 1907 | 780.797 | 1.659:411$385 | 7.033 | 392:421$570 | 110.275 | 93:133$210 |
| 1908 | 839.076 | 1.774:486$971 | 7.135 | 399:704$590 | 116.590 | 100:751$550 |
| 1909 | 845.379 | 1.862:740$530 | 7.306 | 403:232$060 | 117.271 | 104:734$140 |
| 1910 | 994.091 | 2.292:007$364 | 8.355 | 491:695$520 | 129.531 | 128:716$280 |

## Trafego de Mercadorias

| Annos | ANIMAES | | CAFÈ | | Outras Mercadorias | |
|---|---|---|---|---|---|---|
| | Numeros | Rendas | Pezo tonelada | Rendas | Pezo tonelada | Rendas |
| 1903 | 57.545 | 133:045$800 | 81.718 | 4.822:401$230 | 161.358 | 3.466:502$708 |
| 1904 | 73.785 | 291:974$130 | 73.740 | 4.150:531$880 | 196.856 | 3.644:473$174 |
| 1905 | 94.235 | 370:692$190 | 69.307 | 3.805:974$430 | 233.101 | 4.038:665$850 |
| 1906 | 82.546 | 313:005$710 | 112.553 | 5.974:975$800 | 243.082 | 4.359:798$210 |
| 1907 | 84.970 | 336:462$400 | 107.636 | 5.236:170$530 | 304.520 | 4.839:612$270 |
| 1908 | 103.537 | 401:688$330 | 82.544 | 3.971:927$640 | 317.370 | 4.917:987$470 |
| 1909 | 103.306 | 387:284$290 | 112.132 | 5.342:231$145 | 328.154 | 5.471:136$430 |
| 1910 | 123.666 | 507:033$770 | 80.546 | 3.383:166$750 | 377.324 | 5.944:524$840 |

O movimento geral da Estrada durante o anno de 1910, póde ser apreciado no quadro seguinte, demonstrando n'elle os pezos, percursos e productos medios, a tonelagem kilometro e as receitas totaes, por unidade, unidade kilometro e tonelada kilometro.

# SOROCABANA RAILWAY COMPANY

## Quantidade de transporte e receita produzida em 1909

| Especificação | Unidade considerada | Quantidade | PERCURSO Total kilometro | Medio kilometro | Tonelada kilometro | RECEITA PRODUZIDA TOTAL Rs. | Por unidade | Por unidade kilometro | Por tonelada kilometro |
|---|---|---|---|---|---|---|---|---|---|
| **Passageiros** 1.a Classe | | | | | | | | | |
| Pagando | Passageiro | 118.163 | 10.462.425 | 88.5 | 732.370 | 628:449$991 | 5.818 | 60.0 | 858.1 |
| » por conta do Governo | » | 3.742 | 552.156 | 147.5 | 88.651 | 24:388$300 | 6.490 | 43.9 | 628.4 |
| Gratis em serviço de trafego etc. | » | — | — | — | — | — | — | — | — |
| » » » da construcção | » | 6.834 | 1.050.570 | 158.7 | 87.540 | — | — | — | — |
| » requisições do Governo | » | — | — | — | — | — | — | — | — |
| 2.a Classe | | | | | | | | | |
| Pagando | » | 713.986 | 34.881.045 | 48.8 | 2.441.673 | 1.170:870$839 | 1.639 | 85.5 | 479.3 |
| » por conta do Governo | » | 9.488 | 2.026.807 | 213.6 | 141.876 | 46:631$400 | 4.914 | 23.0 | 328.6 |
| Gratis em serviço do trafego etc. | » | — | — | — | — | — | — | — | — |
| » » » da construcção | » | — | — | — | — | — | — | — | — |
| » requisições do Governo | » | 19.886 | 1.465.085 | 78.6 | 102.552 | — | — | — | — |
| » Immigrantes | » | — | — | — | — | — | — | — | — |
| Trens e carros especiaes | | | | | | | | | |
| Serviço retribuido | Trem | 16 | 2.175 | 135.9 | — | 5:297$596 | 331.099 | 2435.6 | — |
| » » | Carro | 47 | 10.750 | 228.7 | — | 9:754$288 | 207.538 | 907.8 | — |
| **Encommendas e bagagens** | | | | | | | | | |
| Pagando | Tonelada | 7.195 | 717.426 | 99.7 | 717.426 | 394:085$800 | 54.772 | 549.3 | 549.3 |
| » por conta do Governo | » | 112 | 22.185 | 198.0 | 22.185 | 9:146$200 | 81.662 | 412.2 | 412.2 |
| Gratis em serviço do trafego etc. | » | — | — | — | — | — | — | — | — |
| » » » da construcção | » | 781 | 81.650 | 104.5 | 81.650 | — | — | — | — |
| » » » colonisação e outros | » | — | — | — | — | — | — | — | — |
| Remessas com valores pagando | Rs. | 665:833$ | — | — | — | 9:325$070 | — | — | — |
| Em serviços Estrada | » | 824:446$ | — | — | — | — | — | — | — |
| **Telegrammas** | | | | | | | | | |
| Serviço retribuido. N. de palavras 1.538.587 | Telegramma | 117.271 | — | — | — | 104:784$140 | 893 | — | — |
| **Animaes** por trens de passageiros | | | | | | | | | |
| Pagando | Animal | 6.714 | 657.093 | 97.8 | 222.813 | 27:847$050 | 4.147 | 42.8 | 105.9 |
| » por conta do Governo | » | 149 | 30.680 | 205.9 | 13.872 | 1:781$250 | 11.954 | 58.0 | 145.1 |
| Gratis em serviço do trafego etc. | » | 199 | 38.584 | 193.6 | 15.418 | — | — | — | — |
| » » » da construcção | » | — | — | — | — | — | — | — | — |
| **Mercadorias** | | | | | | | | | |
| Pagando: Café | Tonelada | 112.132 | 31.581.162 | 279.0 | 31.381.162 | 5.842:231$450 | 47.642 | 170.2 | 170.2 |
| Assucar | » | 10.929 | 1.484.735 | 135.8 | 1.484.735 | 174:294$610 | 15.947 | 117.8 | 117.8 |
| Algodão | » | 8.328 | 1.161.963 | 139.6 | 1.161.968 | 164:273$700 | 19.737 | 141.8 | 141.8 |
| Alimenticios | » | 46.018 | 9.706.959 | 210.9 | 9.706.959 | 588:522$790 | 12.788 | 60.6 | 60.6 |
| Sal | » | 9.011 | 2.216.014 | 245.9 | 2.216.014 | 203:200$590 | 22.550 | 91.6 | 91.6 |
| Toucinho | » | 963 | 218.402 | 226.7 | 218.402 | 32:056$050 | 33.287 | 146.7 | 146.7 |
| Materiaes | » | 150.069 | 18.476.905 | 123.1 | 18.476.905 | 761:711$090 | 5.075 | 41.2 | 41.2 |
| Varios | » | 97.687 | 24.252.801 | 248.8 | 24.252.801 | 8.488:974$870 | 85.682 | 143.6 | 143.6 |
| Transporte por conta do Governo | » | 5.204 | 2.209.489 | 424.5 | 2.209.489 | 68:096$730 | 12.124 | 28.5 | 28.5 |
| Gratis em serviço de trafego etc. | » | — | — | — | — | — | — | — | — |
| » » » da construcção | » | 51.229 | 9.176.835 | 179.1 | 9.176.835 | — | — | — | — |
| » » » da colonisação e outros | » | — | — | — | — | — | — | — | — |
| **Animaes** por trens de cargas | | | | | | | | | |
| Pagando | Animal | 96.674 | 24.700.489 | 255.5 | 2.470.044 | 857:755$990 | 8.700 | 14.4 | 144.8 |
| » por conta do Governo | » | — | — | — | — | — | — | — | — |
| Receitas diversas | | | | | | | | | |
| Armazenagem e outras | — | — | — | — | — | 22:716$800 | — | — | — |
| Diversas e Eventuaes | — | — | — | — | — | 280:562$955 | — | — | — |
| Garantia de Juros | — | — | — | — | — | 600:000$000 | — | — | — |
| Receita Total | — | — | — | — | — | 14.506:105$609 | — | — | — |
| **Resumo:** Serviço retribuido | | | | | | | | | |
| Passageiros | Passageiro | 815.879 | 47.922.433 | 56.6 | 3.354.570 | 1.884:792$414 | 3.229 | 89.3 | 561.8 |
| Encommendas | Tonelada | 7.307 | 739.611 | 101.2 | 739.611 | 41:557$130 | 56.460 | 557.8 | 557.8 |
| Animaes | Animal | 103.587 | 25.388.152 | 245.2 | 2.745.129 | 387:384$290 | 3.741 | 15.2 | 141.1 |
| Mercadorias: Café | Tonelada | 112.132 | 31.381.162 | 279.8 | 31.381.162 | 5.842:231$450 | 47.642 | 170.2 | 170.2 |
| Mercadorias: Outros | » | 328.154 | 59.727.268 | 182.0 | 59.727.268 | 5.471:186$730 | 16.672 | 91.6 | 91.6 |

**Nota.** – No calculo das toneladas-kilometro cada passageiro foi contado por 70 kilogrammas. – Cada telegramma teve em media 13.1 palavras, rendendo 89 réis.

## Demonstração do movimento geral da Estrada e da renda de todos os transportes-1910

| Especificação | Unidade considerada | Quantidade | PERCURSO Total kilometro | Medio kilometro | Tonelada kilometro | RECEITA PRODUZIDA TOTAL Rs. | Por unidade | Por unidade kilometro | Por tonelada kilometro |
|---|---|---|---|---|---|---|---|---|---|
| **Passageiros** 1.a Classe | | | | | | | | | |
| Pagando | Passageiro | 138.674 | 11.980.549 | 86.0 | 885.138 | 797:691$775 | 5.752 | 66.8 | 955.1 |
| » por conta do Governo | » | 8.925 | 1.408.700 | 157.8 | 98.609 | 71:850$350 | 8.050 | 51.0 | 728.6 |
| Gratis em serviço de trafego etc. | | | | | | | | | |
| » » » da construcção | » | 7.438 | 1.252.304 | 168.3 | 87.661 | — | — | — | — |
| » requisições do Governo | | | | | | | | | |
| 2.a Classe | | | | | | | | | |
| Pagando | » | 834.958 | 40.262.089 | 48.2 | 2.818.346 | 1.371:464$289 | 1.642 | 34.0 | 486.6 |
| » por conta do Governo | » | 11.539 | 2.286.866 | 198.1 | 160.045 | 51:001$000 | 4.419 | 22.3 | 318.6 |
| Gratis em serviço do trafego etc. | | | | | | | | | |
| » » » da construcção | | | | | | | | | |
| » requisições do Governo | » | 11.884 | 1.325.310 | 111.5 | 92.772 | — | — | — | — |
| » Immigrantes | | | | | | | | | |
| Trens e carros especiaes | | | | | | | | | |
| Serviço retribuido | Trem | 42 | 4.892 | 116.4 | — | 20:086$968 | 478:261 | 4106.0 | — |
| » » | Carro | 39 | 7.742 | 198.5 | — | 6:287$014 | 161.205 | 812.0 | — |
| **Encommendas e bagagens** | | | | | | | | | |
| Pagando | Tonelada | 8.223 | 829.948 | 100.9 | 829.948 | 477:892$790 | 58.116 | 575.8 | 575.8 |
| » por conta do Governo | » | 132 | 31.044 | 235.1 | 31.044 | 13:802$730 | 104.566 | 444.6 | 444.6 |
| Gratis em serviço do trafego etc. | | | | | | | | | |
| » » » da construcção | » | 818 | 86.560 | 105.8 | 86.560 | — | — | — | — |
| » » » colonisação e outros | | | | | | | | | |
| Remessas com valores pagando | Rs. | 584:466 | — | — | — | 7:528$710 | — | — | — |
| Em serviços Estrada | » | 891:761 | — | — | — | — | — | — | — |
| **Telegrammas** | | | | | | | | | |
| Serviço retribuido. N. de palavras 1.744.329 | Telegramma | 129.531 | — | — | — | 128:716$280 | 998 | — | — |
| **Animaes** por trens de passageiros | | | | | | | | | |
| Pagando | Animal | 8.415 | 770.019 | 91.5 | 192.505 | 31:791$550 | 3.777 | 41.2 | 165.1 |
| » por conta do Governo | » | 169 | 49.148 | 290.8 | 12.287 | 3:062$380 | 18.120 | 62.3 | 249.2 |
| Gratis em serviço do trafego etc. | » | 209 | 39.991 | 191.3 | 9.998 | — | — | — | — |
| » » » da construcção | | | | | | | | | |
| **Mercadorias** | | | | | | | | | |
| Pagando: Café | Tonelada | 74.086 | 21.096.519 | 284.7 | 21.096.519 | 3.340:469$380 | 45.089 | 158.3 | 158.3 |
| Assucar | » | 11.697 | 1.519.968 | 129.9 | 1.519.968 | 180:898$920 | 15.465 | 119.0 | 119.0 |
| Algodão | » | 9.702 | 1.287579 | 132.7 | 1.287.579 | 198:914$760 | 20.502 | 154.4 | 154.4 |
| Alimenticios | » | 50.894 | 10.296.840 | 202.3 | 10.296.840 | 633:617$190 | 12.449 | 61.5 | 61.5 |
| Sal | » | 9.148 | 2.413.285 | 263.7 | 2.413.285 | 215:585$460 | 23.566 | 89.3 | 89.3 |
| Toucinho | » | 971 | 251.202 | 258.7 | 251.202 | 33:882$770 | 34.379 | 132.8 | 132.8 |
| Materiaes | » | 180.694 | 21.846.996 | 120.9 | 21.846.996 | 934.187$690 | 5.169 | 42.7 | 42.7 |
| Varios | » | 113.031 | 28.377.284 | 251.0 | 28.377.284 | 3.751:697$840 | 33.191 | 132.2 | 132.2 |
| Transporte por conta do Governo | » | 1.187 | 380.098 | 320.2 | 380.098 | 38:087$580 | 32.808 | 102.4 | 102.4 |
| Gratis em serviço de trafego etc. | | | | | | | | | |
| » » » da construcção | » | 61.828 | 10.671.520 | 172.6 | 10.671.520 | — | — | — | — |
| » » » da colonisação e outros | | | | | | | | | |
| **Animaes** por trens de cargas | | | | | | | | | |
| Pagando | Animal | 115.082 | 32.550.584 | 282.8 | 8.255.058 | 472:179$840 | 4.102 | 14.5 | 145.0 |
| » por conta do Governo | » | — | — | — | — | — | — | — | — |
| Receitas diversas | | | | | | | | | |
| Armazenagem e outras | — | — | — | — | — | 24:622$260 | — | — | — |
| Diversas e Eventuaes | — | — | — | — | — | 194:788$015 | — | — | — |
| Garantia de Juros | — | — | — | — | — | 784:559$148 | — | — | — |
| Receita Total | — | — | — | — | — | 18.781:961$934 | — | — | — |
| **Resumo:** Serviço retribuido | | | | | | | | | |
| Passageiros | Passageiro | 994.091 | 55.887.704 | 56.2 | 3.912.139 | 2.318:381$346 | 2.332 | 41.4 | 592.6 |
| Encommendas | Tonelada | 8.355 | 860.987 | 103.0 | 860.987 | 499:219$280 | 59.750 | 579.8 | 579.8 |
| Animaes | Animal | 123.666 | 33.369.751 | 269.8 | 8.459.850 | 507:093$770 | 4.100 | 15.1 | 146.5 |
| Mercadorias: Café | Tonelada | 74.086 | 21.096.519 | 284.7 | 21.096.519 | 3.340:469$380 | 45.089 | 158.3 | 158.3 |
| Mercadorias: Outros | » | 377.824 | 66.873.197 | 175.9 | 66.873.197 | 5.987.222$210 | 15.867 | 90.2 | 90.3 |

No quadro seguinte póde ser apreciado o movimento e renda de cada uma das estações da Estrada, descriminadamente pelos diversos factores que concorreram para o trafego geral, d'onde se pode julgar não só da importancia tributaria d'ellas, como da producção local das zonas a que ellas servem.

# SOROCABANA RAILWAY COMPANY

## Estatistica do movimento geral da Estrada - 1910

### TRAFEGO DE PASSAGEIROS / TRAFEGO DE MERCADORIAS

| Estações | Passageiros – Primeira classe – Numero | Primeira classe – Renda | Segunda classe – Numero | Segunda classe – Renda | TOTAL – Numero | TOTAL – Renda | Trens e Carros especiaes – Trens | Carros | Renda Rs. | Encommendas – Peso kilogram. |
|---|---|---|---|---|---|---|---|---|---|---|
| São Paulo | 24 076 | 270:870$575 | 74.883 | 287:355$900 | 98.959 | 558 226$484 | 17 | 18 | 12:892$450 | 1 601.141 |
| Osasco | 3.430 | 3:481$640 | 17 162 | 13:399$170 | 20.592 | 16:881$810 | 1 | | 98$400 | 395.841 |
| Barnery | 1.327 | 3:360$980 | 15.482 | 27:104$040 | 16.809 | 30 465$020 | 1 | | 213$350 | 94.674 |
| Cotia | 207 | 650$300 | 5 045 | 6:160$780 | 5.252 | 6 811$080 | 1 | | 60$700 | 38 041 |
| S. João | 252 | 840$470 | 5.140 | 6 497$720 | 5.392 | 7:338$190 | 1 | 1 | 154$000 | 48·141 |
| Pinheirinhos | 285 | 584$100 | 4.285 | 3 944$090 | 4·620 | 4·528$190 | | | | 68.056 |
| S. Roque | 1 964 | 7:899$730 | 23.462 | 29 182$680 | 25 426 | 37:082$410 | | | | 326.772 |
| Mayrink | 1.804 | 3:961$690 | 17.342 | 14:852$520 | 18 646 | 18·814$110 | 1 | | 197$622 | 69.722 |
| Moreiras | 22 | 31$150 | 1.286 | 881$640 | 1.308 | 912$790 | | | | 4.735 |
| D. Catharina | 122 | 396$680 | 1.947 | 2:567$850 | 2 069 | 2:961$530 | | | | 36 115 |
| Pirapetinguy | 109 | 330$940 | 2 114 | 1:959$850 | 2 223 | 2:290$790 | | | | 11·188 |
| Itu | 10.324 | 39·163$260 | 30 816 | 36·934$510 | 41.140 | 76:097$770 | 8 | 8 | 720$320 | 348 190 |
| Salto | 5.451 | 5·271$920 | 23.107 | 15·352$400 | 28.558 | 20:624$350 | | | | 105 653 |
| Pimenta | 762 | 1:479$120 | 4.574 | 2 671$600 | 5 336 | 4 150$720 | | | | 57.265 |
| Itaicy | 1 592 | 2 394$270 | 10.740 | 6:417$110 | 12.332 | 8·811$380 | | | | 70.409 |
| Quilombo | 722 | 1:546$870 | 4.837 | 3:807$010 | 5 559 | 5 353$880 | | | | 45.165 |
| Monte Serrat | 674 | 1:603$160 | 6.094 | 4:731$960 | 6.768 | 6:335$120 | 1 | 1 | 224$754 | 95.740 |
| Itupeva | 771 | 1:207$040 | 5 965 | 4·170$320 | 6.736 | 5:377$360 | | | | 65 903 |
| Jundiahy | 2.606 | 11 357$010 | 12.376 | 20·864$580 | 14.982 | 32:241$590 | 2 | 1 | 1·034$822 | 72 666 |
| Indaiatuba | 1.724 | 2:965$030 | 14.222 | 9·415$440 | 15 946 | 12·361$470 | | | | 89 120 |
| Elias Fausto | 524 | 1·604$080 | 6 898 | 7:184$290 | 7.422 | 8 789$370 | | | | 55.093 |
| Tiburcio | — | — | — | — | — | — | | | | — |
| Capivary | 2·669 | 9·443$000 | 22 477 | 19:660$680 | 25·146 | 29:103$680 | 1 | 1 | 396$640 | 156.407 |
| Villa Raffard | 715 | 1:636$670 | 13.446 | 6:715$830 | 14.161 | 8:352$500 | | | | 87.998 |
| Mumbuca | 303 | 835$050 | 4.269 | 3:590$230 | 4.572 | 4:426$280 | | | | 26.020 |
| Rio das Pedras | 1.740 | 4 880$200 | 10.338 | 10·876$610 | 12.078 | 15:262$810 | | | | 95,745 |
| Piracicaba | 10 489 | 55:544$350 | 35.406 | 55·194$480 | 45 895 | 110:738$780 | 1 | 4 | 649$710 | 515.419 |
| João Alfredo | 101 | 178$110 | 3.657 | 2:804$250 | 3.758 | 2:982$360 | | | | 12.878 |
| Costa Pinto | 148 | 290$040 | 4.619 | 2.217$420 | 4 767 | 2:508$960 | | | | 6.172 |
| Recreio | 323 | 556$400 | 3.685 | 2:675$570 | 4.008 | 3 231$000 | | | | 14.623 |
| Paraizo | 453 | 1:419$970 | 3 284 | 3·176$060 | 3.737 | 4·596$030 | | | | 23.470 |
| Xarqueda | 792 | 2 049$210 | 4.244 | 4:877$790 | 5.036 | 6:927$000 | | | | 39.634 |
| São Pedro | 1.338 | 6·990$130 | 4 200 | 8·645$020 | 5.538 | 15:635$150 | | 3 | 282$954 | 44.236 |
| Pantojo | 83 | 281$810 | 3 083 | 1:479$420 | 3.166 | 1,761$230 | | | | 23.812 |
| Rodovalho | 149 | 559$760 | 3,118 | 2 378$560 | 3 267 | 2 938$420 | | | | 10.847 |
| Piragibú | 6 | 15$570 | 1.217 | 963$150 | 1 223 | 978$720 | | | | 5.326 |
| Passa Trez | 234 | 858$030 | 5.261 | 3.484$770 | 5 495 | 4:342$420 | | | | 25 213 |
| Sorocaba | 7.238 | 52·612$910 | 34.230 | 71:700$190 | 41 468 | 124·313$100 | 1 | 2 | 513$890 | 578 425 |
| G. Otterer | 184 | 609$220 | 2.569 | 3:241$170 | 2,753 | 3:850$390 | | | | 40,050 |
| Ipanema | 257 | 1 097$360 | 2.398 | 2:104$430 | 2.655 | 3:201$790 | | | | 7 866 |
| Bacaetava | 93 | 303$690 | 2 352 | 4:109$500 | 2.445 | 4:413$190 | | | | 99 036 |
| Santo Antonio | 13 | 39$590 | 2 625 | 1·688$990 | 2.638 | 1:728$580 | | | | 4 982 |
| Boituva | 1.262 | 7:113$080 | 9 973 | 15:258$860 | 11.235 | 22·371$940 | | 1 | 183$290 | 60.834 |
| Americana | 39 | 97$950 | 1 545 | 681$100 | 1.584 | 779$050 | | | | 1.627 |
| Tatuhy | 3 366 | 17:862$690 | 13 467 | 26 422$380 | 16.832 | 44·285$070 | 1 | | 762$200 | 190,817 |
| Morro Alto | 290 | 569$070 | 5 678 | 6 659$980 | 5 968 | 7·229$050 | | | | 23 028 |
| Itapetininga | 4.934 | 41·815$340 | 16 724 | 47 192$950 | 21.658 | 89·008$290 | 2 | 2 | 2·572$940 | 274.771 |
| Cezario | 19 | 54$480 | 713 | 770$400 | 732 | 824$880 | | | | 2.530 |
| Herval | 414 | 1:844$570 | 3.156 | 5·821$300 | 3.570 | 7.665$870 | | | | 20.161 |
| Eng. Hermillo | 218 | 1:710$500 | 2.047 | 5·870$180 | 2.265 | 7·580$680 | | | | 22,657 |
| Aracassú | 64 | 255$260 | 1.564 | 2·996$570 | 1.628 | 3·251$830 | | | | 6.872 |
| Bury | 657 | 4:494$690 | 4.340 | 9·351$090 | 4 997 | 14·845$780 | | | | 21.470 |
| Rondinha | 11 | 73$900 | 800 | 827$380 | 811 | 901$280 | | | | 2.518 |
| Eng. Baccellar | 58 | 189$880 | 779 | 1·197$100 | 837 | 1·386$980 | | | | 4.686 |
| Guahyra | 29 | 59$480 | 664 | 444$100 | 693 | 472$580 | | | | 589 |
| Faxina | 1 977 | 17:710$240 | 6.522 | 19 447$040 | 8.499 | 37:157$280 | | | | 88.729 |
| Eng. Maia | 483 | 2·531$620 | 2 204 | 4·555$800 | 2.687 | 7:087$420 | | | | 16.877 |
| Itararé | 1.132 | 13,606$260 | 3 424 | 17 002$840 | 4.556 | 30·609$100 | 1 | | 1·582$600 | 29 684 |
| Chave Paineiras | 78 | 544$110 | 2 034 | 1 453$540 | 2 112 | 1·997$650 | | | | 16.037 |
| Cerquilho | 1.311 | 2:204$480 | 15 117 | 11 765$420 | 16.428 | 13 969$900 | | | | 35.592 |
| Tieté | 4.229 | 21·612$190 | 18 572 | 21 498$190 | 22.801 | 43·110$380 | 1 | | 414$100 | 164 222 |
| Jurú-Mirim | 97 | 195$370 | 2.694 | 1 951$890 | 2.791 | 2:147$260 | | | | 9.235 |
| Laranjal | 1 418 | 7:579$020 | 10,794 | 15 113$510 | 12.212 | 22·692$530 | | | | 148 200 |
| Pereiras | 402 | 1 709$450 | 3.624 | 5·604$640 | 4.026 | 7 314$090 | | | | 50 061 |
| Conchas | 781 | 4,931$980 | 7.754 | 14:182$300 | 8.535 | 19 114$280 | | | | 118.265 |
| Salgado | 111 | 353$370 | 2.518 | 2:753$830 | 2 629 | 3:107$200 | | | | 7.863 |
| Pyramboia | 413 | 2·822$120 | 4.313 | 8 056$760 | 4 726 | 10 878$880 | | | | 53 071 |
| Remedios | 73 | 445$180 | 2.292 | 4·007$670 | 2.365 | 4:452$850 | | | | 18.787 |
| Alambary | 22 | 68$960 | 1.789 | 3·229$340 | 1.811 | 3:298$300 | | | | 22.508 |
| Oity | 71 | 449$340 | 1.100 | 1:775$020 | 1,171 | 2:224$360 | | | | 7.804 |
| Victoria | 519 | 1:914$060 | 4.942 | 6:064$660 | 5,461 | 7:978$720 | | | | 25 550 |
| Treze de Maio | 36 | 449$940 | 600 | 1:512$070 | 636 | 1·962$010 | | | | 5.934 |
| Araquá | 84 | 839$000 | 963 | 1:449$200 | 1,047 | 2:288$200 | | | | 8.423 |
| Porto Martins | 70 | 208$000 | 1.008 | 1:436$240 | 1,078 | 1:644$240 | | | | 13 455 |
| Porto M. Machado | | | | | | | | | | |
| Porto Itaúna | | | | | | | | | | 7 |
| Porto Barra Bonita | 48 | 57$750 | 63 | 98$730 | 111 | 156$480 | | | | 2 984 |
| Porto Elyseu | | | | | | | | | | 294 |
| Porto Ribeiro | | | | | | | | | | 288 |
| Porto Villa Maria | | | | | | | | | | 30 |
| Porto Rosario | | | | | | | | | | |
| Botucatú | 5.887 | 39:619$350 | 26.598 | 57·189$990 | 32.499 | 96:808$340 | 1 | | 170$200 | 249.740 |
| Capão Bonito | 826 | 2:525$280 | 6.496 | 7·169$510 | 7.322 | 9·694$790 | | | | 14 672 |
| Morrinhos | 308 | 1·380$520 | 2.068 | 3 298$550 | 2.376 | 4 679$070 | | | | 10.286 |
| Itatinga | 712 | 4 739$150 | 8.157 | 7 962$330 | 8 869 | 12·701$480 | | | | 33 955 |
| Andrades | 169 | 582$290 | 3 102 | 3·862$960 | 3.271 | 4·445$250 | | | | 17.293 |
| Avaré | 3.321 | 26·399$570 | 13 725 | 34·411$040 | 17.046 | 60 810$600 | | 1 | 140$000 | 106.011 |
| Barra Grande | 118 | 675$010 | 2 954 | 3:626$840 | 3.072 | 4·301$850 | | | | 11.515 |
| Sant'Anna | 56 | 257$760 | 602 | 765$240 | 658 | 1 023$000 | | | | 1 667 |
| Cerqueira Cezar | 1.329 | 5:913$300 | 7.955 | 13 471$800 | 9 284 | 19·385$100 | 1 | 1 | 561$700 | 54.441 |
| S. Bartholomeu | 97 | 364$090 | 1.568 | 2:444$980 | 1.665 | 2·809$070 | | | | 6.140 |
| Mandury | 1.005 | 4·745$530 | 8.381 | 15:754$940 | 9.386 | 20·500$470 | | | | 33 506 |
| Ataliba Leonel | 110 | 201$700 | 1 467 | 1·580$720 | 1.577 | 1:782$420 | | | | 6.032 |
| Pirajú | 1 357 | 14 489$630 | 5 661 | 22:189$150 | 7.018 | 36·678$780 | | | | 50 699 |
| Baptista Botelho | 113 | 339$860 | 506 | 4:193$320 | 619 | 4 533$180 | | | | 11.824 |
| Bernardino de Campos | 568 | 1:701$760 | 7.332 | 9:035$880 | 7.900 | 10 737$640 | | | | 30 924 |
| Francisco Sodré | 146 | 250$090 | 3.557 | 2 808$000 | 3.703 | 3 058$090 | | | | 6 490 |
| S. Cruz do Rio Pardo | 1 681 | 16·980$370 | 9.075 | 25:047$180 | 10.756 | 42·027$550 | | | | 65.921 |
| Ilha Grande | 1,017 | 6:681$510 | 9.097 | 15·276$370 | 10,114 | 21:957$880 | | | | 53 226 |
| Chavantes | 414 | 1·578$030 | 8.003 | 10:122$150 | 8,417 | 11:700$180 | | | | 27.465 |
| Ourinhos | 437 | 3:248$070 | 8:638 | 16:394$990 | 9.075 | 19:643$060 | | | | 31 009 |
| Salto Grande | 985 | 8:178$080 | 10.534 | 23.272$220 | 11,519 | 31 451$300 | | | | 43 663 |
| Toledo | 647 | 1:732$580 | 3.367 | 3:573$970 | 4 014 | 5:246$550 | | | | 15.473 |
| Egualdade | 308 | 819$990 | 4.237 | 2:961$720 | 4 545 | 3:781$710 | | | | 14 900 |
| São Manoel | 5.139 | 26·992$480 | 27·768 | 39 726$040 | 32 907 | 66:718$520 | 2 | 4 | 1:940$730 | 251 748 |
| Rodrigues Alves | 916 | 3 026$790 | 12,742 | 11 883$890 | 13 658 | 14 910$680 | | 1 | 296$760 | 82,562 |
| Grama | 574 | 1:612$390 | 6.008 | 6:577$160 | 6 582 | 8:189$550 | 1 | | 200$000 | 22 984 |
| Areia Branca | 558 | 939$300 | 6 047 | 5:201$720 | 6 605 | 6:141$020 | | | | 29 889 |
| Lençóes | 1 944 | 6·060$980 | 9 155 | 11·628$860 | 11.099 | 17:689$840 | | | | 81 564 |
| Bom Jardim | 148 | 314$190 | 1.084 | 1,144$150 | 1.232 | 1 458$340 | | | | 3.346 |
| Agudos | 3.442 | 13·888$750 | 13 981 | 28 594$290 | 17.423 | 42 483$040 | 1 | | 392$730 | 81 298 |
| Conceição | 24 | 22$630 | 1.106 | 727$920 | 1.130 | 750$550 | | | | 2 975 |
| Baurú | 3.022 | 17·872$890 | 13,761 | 47 919$860 | 16.783 | 65 792$750 | | | | 72 697 |
| Totaes | 147.609 | 869:542$125 | 846 492 | 1.422 465$239 | 994.091 | 2 292 007$364 | 42 | 39 | 26:673$982 | 8.354.757 |

| Estações | Encommendas – Renda Rs. | Valores – Importancia remettida | Valores – Renda Rs. | Telegrapho – Numero de telegramm. | Numero de palavras | Telegrapho – Renda Rs | Animaes por trens de passageiros – Cabeças | Renda Rs. | Renda total do trafego de passageiros | Café – Pezo kilogram. | Assucar – Pezo kilogram. | Algodão – Pezo kilogram. | Alimenticios – Pezo kilogram. | Sal – Pezo kilogram. | Toucinho – Pezo kilogram. | Materiaes – Pezo kilogram. | Varios – Pezo kilogram. | Pezo total kilogrammas | Animaes por trens de carga – Cabeças | Renda Rs. | Renda total do trafego de mercadorias | Armazenagens | Rendas diversas e Eventuaes | Receita total das Estações |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| São Paulo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Osasco | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barnery | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Cotia | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| S. João | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Pinheirinhos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| S. Roque | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mayrink | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Moreiras | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| D. Catharina | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Pirapetinguy | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itu | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Salto | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Pimenta | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itaicy | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
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| Remedios | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Alambary | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Oity | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Victoria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Treze de Maio | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Araquá | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto Martins | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto M. Machado | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto Itaúna | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto Barra Bonita | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto Elyseu | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto Ribeiro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto Villa Maria | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Porto Rosario | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Botucatú | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Capão Bonito | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Morrinhos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Itatinga | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Andrades | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Avaré | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Barra Grande | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Sant'Anna | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Cerqueira Cezar | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| S. Bartholomeu | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Mandury | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ataliba Leonel | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Pirajú | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baptista Botelho | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bernardino de Campos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Francisco Sodré | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| S. Cruz do Rio Pardo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ilha Grande | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Chavantes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Ourinhos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Salto Grande | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Toledo | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Egualdade | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| São Manoel | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Rodrigues Alves | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Grama | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Areia Branca | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Lençóes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Bom Jardim | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Agudos | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Conceição | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Baurú | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Totaes | 491:695$520 | 584:466$000 | 7:523$710 | 129.581 | 1.744.829 | 128.716$250 | 8.584 | 34.857$930 | 2.981:170$786 | 40.546.805 | 11.696.682 | 9.702.984 | 50.893.613 | 9.148.242 | 970.705 | 180.690.656 | 114.217.967 | 457.370.054 | 115.082 | 472:179$840 | 9.799:871$490 | 24.622$260 | 194:798$915 | 13.000:402$791 |

O movimento de exportação do café, relativo ao anno findo, póde ser conhecido pelo quadro seguinte, no qual descriminamol-o pelas diversas estações e pelos mezes do anno de 1910, assim como comparativamente desde 1900.

Por elle verifica-se o decrecimento que no anno findo teve a exportação de cafè na zona servida por esta Estrada. cuja differença para com o anno anterior è de cerca de 32.000 toneladas, resultando como consequencia, na renda respectiva, uma deminuição de Rs. 1.959:064$395.

No resumo qne acompanha esse quadro pode-se apreciar a reducção qne desde 1900 vem constantemente soffrendo o custo do transporte do cafè em consequencia das reducções porque tem passado a tarifa desse genero, d'onde se evidencia que sendo o frete medio por tonelada de café em 1900 de Rs. 78$574, foi no anno findo de Rs. 47$642 apresentando, portanto, uma reducção de Rs. 30$932 por tonelada o que corresponde aproximadamente a 40 %.

# SOROCABANA RAILWAY COMPANY

## Demonstração da exportação de Café durante o anno de 1910

| Estações | Janeiro | Fevereiro | Março | Abril | Maio | Junho | Julho | Agosto | Setembro | Outubro | Novembr. | Dezembro | TOTAL | RENDA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| São Paulo | | | | | | | | | | | | | | |
| Osasco | | | | | | | | | | | | | | |
| Baruery | | | | | | | | | | | | | | |
| Cotia | | 727 | | | 1,920 | | | | | | | | 2,647 | 12$200 |
| S. João | 359 | | | | 116 | | | | | | 610 | | 1,085 | 8$200 |
| Pinheirinhos | | | | | | | | | | | | | | |
| S. Roque | 421 | 492 | 120 | 5,120 | 605 | 172 | 120 | 649 | 468 | 120 | 657 | | 8,944 | 74$780 |
| Mayrink | | | | 285 | | | 189 | | | | | | 474 | 4$900 |
| Moreiras | | | | | | | | | | 120 | | 248 | 368 | 1$200 |
| D. Catharina | 14,690 | 5,495 | 7,855 | 1,278 | 4,865 | 681 | 6,552 | 84,559 | 54,665 | 67,416 | 72,463 | 69.227 | 319,096 | 1:761$000 |
| Pirapetinguy | 9,048 | 2,506 | 4,478 | 3,085 | | | 2,882 | 31,161 | 56,808 | 52,297 | 44,174 | 42,194 | 248,098 | 4:934$080 |
| Itú | 9,720 | 5,829 | 542 | 85,627 | 84,148 | 4,138 | 1,920 | 119,105 | 247,282 | 142,581 | 195,340 | 184,408 | 1,010,585 | 28:603$840 |
| Salto | | 130 | 13,545 | | | 4,136 | 116,438 | 132,256 | 151,249 | 178,217 | 98,985 | 57,869 | 750,820 | 16:080$000 |
| Pimenta | 120 | | 77,700 | 35,450 | | 27,710 | 210,760 | 280,841 | 336,672 | 323,680 | 87,435 | 140,025 | 1,420,393 | 28:294$260 |
| Itaicy | 5,527 | 8.482 | 89,180 | | | | 5,700 | 38,500 | 117,659 | 65,796 | 54,950 | 165,768 | 561,507 | 9:656$210 |
| Quilombo | | 5,100 | 112,726 | 47,040 | 72,860 | 5,280 | 58,180 | 175,725 | 201,080 | 151,428 | 66,424 | 23,790 | 899,628 | 8:873$540 |
| Monte Serrat | 45,845 | 74,757 | 68,700 | 113,490 | 5,400 | 10,080 | 55,061 | 189,865 | 288,964 | 248,295 | 240,278 | 113,826 | 1,404,561 | 8:093$770 |
| Itupeva | 67,816 | 60,000 | 19,694 | 16,422 | 5,740 | 2,840 | 63,840 | 354,747 | 428,288 | 354,285 | 304,980 | 202,515 | 1,878,561 | 27:860$260 |
| Jundiahy | | | | | | | | | | | | | | |
| Indaiatuba | | 7,616 | 4,606 | | | | 115 | 96,505 | 100,895 | 38,393 | 34,278 | 35,282 | 317,688 | 3:781$020 |
| Elias Fausto | 15,116 | 6,561 | 10,985 | 120 | | | 36,278 | 38,518 | 57,205 | 18,302 | 89,555 | 69,819 | 287,014 | 5:854$100 |
| Tiburcio | | | | | | | | | | | | | | |
| Capivary | 2,940 | 982 | 1,247 | 8,585 | 121 | 601 | 47,789 | 141,428 | 186,269 | 258,753 | 201,748 | 84,119 | 937.827 | 25:191$820 |
| Villa Raffard | 4,200 | | 60,000 | 10,200 | 14,804 | 16,980 | 34,137 | 52,140 | 208,971 | 55,481 | 58,495 | 25,782 | 541,090 | [illegible] |
| Mumbuca | | | 3,827 | 38,130 | 80,100 | 38,055 | 1,564 | 48,388 | 176,414 | 155,689 | 60,822 | 168,008 | 769,987 | 21:915$420 |
| Rio das Pedras | 16,098 | 8,465 | 2,973 | 1,271 | 41,701 | 5,599 | 66,424 | 615,688 | 855,220 | 586,465 | 532,941 | 145,231 | 2,878,021 | 92:868$180 |
| Piracicaba | 61,280 | 51,062 | 174,154 | 62,221 | 44,928 | 12,266 | 182,329 | 286,588 | 888,940 | 659,422 | 175,260 | 115,584 | 2,119,029 | 69:187$180 |
| João Alfredo | 38,515 | 48,000 | 545 | 22,891 | 765 | 14,897 | 43,824 | 85,711 | 48,784 | 27,072 | 47,930 | 24,000 | 397,934 | 15:791$920 |
| Costa Pinto | | | | | | | 12,000 | 92,583 | 8,000 | 28,111 | | | 135,694 | 4:695$880 |
| Recreio | 637 | | | | | | | | 14,705 | 50,382 | 9,170 | 11,220 | 86,114 | 2:405$640 |
| Paraizo | 58,881 | | 280 | 17.660 | | | | 61,140 | 46,244 | 125,220 | 110,705 | 8,570 | 428,210 | 18:206$210 |
| Xarqueada | 38,665 | 16,117 | 22,918 | 51,772 | 78,182 | 8,777 | 21,597 | 52,330 | 220,756 | 157,548 | 214,636 | 189,475 | 1,032,868 | 35:624$550 |
| São Pedro | 43,814 | 28,105 | 16,281 | 1,390 | 120 | 412 | 15,568 | 71,988 | 256,759 | 204,589 | 108,467 | 92,200 | 837,693 | 37:205$980 |
| Pantojo | | | | | | | | | | | | | | |
| Rodovalho | | | | | | | | | 1,500 | | 720 | 2,644 | 4,864 | 26$100 |
| Piragibú | | | | | | | | | | | | | | |
| Passa Trez | | | | | | | | 152 | | | 1,590 | | 1,742 | 4$000 |
| Sorocaba | 120 | | | 1,800 | 6,499 | 180 | 804 | 124 | | | 600 | | 9,627 | 183$800 |
| G. Oetterer | 720 | 1,440 | 1,740 | 1,109 | 240 | 480 | 600 | | | | 1,440 | 120 | 7,889 | 88$700 |
| Ipanema | | | | | | | | | | | | | | |
| Bacaetava | | | 120 | | | | | | | 240 | | | 360 | 1$800 |
| Santo Antonio | | | | | | | | | | | | | | |
| Boituva | | 4,708 | | | 18,614 | | 4,871 | 18,022 | 17,660 | 9,685 | 248 | | 73,153 | 945$430 |
| Americana | | | | | | | | | | | | | | |
| Tatuhy | 79 347 | 87,840 | 47.560 | 8,857 | 2,724 | 22,218 | 18,145 | 18,657 | 67,488 | 71,048 | 169,080 | 94,812 | 677,266 | 21:625$190 |
| Morro Alto | 488 | 480 | 17,420 | 24,640 | 6,062 | 180 | 124 | 11.784 | 29,752 | 50,604 | 23,311 | 73,650 | 218,345 | 3:502$100 |
| Itapetininga | 12,000 | 17,575 | 915 | 24,128 | 1,480 | 4,907 | 18,670 | 3,196 | 9,541 | 8,376 | 2,073 | 63,192 | 166,006 | 5:685$600 |
| Cesario | | | | | | | | | | | | | | |
| Herval | 59,487 | 26,708 | 49,492 | 54,488 | 28,500 | 17,285 | 1,857 | 26,400 | 18,787 | 183 | 16,060 | 72,000 | 325,712 | 10:097$700 |
| Eng. Hermillo | 43,206 | 51.000 | 60,000 | 62,940 | 240 | | | 489 | | | | | 217,825 | 10:442$910 |
| Aracassú | | | | | | | | | | | | | | |
| Bury | | | | 100 | | | | | | | | | 100 | 6$600 |
| Rondinha | | | | | | | | | | | | | | |
| Eng. Bacellar | | | 3,360 | 1 920 | | 120 | 2,344 | 600 | | 610 | 960 | | 9,914 | 402$300 |
| Guahyra | | | | | | | | | | | | | | |
| Faxina | | | 182 | | | 240 | | 6,214 | 4,020 | | 121 | 14,710 | 25,487 | 809$500 |
| Eng. Maia | | | | | | | 2,280 | 2,940 | | 720 | 1,180 | 2,185 | 9,305 | 69$400 |
| Itararé | 265 | 123 | 589 | | | | 221 | | | | 120 | | 1,268 | 36$700 |
| Chave Paineiras | | 1,140 | | 185 | | | | 71,878 | 56,040 | 20,340 | 73,779 | | 223,362 | 6:687$650 |
| Cerquilho | 1,913 | 8,405 | 610 | 4,595 | 7,081 | 740 | 18,000 | 99,824 | 315,493 | 121,637 | 114,611 | 117,869 | 804,788 | 28:881$780 |
| Tieté | 840 | 27,192 | 179 | 3,900 | 5,517 | 660 | 16,906 | 67,145 | 325,462 | 299,200 | 225,462 | 104,044 | 1,076,507 | 34:812$170 |
| Jurú-Mirim | | | | 1,055 | | | | 26,942 | 25,839 | 11,616 | 15,678 | | 81,130 | 2:369$310 |
| Laranjal | | 1,256 | 7,188 | 38,828 | 510 | 14,340 | 19,560 | 218,640 | 352,175 | 208,204 | 207,062 | 65,889 | 1,128,652 | 38:662$940 |
| Pereiras | | | | | | | 12,000 | 88,878 | 148,680 | 66,142 | 64,294 | 12,000 | 386,989 | 10:487$240 |
| Conchas | 5,700 | | 365 | 118 | 664 | 120 | | 25,315 | 101,400 | 67,446 | 82,215 | 44,280 | 327,628 | 12:552$700 |
| Salgado | 743 | | | | | | | 5,820 | 5,441 | 705 | 1,037 | | 18,746 | 549$200 |
| Pyramboia | 54,793 | 4,407 | 1,940 | 5,878 | 6,330 | 480 | 328 | 26,781 | 74,822 | 100,958 | 77,314 | 91,182 | 445,608 | 17:598$580 |
| Remedios | | | | | 49,330 | 15,480 | 3,120 | 12,000 | 22,880 | 30,985 | 30,478 | 44,721 | 208.494 | 8:510$790 |
| Alambary | 12,000 | 12,000 | 12,000 | | 12,000 | | 30,840 | | 14,819 | 15,012 | | | 108.671 | 5:146$740 |
| Oity | 36,000 | 29,670 | 48,000 | 3,900 | | | | 42.000 | 48,000 | 78,000 | 12,120 | 112,440 | 410,130 | 14:758$960 |
| Victoria | 9,830 | | 2,000 | | | | 12,000 | 84,240 | 201,070 | 129,040 | 105,080 | 125,940 | 669,200 | 26:941$510 |
| Treze de Maio | 48,000 | 72,000 | 86,500 | | | 328 | | 62,818 | 84,122 | 166,383 | 69,300 | 199,419 | 788,865 | 37:148$740 |
| Araquá | 101,587 | 148,030 | 252,010 | 195,552 | 49,624 | 85,560 | 130,369 | 400,627 | 566,044 | 362,180 | 548,182 | | 2,784,555 | 158:665$100 |
| Porto Martins | | | | | | 112 | | 684 | | | | | 796 | 35$900 |
| Porto M. Machado | | | | | | | | | | | 42,500 | | 43,500 | 2:321$800 |
| Porto Itaúna | | 5,880 | 24,000 | 41,600 | 24,000 | | | | 55,280 | 60,360 | 6,240 | | 227,860 | 12:156$360 |
| Porto Barra Bonita | 187,783 | 265,102 | 95,971 | 7,918 | 71,600 | 877,268 | 910,729 | 1.384,975 | 1,923,149 | 1,508,097 | 586,660 | 181,730 | 7,894,982 | 122:086$780 |
| Porto Elyzeu | | 19,200 | 34.500 | 84,000 | 36,000 | | 2,700 | 139,640 | 148,570 | 93,300 | 18,840 | 29,140 | 605,690 | 24:240$800 |
| Porto Ribeiro | 78,065 | 24,000 | 24,000 | 78,120 | 22,366 | 9,020 | 48,000 | 96,720 | 68.581 | 102,228 | 62,840 | 23,460 | 632,345 | 33:670$410 |
| Porto Villa Maria | 3,120 | 16,980 | 3,060 | | | | | 1,560 | 35,320 | 19,020 | 14,760 | 4,980 | 98,800 | 5:665$910 |
| Porto Rosario | 7,006 | | | | | | | 269,660 | | | | | 276,666 | 379$120 |
| Botucatú | 479,812 | 405,497 | 394.542 | 134 490 | 189,240 | 80,817 | 287,295 | 448,560 | 1,278,097 | 1,028,565 | 955,930 | 592,921 | 6,270,566 | 327:518$910 |
| Capão Bonito | 5,699 | 48,601 | 1,200 | | | | | 680 | 13,541 | 28,287 | 77,262 | 12,702 | 182,962 | 208$400 |
| Morrinhos | 80,705 | 52,790 | 36,000 | | 22,800 | 7,500 | | 25,661 | 138,440 | 170,100 | 120,820 | 127,988 | 782,804 | 36:591$200 |
| Itatinga | 228,566 | 77,761 | 87,120 | 131,868 | 73,437 | 74,158 | 27,898 | 38,180 | 386,187 | 364,719 | 464.709 | 484,682 | 2,378,785 | 130:494$740 |
| Andrades | 29,430 | 6,300 | 24,000 | 5,600 | 12,000 | 6,120 | | 120 | | 67,230 | 68,515 | 78,760 | 298,075 | 15:898$100 |
| Avaré | 236,421 | 207,178 | 235,358 | 242,912 | 66,111 | 76,275 | 1,278 | 50,223 | 888,281 | 519,510 | 724,895 | 682,175 | 3,375,612 | 208:563$280 |
| Barra Grande | 8,085 | | 12,000 | | | 8,600 | | | | 8,615 | 7,329 | 4,192 | 48,821 | 927$200 |
| Sant'Anna | | | | | | | | 14,887 | | 38,093 | 34,304 | 80,160 | 167,444 | 9:138$850 |
| Cerqueira Cezar | 140,066 | 104,666 | 28,520 | 12,000 | 240 | 17,859 | 180 | 7,137 | 137,328 | 165,944 | 184,174 | 157,004 | 904,618 | 39:551$820 |
| S. Bartholomeu | 51,648 | 37,325 | | 4,020 | 3,220 | 126 | | 13,580 | [illegible] | 94,800 | 158,204 | 73,226 | 461,694 | 22:551$620 |
| Mandury | 66,938 | 24,325 | 120,589 | 78,398 | 61,156 | | | 12,227 | 88,267 | 51,322 | 78,870 | 2,340 | 574,382 | 34:716$590 |
| Ataliba Leonel | 24,960 | 33,258 | 1,491 | | | | | 36,000 | 9,360 | 24,872 | 14,877 | 3,180 | 147,998 | 8:148$320 |
| Pirajú | 428.460 | 384,870 | 271,219 | 197,940 | 37,598 | 37,620 | 120 | 96,000 | 477,789 | 761,292 | 1,081,916 | 599,100 | 4,328,925 | 294:272$760 |
| Baptista Botelho | 107,089 | 89,214 | | 48,270 | 64,245 | | | 6,686 | 177,774 | 81,789 | 165,520 | 89,905 | 880,490 | 39:630$180 |
| Bernardin. de Campos | 46,077 | 34,248 | 25,208 | | | 520 | | 1,698 | 87,080 | 89,298 | 135,828 | 119,860 | 539 807 | 31:718$010 |
| Francisco Sodré | | 4,134 | 2,028 | | 336 | | | 22,288 | 65,330 | 13,776 | 61,300 | 6,549 | 175,741 | 880$300 |
| S. Cruz do Rio Pardo | 171,840 | 97,145 | 82,852 | 23,508 | 57,845 | 77,908 | 58,440 | 40,920 | 117,840 | 153,480 | 176,505 | 75,340 | 1,133,618 | 79:558$070 |
| Ilha Grande | 168,120 | 29,840 | 153,120 | 72,840 | 147,785 | 88,372 | 82,725 | 62,850 | 179,462 | 325,398 | 411,780 | 222,646 | 1,894,888 | 129:761$780 |
| Chavantes | 29,850 | 60,740 | 13,006 | 12,000 | 12,000 | 12,000 | 24,000 | 51,720 | 112,174 | 42,617 | 25,597 | 42,890 | 438,594 | 27:988$220 |
| Ourinhos | 12,000 | 110 | | | | 18,552 | 182 | 24,240 | 12,000 | | 22,500 | 19,200 | 108.784 | 3:347$950 |
| Salto Grande | 2,300 | 92,342 | 72,565 | 31,294 | 3,224 | 10,670 | | 38,690 | 24,208 | 6,240 | 6,958 | 20,812 | 309.298 | 5:985$640 |
| Toledo | 118,204 | 95,183 | 103,890 | 42,222 | | 720 | 39,120 | 169,920 | 276,778 | 246,164 | 260,055 | 109,828 | 1,462,019 | 73:125$190 |
| Egualdade | 34,700 | 24,600 | 25.980 | | 120 | | | 88,810 | 85,250 | 30,540 | 45 180 | 54,000 | 389.180 | 21:052$640 |
| São Manoel | 273,957 | 287,214 | 565,025 | 350,196 | 191,770 | 216,300 | 325,080 | 529,590 | 1,107,889 | 766,082 | 785,597 | 424,322 | 5,528,019 | 331:086$600 |
| Rodrigues Alves | 187,632 | 319,960 | 147,660 | 188,800 | 123,880 | 3,980 | 125,360 | 582,670 | 798,202 | 825,450 | 491,711 | 270,384 | 4.035,669 | 223:896$250 |
| Grama | 56,720 | 68,860 | 132,197 | 48,540 | 12,300 | 149,260 | 192,479 | 294,668 | 371,967 | 424,349 | 359,080 | 22,200 | 2,132,620 | 120:848$670 |
| Areia Branca | 9,246 | | | | | | 19,620 | 52,805 | 113.735 | 42,725 | 15,608 | 626 | 258,955 | 8:302$250 |
| Lençóes | | 576 | 120 | | | | 1,640 | 34,085 | 61,798 | 26,997 | 5,874 | 6,988 | 138,078 | 2:324$390 |
| Bom Jardim | | | | | | | | 3,557 | 14,188 | 18,284 | 560 | | 41,489 | 243$500 |
| Agudos | | 5,024 | 247 | 119 | 1,480 | 120 | 419 | 1,008 | 50,984 | 2,055 | 468 | 722 | 42,561 | 866$600 |
| Conceição | | | | | | | | | 551 | 1,656 | | | 2,207 | 4$700 |
| Baurú | 42,556 | 54,989 | 44,750 | 70,249 | 16,560 | 29,040 | 48,000 | 12,000 | | 88,555 | 168,975 | 58,250 | 634.924 | [illegible] |
| TOTAES | 4,138,180 | 3,601,200 | 4,040,324 | 2,832,586 | 1,785,353 | 1,512,804 | 3,407,101 | 9,398,815 | 15,678,507 | 14,003,675 | 12,682,128 | 7,785,632 | 80,546,805 | 3.883:166$750 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1900 | Peso total | 50.740.777 | N. de saccas | 845,679 | Total em Rs. | 3.986:987$900 | Frete medio por ton. | 78$574 | Frete medio por sacca | 4$714 | Frete medio por ton. kilom. | — |
| 1901 | „ | 71.787.000 | „ | 1.196.450 | „ | 4.858:149$700 | „ | 67$585 | „ | 4$055 | „ | — |
| 1902 | „ | 76.276.998 | „ | 1.271.288 | „ | 4.837:652$750 | „ | 63$423 | „ | 3$805 | „ | — |
| 1903 | „ | 81.718.051 | „ | 1.361.967 | „ | 4.829:484$560 | „ | 59$111 | „ | 3$456 | „ | 228,5 |
| 1904 | „ | 78.740,275 | „ | 1.229.004 | „ | 4.150:581$880 | „ | 56$285 | „ | 3$377 | „ | 207,7 |
| 1905 | „ | 69.807.081 | „ | 1.155 117 | „ | 3.805:974$480 | „ | 54$914 | „ | 3$295 | „ | 195,1 |
| 1906 | „ | 112 552.502 | „ | 1:875.875 | „ | 5.974:975$800 | „ | 53$085 | „ | 3$185 | „ | 198,6 |
| 1907 | „ | 107.684.872 | „ | 1.793.914 | „ | 5.236:170$580 | „ | 48$647 | „ | 2$918 | „ | 174,5 |
| 1908 | „ | 82.546.526 | „ | 1.875.775 | „ | 3.971:927$640 | „ | 48$117 | „ | 2$887 | „ | 169,8 |
| 1909 | „ | 112.182.394 | „ | 1.868.873 | „ | 5.342:281$450 | „ | 47$642 | „ | 2$858 | „ | 170,2 |
| 1910 | „ | 80.546,805 | „ | 1.342.446 | „ | 3.883:166$750 | „ | 45$000 | „ | 2$520 | „ | 160,8 |

## Comparação da exportação de Café nos annos de 1900 a 1910

| Estações | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| São Paulo | | | | 3.224 | 290 | | | | | | |
| Osasco | | | | | 3.551 | | | | | | |
| Baruery | 704 | 4.750 | | 75 | | | 106 | | | 114 | |
| Cotia | | | | 360 | | 1.880 | 3.180 | 160 | | 4.500 | 2.647 |
| S. João | 1.797 | 25.157 | 3.507 | | 2.086 | 1.452 | 918 | 4.849 | 360 | [illegible] | 1.085 |
| Pinheirinhos | | | | | | | | | | | |
| S. Roque | | 1.490 | 7.800 | 4.061 | 1.517 | 971 | 552 | 1.997 | | 4.977 | 8.944 |
| Mayrink | | | | 247 | 258 | 480 | 1,064 | 480 | | 1.289 | 474 |
| Moreiras | | | | | | | | | 4.855 | 120 | 368 |
| D. Catharina | 106.077 | 98.905 | 108.188 | 107.389 | 211.520 | 124.289 | 414.983 | 268.797 | 228.042 | 360.501 | 319.096 |
| Pirapetinguy | 47.920 | 283 158 | 421.456 | 346.117 | 382.481 | 216.720 | 591.284 | 371.004 | 332.041 | 399 890 | 248.098 |
| Itú | 224.632 | 490.734 | 558.406 | 555 994 | 544.463 | 494.163 | 1.260.392 | 1.357.242 | 1.048.860 | 1,156 648 | 1,010.585 |
| Salto | 399.269 | 712.832 | 1.014.710 | 598.506 | 484 426 | 518.049 | 988.282 | 741.542 | 887.998 | 971.867 | 750.820 |
| Pimenta | 806.580 | 1.781.458 | 1.054.158 | 1.806.174 | 951.627 | 1.176.358 | 1.916.078 | 2.382.490 | 1.597.028 | 1.944.277 | 1.420.393 |
| Itaicy | 511.639 | 951.916 | 864.703 | 842.185 | 859.590 | 593.624 | 771.782 | 1.144.877 | 758.370 | 1.061.891 | 561.507 |
| Quilombo | 1 069.425 | 1.154.657 | 1.095.170 | 1.198.265 | 771.898 | 921.748 | 1.297.858 | 1.091.041 | 1.440.696 | 1.817.858 | 899.628 |
| Monte Serrat | 687.321 | 1.380.878 | 1.102.151 | 1.450.898 | 923.625 | 1.367.287 | 2.240.092 | 1.949.856 | 1.594.845 | 2.520.175 | 1.404.561 |
| Itupeva | 1.284.760 | 2.280.009 | 2.878.942 | 2.689.489 | 2.626.897 | 2.176.760 | 3.485.585 | 2.558 326 | 2.054.496 | 2.508.642 | 1.878.561 |
| Jundiahy | | | | 730 | 5.566 | 241 | 105 | 1.229 | | | |
| Indaiatuba | 118.156 | 237.196 | 164.405 | 158.590 | 146.852 | 180.090 | 315.072 | 347.647 | 308 889 | 467.726 | 317.685 |
| Elias Fausto | 197.083 | 286.833 | 184.642 | 344.929 | 148.143 | 358.205 | 588.644 | 607.428 | 291.515 | 766.484 | 287:014 |
| Tiburcio | | | | | | | | | | | |
| Capivary | 765 465 | 1.219.187 | 1.427.554 | 1.199.457 | 849.240 | 526.585 | 1.872.968 | 1.607.672 | 741.776 | 1.408.024 | 937.827 |
| Villa Raffard | 379.127 | 486 017 | 488.488 | 369.836 | 382.279 | 277.727 | 909.092 | 699.805 | 617.991 | 834.271 | 541.090 |
| Mumbuca | 385.926 | 777.088 | 586.072 | 641.478 | 527.811 | 542.522 | 588.865 | 1.051.945 | 780 194 | 781.525 | 769 987 |
| Rio das Pedras | 1.800.688 | 1.829.635 | 2.278.059 | 1.984.462 | 2,196.687 | 2.178.998 | 4.318.871 | 3.810 094 | 2.596.742 | 3.226.289 | 2.878.021 |
| Piracicaba | 1.425.948 | 2.359.957 | 2.492,180 | 1.601.422 | 1.504.484 | 1.282.768 | 2.958 863 | 2 844.259 | 1.799.548 | 2.968.871 | 2.119.029 |
| João Alfredo | 380.900 | 1.380.731 | 2.972.113 | 3.228.815 | 794.172 | 748 502 | 721.937 | 1.105 117 | 656.850 | 770.160 | 397.934 |
| Costa Pinto | 187.400 | 213.723 | 263.572 | 292.718 | 282.867 | 241.576 | 481.015 | 252.959 | 320.228 | 329.617 | 135.694 |
| Recreio | 89.640 | 90.994 | 219.986 | 261.298 | 152.718 | 182.556 | 321.956 | 308 686 | 177.998 | 308.794 | 86.114 |
| Paraizo | 394.870 | 380.218 | 203.266 | 227 600 | 410.965 | 310.946 | 417.660 | 904.994 | 346.219 | 514 222 | 428.210 |
| Xarqueada | 1.041.370 | 1.095.088 | 1.192.575 | 1.245.904 | 1.166.514 | 1.248.879 | 1.718.386 | 1.700 673 | 1.089.006 | 1.657.450 | 1.032.868 |
| São Pedro | 1.432.895 | 2.051.916 | 1.639.959 | 1.561.457 | 1.692.654 | 1.554 018 | 2.494.408 | 2.288.766 | 1.215.868 | 1.872.885 | 837.693 |
| Pantojo | | | | | | | | | | | |
| Rodovalho | | | | | | | 916 | | | | 4.864 |
| Piragibú | | | | 128 | | 420 | 331 | | 120 | | |
| Passa Trez | | 4 096 | | 6.041 | 1.142 | 1.247 | 2.711 | 6.009 | 2.902 | 873 | 1.742 |
| Sorocaba | 39.511 | 34.905 | 48 954 | 34.857 | 14.996 | 15.006 | 20.251 | 8.548 | 22.184 | 5.540 | 9.627 |
| G. Oetterer | 29.803 | 7.800 | 10.050 | 12.760 | 26.429 | 120 | 10.767 | 24.396 | 5.540 | 10 800 | 7.889 |
| Ipanema | 15.050 | 1.200 | 12.468 | 1.200 | | | | | | | |
| Bacaetava | | | | 78 | 3.534 | | | | 112 | | 360 |
| Santo Antonio | | | | | 120 | | | | | | |
| Boituva | 19.440 | 79.449 | 51.360 | 182.984 | 111.835 | 190.546 | 131.118 | 227.999 | 158.181 | 284.828 | 73.153 |
| Americana | | | | | | | | | | | |
| Tatuhy | 580.474 | 1.378.447 | 1.157.966 | 767 969 | 507.818 | 408.172 | 885 581 | 801 164 | 678.529 | 858.113 | 677.266 |
| Morro Alto | 80.016 | 427.228 | 313.800 | 325.332 | 278.072 | 62.705 | 375.252 | 479.538 | 418.981 | 356 516 | 218 345 |
| Itapetininga | 913.378 | 1.275.777 | 1.389.472 | 1.829.680 | 785.110 | 468.332 | 590,858 | 1.041.950 | 571.875 | 208.657 | 166.006 |
| Cezario | | | | | | | | | | | |
| Herval | | | | | | | | | 129.617 | 400.462 | 325.712 |
| Eng. Hermillo | | | | | | | | | 356 | 169.354 | 217.825 |
| Aracassú | | | | | | | | | 887 | | |
| Bury | | | | | | | | | 240 | 3.066 | 100 |
| Rondinha | | | | | | | | | | | |
| Eng. Bacellar | | | | | | | | | | | 9.914 |
| Guahyra | | | | | | | | | | | |
| Faxina | | | | | | | | | 224.709 | 685 | 25.487 |
| Itanguá | | | | | | | | | | | |
| Eng. Maia | | | | | | | | | | | 9.305 |
| Gorita | | | | | | | | | | | |
| Rio Verde | | | | | | | | | | | |
| Ibity | | | | | | | | | | | |
| Itararé | | | | | | | | | | 540 | 1.268 |
| Chave Paineiras | | | | | | | | | | 359.122 | 223.362 |
| Cerquilho | 324.064 | 760.508 | 963.328 | 1.096.800 | 1.390.248 | 1.262.163 | 1 534.940 | 1.556.525 | 1.120.418 | 2.189.177 | 804.788 |
| Tieté | 1.388.412 | 1.600.184 | 2.815.509 | 1.891.275 | 1.461.222 | 1.331.317 | 2,038.016 | 1.734.881 | 1.716 383 | 2.385.110 | 1.076.507 |
| Jurú-Mirim | 78.417 | 135.862 | 242.801 | 108.150 | 14.689 | 95.489 | 125.654 | 138.318 | 56.781 | 254.529 | 81.130 |
| Laranjal | 1.415.580 | 1.861.141 | 2.390.535 | 1.759 064 | 1.484.126 | 1.216.688 | 2.233.363 | 1.572.498 | 1.491.850 | 1.980.838 | 1.128.652 |
| Pereiras | 224.640 | 228.082 | 183.744 | 277.854 | 165.355 | 187.345 | 303.275 | 550.684 | 506.880 | 801.286 | 386.989 |
| Conchas | 189.676 | 191.995 | 601.444 | 409.644 | 254.384 | 281.675 | 523.588 | 496.258 | 370.948 | 652.689 | 327.628 |
| Salgado | | 9.575 | | 80.142 | 58.392 | 57.869 | 138 112 | 80.652 | 71.018 | 107.280 | 18.746 |
| Pyramboia | 732.740 | 894 445 | 1.292.799 | 1.129.052 | 831.157 | 445.078 | 947.298 | 1.114.519 | 714.879 | 1.042.679 | 445.608 |
| Remedios | | 44.470 | 1.010 | 20.188 | 109.048 | 143.511 | 131 658 | 288 518 | 127 267 | 179.280 | 208.494 |
| Alambary | 187.178 | 490.679 | 310.584 | 514.331 | 176.808 | 106.717 | 132.597 | 149.908 | 1,428 | 196.738 | 108.671 |
| Oity | | | | | | | 205.500 | 221.280 | 320 580 | 344.460 | 410.130 |
| Victoria | 583.760 | 691.100 | 674.250 | 1.320.014 | 1.059.685 | 793.451 | 1.092.150 | 1.175.124 | 778.126 | 1.888.654 | 669.200 |
| Treze de Maio | 1.180.195 | 1.091.090 | 1.019.650 | 595.140 | 1.099.188 | 866.817 | 1.486.127 | 1.862.662 | 1.081 770 | 939.022 | 788.865 |
| Araquá | 1.965.873 | 1.940.507 | 1,619.075 | 2.667.338 | 2.718.997 | 2.351.914 | 3.492 063 | 3.557.375 | 1.895.220 | 3.624.403 | 2.784.555 |
| Porto Martins | 1.040.563 | | | 187.560 | 2.955 | 3.150 | 6,116 | 1.614 | 12.000 | 1.764 | 796 |
| Porto M. Machado | | | | | | | | 495.028 | 15.480 | 84.000 | 43.500 |
| Porto Itaúna | | | | | | | | | | 390.459 | 227.860 |
| Porto Barra Bonita | | | | | | | | 8.268 881 | 5.294.260 | 4.074.875 | 7.894.982 |
| Porto Elyzeu | | | | | 4.721.707 | 5.367.105 | 12.169.455 | 864 759 | 706.586 | 1.040.518 | 605 690 |
| Porto Ribeiro | | | | | | | | 1.083.839 | 219.017 | 486.046 | 632.345 |
| Porto Villa Maria | | | | | | | | 847.857 | 884.838 | 168.350 | 98.800 |
| Porto Rosario | | | | | | | | 840 341 | 126.066 | 142.210 | 276 66 |
| Botucatú | 4.580.428 | 7.732.699 | 5.659.052 | 7.477.801 | 5.562.064 | 5.227.786 | 8.617.629 | 7.241.102 | 6.306 300 | 8.885.673 | 6.270.566 |
| Capão Bonito | 504 | 62.944 | | 123.781 | 148.551 | 156.957 | 180.293 | 262.629 | 127.491 | 313.016 | 182.962 |
| Morrinhos | 988.545 | 1.111 467 | 1.209.255 | 1.482.376 | 1.163 519 | 908.149 | 887.655 | 1.122.465 | 687.970 | 982.379 | 782 804 |
| Itatinga | 1.280.033 | 1.467.742 | 1.561.020 | 1.740.768 | 2.159 424 | 2.398.391 | 3.179.045 | 2.884.887 | 2.410.438 | 2.895.207 | 2.378.785 |
| Andrades | | 33.854 | 697.699 | 620.518 | 140.834 | 148.680 | 348.755 | 545.794 | 419.708 | 388.704 | 298.075 |
| Avaré | 2 412.604 | 3.917.992 | 4.478.162 | 4.092.035 | 3.463.191 | 2.878.762 | 3.885.988 | 4.195.851 | 3.045.666 | 3.151.856 | 3.375.612 |
| Barra Grande | 248.112 | 381.126 | 499.220 | 359.488 | 340.321 | 386.498 | 408.965 | 468.492 | 508.788 | 180.686 | 48.821 |
| Sant'Anna | | | | | | | | | | | 167.444 |
| Cerqueira Cezar | 4.614 723 | 5.239.319 | 7.296.158 | 10.228.504 | 7.853.193 | 8.144.180 | 8.394.816 | 569.784 | 800.938 | 1.121 220 | 904:618 |
| S. Bartholomeu | | | | | | | 185.275 | 452.804 | 481 442 | 454.448 | 461.694 |
| Mandury | | | | | | | 3.681.548 | 3.919.384 | 2.648.249 | 985.295 | 574.382 |
| Ataliba Leonel | | | | | | | 47.546 | 481.409 | 318.795 | 121.254 | 147.998 |
| Pirajú | | | | | | | 2.001.188 | 4.983.702 | 4.089.563 | 3.942.583 | 4.328.925 |
| Baptista Botelho | | | | | | | | | 30 866 | 972.155 | 880.490 |
| Bernardin. de Campos | | | | | | | | | 277.808 | 493.781 | 539.807 |
| Francisco Sodré | | | | | | | | | 23.222 | 300.358 | 175.741 |
| S. Cruz do Rio Pardo | | | | | | | | | 585.075 | 1.568.096 | 1.133 618 |
| Ilha Grande | | | | | | | | | 2,274.800 | 2.540.707 | 1.894.888 |
| Chavantes | | | | | | | | | | 358.411 | 438.594 |
| Ourinhos | | | | | | | | | | 197.641 | 108.784 |
| Salto Grande | | | | | | | | | | 221.665 | 309.298 |
| Toledo | 1.047.200 | 964.861 | 958.908 | 1.079.926 | 1.369.582 | 1.149.000 | 2.077.272 | 1.534.125 | 1.417.892 | 2582.271 | 1.462.019 |
| Egualdade | 377.866 | 1.208.708 | 899.634 | 1.491.141 | 1.243.043 | 751,276 | 628.227 | 517.157 | 708 357 | 531.067 | 389.180 |
| São Manoel | 4.585.670 | 5.589.954 | 6.705.912 | 5.307.929 | 4.920.575 | 4.908.710 | 8.023 951 | 7.925.559 | 5.320.087 | 9.372.121 | 5.528.019 |
| Rodrigues Alves | 2.969.024 | 4.853.548 | 1.787.100 | 3.070.295 | 4.551.491 | 4.510.816 | 7.096.187 | 6.527.229 | 4.598.095 | 8.459.452 | 4.035.669 |
| Grama | 309.480 | 740.985 | 873.790 | 1.604.858 | 1.539.119 | 1.720.596 | 2.583.089 | 2.859.453 | 2.848.872 | 3.328.108 | 2.132.620 |
| Areia Branca | 13.920 | 219.597 | 285.909 | 570.065 | 471 453 | 287.649 | 587.477 | 507.475 | 596.609 | 1.152.726 | 258.955 |
| Lençóes | 296.246 | 306.814 | 447.798 | 495.721 | 272.268 | 328.082 | 550.809 | 454.211 | 185 681 | 577.881 | 138.073 |
| Bom Jardim | 2.494.109 | 3.384.858 | 5.886.586 | 3.078.327 | 649.421 | 517.723 | 1.124.941 | 1.002.351 | 77.720 | 142.422 | 41.489 |
| Agudos | | | | 1.886.142 | 3.028.518 | 1.380.729 | 2.048.628 | 1.104.628 | 58.004 | 185.667 | 42.561 |
| Conceição | | | | | 112.880 | 172 820 | 29.784 | 42.106 | 14.858 | 80.989 | 2.207 |
| Baurú | | | | | | 572.758 | 2 021.085 | 1.609.883 | 1.865.199 | 2.718.506 | 634.924 |
| TOTAES | 50.740.777 | 71.787.000 | 76.276.998 | 81.718.051 | 73.740.275 | 69.307.081 | 112.552.502 | 107.684.872 | 82.546.526 | 112.182.394 | 80.546.805 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1900 | Peso total | 50.740.777 | kilos | Producto de frete Rs. | 3.986:987$900 | Frete medio por ton. | 78$574 |
| 1901 | » | 71.787.000 | » | » | 4.858:149$700 | » | 67$585 |
| 1902 | » | 76.276.998 | » | » | 4 837:652$750 | » | 63$423 |
| 1903 | » | 81.718.051 | » | » | 4.829.484$560 | » | 59$111 |
| 1904 | » | 78.740.275 | » | » | 4.150:581$880 | » | 56$285 |
| 1905 | » | 69.307.081 | » | » | 3.805:974$480 | » | 54$914 |
| 1906 | » | 112.552.502 | » | » | 5.974:975$800 | » | 53$085 |
| 1907 | » | 107.684.872 | » | » | 5 236:170$580 | » | 48$647 |
| 1908 | » | 82.546 526 | » | » | 3.971:927$640 | » | 48$117 |
| 1909 | » | 112.132.394 | » | » | 5.342 281$450 | » | 47$642 |
| 1910 | » | 80.546.805 | » | » | 3 883:166$750 | » | 42$000 |

O trefego mutuo entre esta Estrada e as demais de São-Paulo, augmenta de anno para anno já pelo desenvolvimento das relações das diversas zonas servidas por ellas, já pelas vantagens que vão sendo offerecidas ao publico de fórma a facilitar as relações commerciaes, agricolas e industriaes de todo o Estado de S. Paulo.

Pelo quadro seguinte verifica-se o movimento de importação e exportação que durante o anno findo mantivemos com as Estradas filiadas à Contadoria Central, descriminando cada verba, quantidades e rendas que concorreram como coeficiente de nosso trafego geral.

Durante o anno findo iniciamos o trafego mutuo com a Estrada de Ferro São Paulo-Rio Grande e a Estrada de Ferro do Paranà, restringindo-o provisoriamente entre estas Estradas, o que não consta do quadro a que nos referimos, por estar esse serviço sendo feito em caracter provisorio considerando-o como nosso trafego proprio.

Pelos resultados que já se apresentam, pode-se julgar quanta vantagem advirà para as relações commerciaes dos dois Estados logo que as circumstancias permittam estabelecer o trafego mutuo geral entre todas as Estradas de Ferro do Estado de S. Paulo e as do Paraná e Rio Grande do Sul, o que esperamos se realizarà dentro de curto praso.

# Quadro Comparativo do Trafego Mutuo com as outras Estradas nos annos de 1903 a 1910

| DISCRIMINAÇÃO | | 1903 | | | | 1904 | | | | 1905 | | | | 1906 | | | | 1907 | | | | 1908 | | | | 1909 | | | | 1910 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | DESPACHADO | | RECEBIDO | | DESPACHADO | | RECEBIDO | | DESPACHADO | | RECEBIDO | | DESPACHADO | | RECEBIDO | | DESPACHADO | | RECEBIDO | | DESPACHADO | | RECEBIDO | | DESPACHADO | | RECEBIDO | | DESPACHADO | | RECEBIDO | |
| | | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda | Quantidade | Renda |
| São Paulo Railway | Passageiros | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Encommendas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Telegrammas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Animaes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Café | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Outras mercadorias | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Total | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] |
| Paulista | Passageiros | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Encommendas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Telegrammas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Animaes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Café | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Outras mercadorias | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Total | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] | - | [illegible] |
| Mogyana | Passageiros | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Encommendas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Telegrammas | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Animaes | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
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| | Encommendas | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Telegrammas | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Animaes | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Café | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Outras mercadorias | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| | Total | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| S. Paulo Goyaz | Passageiros | | | | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] |
| | Encommendas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] |
| | Telegrammas | | | | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] |
| | Animaes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] |
| | Café | | | | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] |
| | Outras mercadorias | | | | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] |
| | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | [illegible] | [illegible] | [illegible] | [illegible] |

O trafego da Secção Fluvial dos rios Tieté e Piracicaba que fórma a parte da viação fluvial desta Estrada, ligando as estações ferreas de Porto Martins e João Alfredo áos portos de Itaúna, Barra Bonita, Elyseo, Ribeiro, Villa Maria, Rozario e Mauricio Machado, continou a ser feito durante o anno findo com a regularidade possivel, prestando à população desta zona os serviços que as condições de navegabilidade destes rios permittem.

No quadro que apresentamos em seguida, vê-se descriminadamente o movimento geral do trafego dessa Secção, durante o anno de 1910, assim como, comparadamente desde 1903, não sò ao que diz respeito ao trafego proprio da navegação, como ao que se relaciona com a parte ferrea.

# SOROCABANA RAILWAY COMPANY

## Demonstração do movimento e renda na secção Fluvial - 1910

| MEZES | IMPORTAÇÃO | | | EXPORTAÇÃO | | | | | | TRAFEGO PROPRIO | | TOTAL Rs. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | VARIOS | | | CAFÉ | | | VARIOS | | | VARIOS | | | |
| | Pezo | Producto dos Fretes | Quota da Fluvial | Pezo | Producto dos Fretes | Quota da Fluvial | Pezo | Producto dos Fretes | Quota da Fluvial | Pezo | Producto dos Fretes | Producto dos Fretes | Quota da Fluvial |
| Janeiro . | 268.827 | 15:261$660 | 1:711$600 | 225.974 | 8:452$210 | 1:977$040 | 117.521 | 1:497$200 | 228$800 | 7.694 | 15$700 | 25:211$070 | 3:917$440 |
| Fevereiro . | 275.052 | 16:359$000 | 1:535$600 | 331.162 | 4:358$940 | 2:491$800 | 25.996 | 1:079$880 | 442$300 | 184.079 | 210$700 | 21:797$820 | 4:469$700 |
| Março . . | 242.825 | 14:469$980 | 1.846$200 | 181.531 | 7:346$080 | 1:470$310 | 11.107 | 162$450 | 52$900 | 193.374 | 254$200 | 21:978$510 | 3:369$410 |
| Abril . . | 297.098 | 17:622$640 | 1.878$300 | 206.638 | 11:256$350 | 1:842$390 | 45.435 | 633$000 | 149$400 | 125.565 | 180$500 | 29:511$990 | 3:870$090 |
| Maio . . | 213.800 | 14:897$670 | 1:696$600 | 153.966 | 7:092$590 | 804$200 | 164.060 | 1:892$600 | 405$200 | 108.026 | 121$900 | 23:882$860 | 2:906$010 |
| Junho . . | 122.624 | 7:214$090 | 767$200 | 386.288 | 4:874$140 | 2:901$620 | 143.660 | 1:696$360 | 350$100 | 112.627 | 162$600 | 13:784$590 | 4:018$920 |
| Julho . . | 166.546 | 8:993$110 | 1:157$000 | 961.429 | 15:301$530 | 7.765$200 | 204.963 | 2:364$700 | 636$800 | 119.666 | 247$200 | 26:659$340 | 9:559$000 |
| Agosto . . | 108:947 | 7:923$640 | 974$800 | 2.392.555 | 34:024$050 | 14:055$440 | 177.619 | 2:143$950 | 780$800 | 93.801 | 139$500 | 44:091$640 | 15:811$040 |
| Setembro . | 54.500 | 2:810$630 | 248$400 | 2.240.650 | 41:122$020 | 16:081$520 | 90.688 | 1:316$480 | 388$300 | 94.550 | 137$000 | 45:249$130 | 16:718$220 |
| Outubro . | 48.455 | 2:465$980 | 237$700 | 1.778.000 | 35:753$040 | 11:153$790 | 58.967 | 696$400 | 187$200 | 19.222 | 47$100 | 38:915$420 | 11:578$690 |
| Novembro | 48.274 | 2:734$210 | 244$900 | 681.840 | 20:166$430 | 3.686$290 | 137.912 | 1:663$470 | 447$300 | 151.383 | 195$400 | 24:564$110 | 4:378$490 |
| Novembro | 39.686 | 2:229$840 | 231$300 | 239.310 | 10:723$300 | 1.199$660 | 292.380 | 3:559$370 | 841$100 | 202.075 | 231$400 | 16:512$510 | 2:275$060 |
| TOTAES . | 1.886.634 | 112:982$450 | 12:529$600 | 9.779.343 | 220:470$680 | 65:429$270 | 1.470.308 | 18:705$860 | 4:913$200 | 1.412.062 | 1:943$200 | 332:158$990 | 82:872$070 |

## Comparação do movimento e renda da secção Fluvial de 1903 a 1910

| Annos | IMPORTASÃO | Exportação | | Trafego proprio da Fluvial | Renda da Fluvial | Renda da Sorocabana | Renda total |
|---|---|---|---|---|---|---|---|
| | Varios | Café | Varios | | | | |
| | KILOS | KILOS | KILOS | KILOS | | | |
| 1903 | 195.394 | 2.013.890 | 25.274 | — | 37:203$272 | 93:453$828 | 130:657$100 |
| 1904 | 1.566.545 | 4.721.707 | 272.879 | 673.566 | 100:887$926 | 318:807$500 | 419:695$426 |
| 1905 | 1.980.555 | 5.365.589 | 604.408 | 792.446 | 141:658$890 | 379:163$120 | 520:822$010 |
| 1906 | 2.435.165 | 11.644.098 | 271.274 | 756.604 | 242:020$800 | 723:018$410 | 965:039$210 |
| 1907 | 3.693.421 | 10.816.174 | 1.374.952 | 1.893.279 | 227:192$200 | 611:176$090 | 838:368$290 |
| 1908 | 3.065.439 | 6.352.173 | 1.062.403 | 1.629.288 | 150:561$500 | 388:022$430 | 538:583$930 |
| 1909 | 1.456.548 | 6.331.452 | 1.483.593 | 1.386.990 | 115:913$900 | 333:153$150 | 449:067$050 |
| 1910 | 1.886.634 | 9.779.343 | 1.470.308 | 1.412.070 | 82:872$070 | 249:286$920 | 332:158$990 |

## Comparação da renda da secção Fluvial de 1903 a 1910

| MEZES | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 |
|---|---|---|---|---|---|---|---|---|
| Janeiro . . | 653$500 | 1:859$500 | 9:065$650 | 10:708$090 | 37:499$900 | 11:971$900 | 13:877$500 | 3:917$440 |
| Fevereiro . | 1:684$900 | 1:832$800 | 3:829$390 | 5:695$900 | 19:428$700 | 6:069$300 | 5:888$500 | 4:469$700 |
| Março . . | 657$600 | 1:511$580 | 3:980$330 | 4:642$100 | 24:694$200 | 6:965$000 | 2:964$900 | 3:369$410 |
| Abril . . | 1:447$500 | 3:717$220 | 4:758$470 | 4:708$000 | 28:446$000 | 6:883$400 | 1:561$400 | 3:870$090 |
| Maio . . | 579$000 | 11:599$840 | 3:963$640 | 5:819$900 | 22:994$200 | 3:581$600 | 2:076$800 | 2:906$010 |
| Junho . . | 221$700 | 9:215$970 | 5:841$780 | 4:365$300 | 14:855$200 | 5:095$000 | 4:046$500 | 4:018$920 |
| Julho . . | 632$700 | 8:499$800 | 5:222$660 | 14:561$900 | 12:910$300 | 11:768$900 | 11:976$300 | 9:559$000 |
| Agosto . . | 287$300 | 13:438$840 | 18:044$670 | 33:297$000 | 12:541$600 | 17:619$200 | 13:753$400 | 15:811$040 |
| Setembro . | 777$400 | 12:486$360 | 22:259$400 | 36:035$400 | 16:106$300 | 23:7.0$700 | 20:978$400 | 16:718$220 |
| Outubro . | 4:944$060 | 14:035$900 | 26:113$000 | 39:447$900 | 16:381$100 | 23:511$700 | 17:549$400 | 11:578$690 |
| Novembro . | 16:176$812 | 14:931$111 | 23:554$600 | 43:253$800 | 18:861$000 | 15:741$800 | 13:924$600 | 4:378$490 |
| Dezembro . | 9:140$800 | 7:759$005 | 15:025$300 | 39:325$300 | 7:568$100 | 17:643$000 | 7:316$200 | 2:275$060 |
| TOTAES . | 37:203$272 | 100:887$926 | 141:658$890 | 242:020$800 | 227:192$200 | 150:561$500 | 115:913$900 | 82:872$070 |

Terminada a construcção dos dois ramaes de Itararé e Tibagy, que attingiram seus objectivos, com a inauguração da estação de Itararé e Salto Grande do Paranápanema, vae a lavoura e o commercio das zonas por elles servidas, se desenvolvendo progressivamente, permittindo que as rendas dessse dois ramaes jà apresentem saldos, sobre as despesas de custeio.

Pela ligação do ramal de Itararé com as linhas do Estado do Paraná, teve esse ramal a sua renda bastante satisfactoria comparadamente com a dos annos anteriores como se vê pelo quadros seguintes cm que apresentamos o movimento dos dois ramaes durante o anno findo e uma comparação do seu movimento desde 1907, data em que foi revalidado o contracto da garantia de juros do Governo Federal.

# SOROCABANA RAILWAY COMPANY

## Demonstração do movimento dos ramaes de Itararé e Tibagy em 1910

### RAMAL DE ITARARÉ

| MEZES | PASSAGEIROS 1.a classe | | 2.a classe | | Passageiros por conta do Governo 1.a classe | | 2.a classe | | Encommendas | | Bagagens | | Telegrapho | | | Animaes | | Café | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | N.º | Renda | N.º | Renda | N.º | Renda | N.º | Renda | Pezo kil. | Renda | Pezo kil. | Renda | N. de Telegr. | N. de Palavras | Renda | Cabeças | Renda | Pezo kil. | Renda |
| Janeiro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Fevereiro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Março | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Abril | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maio | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Junho | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Julho | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Agosto | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Setembro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Outubro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Novembro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Dezembro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| TOTAES | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

| MEZES | Assucar | | Algodão | | Alimenticios | | Sal | | Toucinho | | Materiaes | | Varios | | TRANSPORTE por c/ do Governo | | Animaes | | Armazenagens e Rendas diversas | Renda total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | | Renda | | |
| Janeiro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Fevereiro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Março | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Abril | [illegible] | [illegible] | – | – | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Maio | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Junho | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Julho | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Agosto | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Setembro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Outubro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Novembro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| Dezembro | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| TOTAES | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |

### RAMAL DE TIBAGY

| MEZES | PASSAGEIROS 1.a classe | | 2.a classe | | Passageiros por conta do Governo 1.a classe | | 2.a classe | | Encommendas | | Bagagens | | Telegrapho | | | Animaes | | Café | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | N.º | Renda | N.º | Renda | N.º | Renda | N.º | Renda | Pezo kil. | Renda | Pezo kil. | Renda | N. de Telegr. | N. de Palavras | Renda | Cabeças | Renda | Pezo kil. | Renda |
| Janeiro | 1.352 | 6:074$280 | 8.287 | 15:801$410 | 61 | 280$400 | 129 | 207$850 | 64.904 | 3:082$730 | 4.787 | 209$860 | 2.199 | 29.267 | 1:595$860 | 92 | 236$100 | 1.808.223 | 29:615$670 |
| Fevereiro | 1.009 | 4:474$900 | 7.501 | 14:500$590 | 133 | 729$170 | 182 | 275$760 | 50.822 | 2:497$860 | 2.117 | 81$000 | 1.963 | 30.360 | 1:372$190 | 57 | 265$750 | 1.307.021 | 21:003$920 |
| Março | 1.165 | 5:397$230 | 8.101 | 15:739$680 | 66 | 242$000 | 101 | 214$030 | 53.226 | 2:630$930 | 2.174 | 160$080 | 1.941 | 27.232 | 1:275$150 | 62 | 275$880 | 1.150.625 | 18:122$520 |
| Abril | 1.034 | 5:008$840 | 7.660 | 14:104$230 | 80 | 347$220 | 117 | 160$120 | 52.519 | 2:695$900 | 1.292 | 51$860 | 1.806 | 23.539 | 1:108$530 | 95 | 249$740 | 846.194 | 13:253$810 |
| Maio | 1.086 | 4:997$790 | 7.270 | 12:658$850 | 69 | 249$540 | 122 | 201$490 | 62.066 | 2:919$790 | 2.305 | 141$330 | 1.698 | 21.915 | 960$600 | 121 | 326$740 | 561.626 | 9:037$610 |
| Junho | 1.048 | 4:916$500 | 8.066 | 14:482$990 | 108 | 503$490 | 195 | 345$030 | 48.461 | 2:343$650 | 2.254 | 120$390 | 1.630 | 20.365 | 970$730 | 137 | 796$680 | 379.702 | 5:555$040 |
| Julho | 1.124 | 5:257$690 | 7.989 | 14:319$250 | 137 | 550$490 | 157 | 239$940 | 57.080 | 2:780$870 | 2.306 | 121$200 | 1.860 | 24.740 | 1:134$360 | 90 | 351$390 | 201.322 | 4:450$760 |
| Agosto | 1.177 | 5:368$730 | 9.319 | 16:396$780 | 162 | 543$680 | 195 | 266$470 | 62.473 | 2:896$970 | 2.021 | 161$750 | 2.657 | 27.007 | 1:183$380 | 112 | 533$030 | 499.861 | 9:386$980 |
| Setembro | 1.247 | 5:913$600 | 8.098 | 14:762$690 | 142 | 481$560 | 278 | 662$790 | 54.197 | 3:123$550 | 2.615 | 131$730 | 2.324 | 31.163 | 1:493$810 | 98 | 390$370 | 2.305.456 | 31:522$690 |
| Outubro | 1.348 | 6:448$620 | 9.578 | 16:973$080 | 522 | 2:006$630 | 573 | 1:191$960 | 67.308 | 3:293$890 | 3.304 | 141$910 | 2.655 | 36.810 | 1:660$090 | 116 | 423$880 | 2.966.248 | 39:950$140 |
| Novembro | 1.390 | 6:253$600 | 10.511 | 18:735$020 | 215 | 918$810 | 326 | 484$400 | 68.497 | 3:396$360 | 3.306 | 152$370 | 2.734 | 37.078 | 1:754$310 | 131 | 500$120 | 3.555.866 | 52:905$130 |
| Dezembro | 1.814 | 7:722$620 | 12.638 | 22:907$320 | 220 | 1:027$230 | 240 | 552$720 | 93.533 | 4:682$180 | 5.158 | 301$780 | 2.792 | 30.993 | 1:772$900 | 148 | 677$420 | 2.854.266 | 36:882$650 |
| TOTAES | 14.794 | 67:834$420 | 105.038 | 191:383$590 | 1.915 | 7:882$200 | 2.615 | 4:802$560 | 735.146 | 36:349$680 | 33.639 | 1:775$260 | 25.659 | 346.469 | 16:282$210 | 1.249 | 5:207$400 | 18.436.410 | 271:776$120 |

| MEZES | Assucar | | Algodão | | Alimenticios | | Sal | | Toucinho | | Materiaes | | Varios | | TRANSPORTE por c/ do Governo | | Animaes | | Armazenagens e Rendas diversas | Renda total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | Pezo kil. | Renda | | Renda | | |
| Janeiro | 6.191 | 73$070 | 2.237 | 50$930 | 404.953 | 2:472$960 | 248.429 | 2:663$120 | 7.093 | 89$710 | 1.112.831 | 4:382$710 | 1.292.130 | 19:000$150 | 99.120 | 1:564$980 | 3.325 | 6:829$390 | 932$550 | 95:172$570 |
| Fevereiro | 4.159 | 47$730 | 1.192 | 32$290 | 352.852 | 1:984$530 | 181.005 | 1:996$710 | 6.399 | 78$960 | 1.029.827 | 4:723$680 | 966.427 | 17:271$280 | 38.374 | 633$820 | 3.101 | 5:377$120 | 724$250 | 78:071$430 |
| Março | 9.378 | 120$740 | – | – | 475.871 | 2:724$750 | 252.446 | 2:895$210 | 10.712 | 171$190 | 900.783 | 3:952$510 | 1.039.779 | 21:657$230 | 22.539 | 377$780 | 3.825 | 6:916$210 | 790$150 | 83:663$570 |
| Abril | 11.347 | 135$680 | – | – | 427.848 | 2:274$550 | 157.604 | 1:922$100 | 11.816 | 270$010 | 736.354 | 2:858$130 | 1.167.240 | 18:382$820 | 163.393 | 2:600$250 | 3.911 | 6:441$430 | 797$350 | 72:662$560 |
| Maio | 13.451 | 188$770 | 997 | 13$180 | 403.950 | 2:610$650 | 115.460 | 969$080 | 3.406 | 36$860 | 718.079 | 2:947$160 | 1.644.756 | 19:811$310 | 51.416 | 312$130 | 3.241 | 6:182$350 | 778$850 | 65:344$080 |
| Junho | 11.124 | 190$520 | 12.140 | 124$730 | 516.057 | 2:746$890 | 226.060 | 2:398$930 | 9.189 | 162$220 | 557.286 | 2:032$260 | 2.192.282 | 23:223$680 | 15.561 | 205$910 | 3.627 | 6:875$980 | 801$860 | 68:999$740 |
| Julho | 8.302 | 90$240 | 40.101 | 423$350 | 547.414 | 2:695$270 | 156.751 | 1:837$060 | 3.541 | 53$750 | 732.886 | 2:751$970 | 2.057.077 | 22:104$220 | 19.516 | 516$420 | 2.509 | 4:475$280 | 945$700 | 65:098$510 |
| Agosto | 7.497 | 91$040 | 36.676 | 335$880 | 622.713 | 4:070$410 | 148.315 | 1:614$700 | 4.654 | 84$780 | 573.433 | 2:003$350 | 2.212.366 | 25:515$460 | 10.702 | 388$390 | 3.775 | 7:266$360 | 765$200 | 78:875$360 |
| Setembro | 10.040 | 195$140 | 15.761 | 182$120 | 516.904 | 3:174$280 | 144.388 | 1:648$450 | 2.964 | 59$370 | 720.490 | 2:852$320 | 1.513.314 | 17:931$460 | 3.970 | 181$550 | 2.792 | 5:009$160 | 804$300 | 90:519$940 |
| Outubro | 12.300 | 232$030 | 5.426 | 45$630 | 698.198 | 4:019$060 | 187.881 | 2:201$760 | 11.262 | 257$140 | 661.314 | 2:328$980 | 1.558.908 | 22:658$250 | 16.778 | 614$680 | 4.316 | 10:179$330 | 809$350 | 115:442$380 |
| Novembro | 6.000 | 98$070 | 313 | 2$170 | 488.757 | 3:533$500 | 134.126 | 1:570$250 | 7.071 | 164$800 | 453.256 | 1:627$860 | 1.758.640 | 20:622$260 | 8.416 | 247$400 | 4.666 | 8:566$170 | 1.343$250 | 122:966$150 |
| Dezembro | 20.430 | 416$190 | 123 | 2$420 | 750.126 | 4:598$520 | 179.777 | 1:127$600 | 7.882 | 159$900 | 895.605 | 3:613$330 | 2.460.795 | 28:042$430 | 19.242 | 364$220 | 4.436 | 7:624$310 | 1.100$250 | 124:575$980 |
| TOTAES | 120.219 | 1:879$210 | 114.966 | 1:212$700 | 6.214.113 | 36:905$370 | 2.132.242 | 24:044$970 | 85.989 | 1:588$680 | 9.092.144 | 36:074$260 | 19.733.714 | 256:229$550 | 469.027 | 8:007$530 | 43.524 | 81:742$930 | [illegible] | [illegible] |

# SOROCABANA RAILWAY COMPANY

## Comparação do movimento dos ramaes nos annos de 1907 a 1910

### RAMAL DE ITARARÉ

| ANNOS | PASSAGEIROS | | | | Passageiros por conta do Governo | | | | Encommendas | | Baggagens | | Telegrapho | | | Animaes | CAFÉ | | Assucar | | Algodão | | Alimenticios | | Sal | | Toucinho | | Materiaes | | Varios | | Transportes por conta do Governo | | Animaes | | Armazenagens e Diversas | Renda Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Primeira classe | | Segunda classe | | Primeira classe | | Segunda classe | | Peso kilog. | Renda Rs. | Peso kilog. | Renda Rs. | Nº de telegrammas | Kilogrammas leves | Renda Rs. | CARREGADOS | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | CARREGADOS | Renda Rs. | | |
| | Numero | Renda | Numero | Renda | Numero | Renda | Numero | Renda | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1907 | 5.040$ | 15.120$000 | 35.907 | 35.906$500 | 279 | 615$450 | 2.131 | 2.131$000 | 456.070 | 11.364$000 | 17.500 | 8.500$000 | 5.870 | 114.771 | 5.985$470 | 510 | 1.870$100 | 1.570.500 | 10.995$500 | 1.743.866 | 14.400$000 | 886.974 | 8.094$500 | 2.842.092 | 7.799$500 | 338.940 | 3.672$450 | 1.220.975 | 7.322$850 | 4.453.203 | 4.005$020 | 4.230.194 | 4.230$000 | 1.420.795 | 3.799$000 | 29.049 | 19.901$470 | – | 5.592$500 | 107.773$120 |
| 1908 | 7.370$ | 18.308$670 | 48.748 | 48.748$000 | 703 | 2.003$450 | 2.794 | 2.794$000 | 808.493 | 18.892$000 | 28.000 | 14.000$000 | 9.451 | 179.697 | 9.671$470 | 7 | 0$700 | 1.920.277 | 8.158$000 | 1.041.558 | 9.671$000 | 1.305.085 | 10.592$500 | 3.681.380 | 14.180$500 | 357.099 | 4.278$450 | 1.251.458 | 9.004$000 | 5.161.556 | 5.157$000 | 1.742.359 | 3.467$000 | 2.346.814 | 10.494$470 | 51.855 | 33.195$500 | – | 5.592$500 | 145.251$140 |
| 1909 | 10.470$ | 25.677$500 | 49.917 | 49.917$000 | 999 | 3.221$400 | 1.400 | 1.400$000 | 842.826 | 20.096$100 | 39.204 | 19.500$000 | 15.657 | 315.813 | 16.332$000 | 14.104 | 4.701$400 | 1.142.287 | 12.960$500 | 26.840 | 0$840 | 1.738.225 | 10.869$000 | 2.666.470 | 15.999$000 | 775.638 | 12.969$000 | 1.550.706 | 14.282$000 | 5.157.862 | 16.570$400 | 4.482.277 | 12.950$100 | 45.550 | 79.000$000 | 1.272$000 | 5.272$000 | 220.659$400 |
| 1910 | 14.750$ | 37.151$650 | 63.730 | 63.730$000 | 1.701 | 5.538$700 | 1.709 | 2.709$000 | 798.874 | 42.756$000 | 86.449 | 43.224$000 | 14.104 | 291.459 | 16.774$000 | 1.010 | 4.548$500 | 1.120.033 | 20.160$000 | 191.103 | 2.548$500 | 2.455.820 | 24.627$000 | 3.177.580 | 29.011$000 | 724.448 | 17.244$000 | 1.304.147 | 19.562$000 | 5.183.151 | 25.915$000 | 788.207 | 6.888$500 | 43.361 | 103.726$100 | 6.688$000 | 6.688$000 | 306.538$650 |

### RAMAL DE TIBAGY

| ANNOS | PASSAGEIROS | | | | Passageiros por conta do Governo | | | | Encommendas | | Baggagens | | Telegrapho | | | Animaes | CAFÉ | | Assucar | | Algodão | | Alimenticios | | Sal | | Toucinho | | Materiaes | | Varios | | Transportes por conta do Governo | | Animaes | | Armazenagens e Diversas | Renda Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Primeira classe | | Segunda classe | | Primeira classe | | Segunda classe | | Peso kilog. | Renda Rs. | Peso kilog. | Renda Rs. | Nº de telegrammas | Kilogrammas leves | Renda Rs. | CARREGADOS | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | Peso kilogr. | Renda Rs. | CARREGADOS | Renda Rs. | | |
| | Numero | Renda | Numero | Renda | Numero | Renda | Numero | Renda | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1907 | 8.060$ | 20.150$000 | 50.750 | 50.750$000 | 610 | 1.830$000 | 1.584 | 2.584$000 | 495.220 | 12.380$000 | 11.780 | 5.890$000 | 14.401 | 280.819 | 14.040$950 | 755 | 2.640$400 | 1.870.600 | 16.830$000 | 1.200.250 | 9.601.800 | 111.622 | 1.116$220 | 1.524.200 | 3.810$500 | 184.974 | 1.849$740 | 1.400.600 | 8.403$600 | 1.647.370 | 1.647$370 | 1.241.376 | 1.241$000 | 4.731.305 | 11.828$270 | 43.884 | 40.759$140 | – | 246.654$400 |
| 1908 | 11.517 | 28.792$500 | 74.198 | 74.198$000 | 874 | 2.620$400 | 2.009 | 2.009$000 | 702.788 | 17.569$700 | 24.422 | 12.211$000 | 17.565 | 342.294 | 17.907$400 | 877 | 3.069$500 | 2.326.100 | 20.935$000 | 945.771 | 7.566$170 | 67.439 | 0$670 | 1.931.551 | 4.828$870 | 190.951 | 2.009$450 | 1.931.551 | 12.545$080 | 2.150.000 | 2.150$000 | 1.720.000 | 1.720$000 | 5.161.202 | 12.903$010 | 47.824 | 44.360$710 | – | 267.863$400 |
| 1909 | 12.119 | 30.297$500 | 85.522 | 85.522$000 | 748 | 2.242$400 | 1.886 | 2.886$000 | 697.716 | 17.442$900 | 30.223 | 15.111$500 | 18.963 | 369.553 | 19.332$700 | 644 | 2.254$000 | 2.326.100 | 20.935$000 | 265.514 | 2.126$120 | 269.459 | 2.694$590 | 1.931.551 | 4.828$870 | 88.494 | 1.106$180 | 2.322.200 | 15.110$000 | 2.150.000 | 2.150$000 | 1.720.000 | 1.720$000 | 5.161.202 | 12.903$010 | 48.778 | 54.987$200 | – | 276.214$400 |
| 1910 | 14.784 | 37.350$650 | 100.449 | 100.449$000 | 1.195 | 3.582$400 | 2.615 | 4.615$000 | 755.446 | 18.886$150 | 39.330 | 17.715$000 | 20.555 | 401.848 | 20.257$000 | 1.010 | 3.535$000 | 2.326.100 | 20.935$000 | 120.129 | 1.429$540 | 114.966 | 1.149$660 | 2.322.200 | 5.805$500 | 85.688 | 1.286$320 | 2.322.200 | 18.577$600 | 2.150.000 | 2.150$000 | 1.720.000 | 1.720$000 | 5.161.202 | 12.903$010 | 49.107 | 54.987$200 | 41.208 | 291.782$400 |

# ALMOXARIFADO GERAL

Como nos annos anteriores esta Repartição funccionou com perfeita regularidade fazendo todasas compras de accordo com as necessidades das diversas Divisões da Estrada e a possivel economia.

As compras effectuadas pelo Almoxarifado Geral importaram em Rs. 2.854:466$620, assim descriminadas:

| | | |
|---|---|---|
| Carvão . . . | 345:446$350 | |
| Dormentes . . . | 342:027$670 | |
| Materiaes . . | 1.485:338$290 | |
| Lenha . . . | 489:729$400 | |
| Papelaria . . | 126:455$100 | |
| Lubrificantes . . | 64:959$210 | |
| Diversos . . . | 510$600 | 2.854:466$620 |

O movimento da entrada e sahida dos diversos artigos foi o seguinte:

| CARVÃO | ENTRADA | | SAHIDA | |
|---|---|---|---|---|
| | Kilogrammas | Importancia | Kilogrammas | Importancia |
| Saldo de 1909 . | 5.364.481 | 187:225$750 | — | — |
| 1.º semestre . . | 1.606.190 | 65:150$880 | 6.542.604 | 235:276$130 |
| 2.º semestre . . | 7.537.670 | 262:376$010 | 6.298.257 | 222:904$760 |
| Saldo para 1911 | — | — | 1.667.480 | 56:621$750 |
| | 14.508.341 | 514:752$640 | 14 508 341 | 514:752$640 |

Custo medio por tonelada Rs. 33$479.

| DORMENTES | ENTRADA | | SAHIDA | |
|---|---|---|---|---|
| | Quantidade | Importancia | Quantidade | Importancia |
| 1.º semestre . . | 160.438 | 203:411$300 | 160.438 | 203:411$300 |
| 2.º semestre . . | 96.421 | 138.616$370 | 96.421 | 138:616$370 |
| | 256.859 | 342:027$670 | 256.859 | 342:027$670 |

Custo medio Rs. 1$356.

| LENHA | ENTRADA | | SAHIDA | |
|---|---|---|---|---|
| | Mets. cubicos | Importancia | Mets. cubicos | Importancia |
| Saldo de 1909 . | 60.433 | 163:764$810 | — | — |
| 1.° semestre . . | 89.839 | 242:166$800 | 91.360 | 247:058$280 |
| 2.° semestre . . | 63.728 | 170:225$340 | 93.570 | 251:761$410 |
| Saldo para 1911 | — | — | 29.070 | 77:337$260 |
| | 214.000 | 576:156$950 | 214 000 | 576:156$950 |

Custo medio metro Rs. 2$697.

| MATERIAES | ENTRADA | SAHIDA |
|---|---|---|
| Saldo de 1909 . . . . | 692:380$137 | — |
| 1.° semestre . . . . . | 669:090$360 | 648:869$310 |
| 2.° semestre . . . . . | 1.016:804$940 | 1.014:658$470 |
| Saldo para 1911 . . . | — | 714:747$657 |
| | 2.378:275$437 | 2.378:275$437 |

| PAPELARIA | ENTRADA | SAHIDA |
|---|---|---|
| Saldo de 1909 . . . . | 16:088$990 | — |
| 1.° semestre . . . . . | 65:429$110 | 61:517$499 |
| 2.° semestre . . . . . | 61:217$690 | 62:348$911 |
| Saldo para 1911 . . . | — | 18:369$380 |
| | 142:735$790 | 142:735$790 |

| LUBRIFICANTES | ENTRADA | SAHIDA |
|---|---|---|
| Saldo de 1909 . . . . | 9:820$368 | — |
| 1.° semestre . . . . . | 38:844$020 | 31:116$400 |
| 2.° semestre . . . . . | 34:814$690 | 42:894$510 |
| Saldo para 1911 . . . | — | 9:468$168 |
| | 83:479$078 | 83:479$078 |

O fornecimento feito pelo Almoxarifado durante o anno findo ás diversas Divisões da Estrada foi o seguinte:

| DIVISÕES | Materiaes | Papelaria | TOTAL |
|---|---|---|---|
| Superintendencia . | 256$696 | 3:373$800 | 3:630$496 |
| Contabilidade . . | 48$280 | 1:949$040 | 1:997$320 |
| Contadoria . . . | 559$285 | 50:257$500 | 50:816$785 |
| Thezouraria . . | 663$360 | 240$960 | 904$320 |
| Pagadoria . . . | 613$434 | 56$510 | 669$944 |
| Almoxarifado . . | 159$715 | 1:499$400 | 1:659$115 |
| Trafego . . . . | 67:592$440 | 51:939$610 | 119:532$050 |
| Linha . . . . . | 204:959$811 | 4:955$890 | 209:915$701 |
| Locomoção e Tracção . . . | 628:315$127 | 9:053$780 | 637:368$907 |
| Diversos . . . | 760:359$632 | 968$010 | 761:327$642 |
| Total . | 1.663:527$780 | 124:294$500 | 1.787:822$280 |

## TRAFEGO

O serviço executado por esta Divisão da Estrada durante o anno 1910 foi grandemente satisfactorio,

Os transportes foram todos feitos com a maior regularidade possivel satisfazendo plenamente os interesses do publico, não obstante o crescente desenvolvimento que de anno a anno assumem as relações commerciaes, industriaes e agricolas da zona servida pela Estrada.

Pelos quadros demonstrativos e comparativos que apresentamos pode-se julgar a importancia do serviço realizado pela Estrada, durante o anno findo.

O transporte do café feito por esta Estrada nos oito ultimos annos, será apreciado no seguinte quadro indicando a quantidade de saccos transportados em cada semestre dos referidos annos.

| Semestres | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 |
|---|---|---|---|---|---|---|---|---|
| Primeiro . | 693.109 | 266.596 | 365.646 | 381.092 | 879.482 | 461.554 | 361.927 | 286.147 |
| Segundo . | 650.177 | 875.442 | 740.910 | 1.362.023 | 810.343 | 796.139 | 1.354.244 | 861.140 |
| Total . | 1.343.286 | 1.142.038 | 1.106.556 | 1.734.115 | 1.689.825 | 1.257.693 | 1.716.171 | 1.147.287 |

Manteve-se com a maior regularidade o serviço de baldeação feito durante o anno findo, com as demais Estradas subordinadas ao trafego mutuo, como se vê dos quadros seguintes.

## Movimento de Baldeação em S. Paulo, Jundiahy e Barra Funda em 1910

### Da Sorocabana para a S. Paulo Railway

| 1910 | São Paulo | | Jundiahy | | Barra Funda | |
|---|---|---|---|---|---|---|
| Especificação | Volumes | Pezo | Volumes | Pezo | Volumes | Pezo |
| Café . | 821.592 | 49.295.520 | 59.737 | 3.554.354 | — | — |
| Varios . | 62.084 | 3.987.043 | 157.032 | 11.048.686 | 121.582 | 2.979.896 |
| Materiaes | — | — | 5.596 | 2.193.770 | 767 | 6.691.521 |
| Total . | 883 676 | 53.282.563 | 222.365 | 15.796.810 | 122.349 | 9.671.417 |

### Da S. Paulo Railway para a Sorocabana

| 1910 | São Paulo | | Jundiahy | | Barra Funda | |
|---|---|---|---|---|---|---|
| Especificação | Volumes | Pezo | Volumes | Pezo | Volumes | Pezo |
| Materiaes | — | — | 1.062 | 353.400 | 2.220 | 22.725.078 |
| Varios . | 203.799 | 8.477.399 | 113.423 | 7.299.900 | 36.824 | 3.204.843 |
| Total . | 203.799 | 8.477.399 | 114.485 | 7.653.300 | 39.044 | 25.929.921 |

### Da Sorocabana para a Paulista e vice-versa

| 1910 | Da Sorocabana para a Paulista | | | | Da Paulista para a Sorocabana | | | |
|---|---|---|---|---|---|---|---|---|
| Especificação | Jundiahy | | Agudos | | Jundiahy | | Agudos | |
| | Volumes | Pezo | Volumes | Pezo | Volumes | Pezo | Volumes | Pezo |
| Varios | 68.081 | 3.409.547 | 1.012 | 28.685 | 22.819 | 872.627 | 1.578 | 40.865 |

As despesas de baldeação com a São Paulo Railway foram as seguintes:

| | |
|---|---|
| Em São Paulo . . . . . | 14:384$992 |
| » Barra Funda . . . . . | 8:856$000 |
| » Jundiahy. . . . . | 3:155$500 |
| » Agudos . . . . . | 330$000 |
| Total. . . . . | 26:726$492 |

O custo da baldeação por tonelada nos diversos pontos de contacto com as outras Estradas em trafego mutuo foi o seguinte:

Em São Paulo . . . . 229 réis por tonelada
» Barra Funda . . . 248 » » »
» Jundiahy. . . . . 107 » » »
» Agudos . . . . . 4.782 » » »

O movimento do trafego mutuo com a Estrada de Ferro São Paulo-Rio Grande foi o seguinte:

Recebido da São Paulo-Rio Grande . . 11.350.000 kilos
Entregue a » » » » . . 2.216.481 »

A partir de 1903 a quantidade de café transportado pela Sorocabana teve o movimento indicado pelo quadro seguinte:

| Mezes | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 |
|---|---|---|---|---|---|---|---|---|
| Janeiro . | 89.735 | 61.313 | 122.290 | 98.194 | 191.911 | 119.301 | 137.405 | 73.464 |
| Fevereiro | 102.574 | 54.725 | 65.262 | 64.365 | 119.609 | 95.662 | 99.474 | 48.629 |
| Março . | 142.349 | 50.431 | 79.045 | 70.295 | 131.512 | 94.140 | 56.907 | 57.259 |
| Abril . | 148.128 | 36.066 | 38.242 | 67.150 | 170.681 | 60.816 | 19.542 | 42.721 |
| Maio . | 135.879 | 35.764 | 36.401 | 55.473 | 170.472 | 55.686 | 21.150 | 31.353 |
| Junho . | 74.444 | 28.297 | 24.406 | 25.615 | 95.347 | 35.949 | 27.449 | 14.721 |
| Julho . | 56.817 | 45.721 | 26.985 | 35.652 | 59.599 | 33.470 | 96.844 | 36.948 |
| Agosto . | 95.268 | 138.936 | 73.135 | 157.502 | 90.362 | 86.494 | 240.115 | 91.668 |
| Setembr. | 117.908 | 179.930 | 133.060 | 208.667 | 148.244 | 94.699 | 285.900 | 217.620 |
| Outubro. | 133.962 | 196.293 | 183.005 | 324.522 | 206.350 | 226.900 | 319.837 | 191.465 |
| Novemb. | 141.000 | 173.754 | 185.782 | 345.724 | 163.045 | 174.311 | 276.388 | 180.869 |
| Dezemb. | 105.212 | 140.809 | 138.943 | 289.956 | 142.743 | 180.265 | 135.160 | 142.570 |
| TOTAL | 1.343.276 | 1.142.039 | 1.106.556 | 1.743.115 | 1.689.825 | 1.257.693 | 1.716.171 | 1.129.287 |

Tendo sido a safra de café no anno findo, menor que o limite fixado pelo governo, a exportação retomou este anno o regimem normal, voltando a ser os mezes de Setembro e Outubro os de maior movimento de exportação como se vê pelo quadro que acabamos de ler, de cujo exame se verifica que a producção do café na zona desta Estrada considerada pelos annos agricolas de 1.º de Julho a 30 de Junho do anno seguinte tem sido a seguinte:

Anno de 1903 a 1904 . . . 916.773 saccos
» » 1904 » 1905 . . . 1.241.808 »
» » 1905 » 1906 . . . 1.122.002 »
» » 1906 » 1907 . . . 2.241.505 »
» » 1907 » 1908 . . . 1.271.897 »
» » 1908 » 1909 . . . 1.158.066 »
» » 1909 » 1910 . . . 1.622.391 »

A producção do café na zona de Sorocabana corresponde a pouco mais de 14 % da quantidade que entra na praça de Santos como se vê pelo quadro seguinte em que se encontra a quantidade total de café entrado em Santos e a transportada pela Sorocabana.

| Annos | Numeros de Saccos | | Porcentagem em relação á entrada em Santos |
|---|---|---|---|
| | Entradas em Santos | Transportadas pela Sorocabana | |
| 1904 | 7.150.832 | 1.142.038 | 15,95 |
| 1905 | 7.028.054 | 1.106.556 | 15,74 |
| 1906 | 10.960.901 | 1.743.115 | 15,90 |
| 1907 | 11.316.931 | 1.689.825 | 14,94 |
| 1908 | 9.249.859 | 1.257.693 | 13,59 |
| 1909 | 12.444.699 | 1.716.171 | 13,79 |
| 1910 | 8.301.340 | 1.129.287 | 13,60 |
| Média em 7 annos | 9.493.231 | 1.397.812 | 14,72 |

MOVIMENTO DE TRENS.- O movimento de trens durante o anno de 1910 acha-se resumido no quadro seguinte:

| Designação | Numaro de Trens | | N. de carros rebocados | | N. de vagões rebocsdos | | PERCURSO DOS TRENS kilometros | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | Medio por dia | Total | Modio p. trem | Total | Media p trem | Total | MEDIO p. trem | MEDIO p. dia |
| Trens de passageiros e mixtos . Ditos espec. Ditos da Estrada . . | 17.206 | 49.0 | 69.397 | 3.92 | — | — | 1.405.832 | 78.21 | 38.51 |
| Ditos de Mercador.as | 13.292 | 36.4 | — | — | 185.890 | 13.98 | 1.141.606 | 85.88 | 31.27 |
| Ditos de serviço e Lastros . . . | 8.409 | 23.3 | — | — | 48.082 | 5.71 | 357.855 | 42.55 | 9 80 |
| Total . | 39.607 | 108.7 | 69.397 | 3.92 | 233.972 | 6.56 | 2 905.293 | 68.88 | 7.958 |

Os totaes d'este quadro comparados com os relativos aos annos de 1906, 1907, 1908 e 1909, dão o seguinte resultado.

| Designação | Numero de Trans | | N- de Carros rebocados | | N. de vagões rébocados | | PERCURSO DOS TRENS kilomotros | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | Medio bor dia | Total | Medio p. trem | Totnl | Medio p. trem | Total | MEDIO p. trem | MEDIO p. dia |
| 1906 | 33.509 | 91.8 | 41.910 | 2.8 | 331.415 | 13.8 | 2.226.543 | 66.4 | 6 100 |
| 1907 | 34.978 | 95 8 | 37.584 | 2.7 | 353.078 | 10.5 | 2.364.612 | 67.7 | 6.479 |
| 1908 | 34.990 | 95.8 | 43.113 | 3.0 | 364.777 | 10.7 | 2.481.099 | 70.9 | 6.797 |
| 1909 | 37.902 | 103.84 | 48.005 | 2.91 | 330.997 | 8.81 | 2.729 684 | 72.01 | 7.478 |
| 1910 | 39.607 | 108.7 | 69.397 | 3.92 | 233.972 | 6.65 | 2.905 293 | 68.88 | 7 958 |

REPARTIÇÃO DE ESTATISTICA E ARCHIVO DO ESTADO

PERCURSOS DOS CARROS E VAGEÕS. — O percurso dos carros e vagões nos annos de 1905 á 1910, acha-se demonstrado no quadro seguinte.

| ESPECIFICAÇÃO | Percurso total em kilometros | Nemero de vehiculos | Percurso medio por vehiculo | Percurso maximo por vehiculo | Vehiculos que não correram |
|---|---|---|---|---|---|
| **1905** | | | | | |
| Carros de passageiros . . . | 2.873.028 | 101 | 28.445 | 88.294 | 13 |
| Breacks de Bagagem . . . . | 897.557 | 25 | 37.398 | 93.508 | 1 |
| Carros de animacs . . . . | 1.206.724 | 64 | 18.855 | 28.576 | — |
| Vagões de Mercadorias . . . | 8.369.617 | 987 | 8.479 | 21.233 | — |
| Ditos de Lastros . . . . . | 1.146.127 | 169 | 678 | 24.094 | 54 |
| Carretões . . . . . | 446 | 2 | 223 | 223 | — |
| Total . . | 14.493.499 | 1.348 | — | — | 68 |
| **1906** | | | | | |
| Carros de passageiros . . . | 2.911.934 | 84 | 34.665 | 81.334 | 4 |
| Breacks de Bagagem . . . . | 904.145 | 25 | 36.165 | 91.118 | — |
| Carros de animaes . . . . | 965.310 | 82 | 11.794 | 26.420 | — |
| Vagões de Mercadorias . . . | 10.771.910 | 931 | 11.570 | 22.011 | 8 |
| Ditos de Lastros . . . . . | 1.099.710 | 215 | 5.114 | 20.228 | 15 |
| Carretões . . . . . | 261 | 2 | 130 | 130 | — |
| Total . . | 16.655.270 | 1.339 | — | — | 27 |
| **1907** | | | | | |
| Carros de Passageiros . . . | 3.213.572 | 80 | 41.199 | 98.308 | 2 |
| Breacks de Bagagem . . . . | 893.465 | 25 | 35.738 | 97.320 | — |
| Carros de Animaes . . . . | 1.105.453 | 68 | 14.786 | 53.128 | — |
| Vagões de Mercadorias . . . | 10.872.219 | 914 | 12.080 | 27.672 | 14 |
| Ditos de Lastros . . . . . | 1.106.238 | 205 | 5.731 | 22.970 | 12 |
| Carretões . . . . . | 601 | 2 | 300 | 300 | — |
| Total . . | 17.191.548 | 1.294 | — | — | 28 |
| **1908** | | | | | |
| Carros de Passageiros . . . | 3.331.429 | 86 | 38.737 | 89.345 | 2 |
| Breacks de Bagagem . . . . | 1.034.694 | 19 | 54.720 | 92.418 | — |
| Carros de Animaes . . . . | 1.394.681 | 54 | 25.827 | 26.894 | — |
| Vagões de Mercadorias . . . | 10.468.790 | 940 | 11.137 | 22.453 | 5 |
| Ditos de Lastros . . . . . | 994.187 | 195 | 5.098 | 24.354 | 15 |
| Carretões . . . . . | — | 2 | — | — | — |
| Total . . | 17.223.781 | 1.296 | — | — | 22 |
| **1909** | | | | | |
| Carros de Passageiros . . . | 3.785.322 | 93 | 40.702 | 95.425 | 3 |
| Breacks de Bagagem . . . . | 1.277.679 | 23 | 55.551 | 94.958 | 1 |
| Carros de Animaes . . . . | 1.260.278 | 54 | 23.338 | 28.711 | — |
| Vagões de Mercadorias . . . | 11.760.619 | 942 | 12.408 | 16.942 | 9 |
| Ditos de Lastros . . . . . | 1.055.480 | 195 | 5.412 | 17.442 | 22 |
| Carretões . . . . . | — | 2 | — | — | 2 |
| Total . . | 19.138.878 | 1.309 | — | — | 37 |
| **1910** | | | | | |
| Carros de Passageiros . . . | 4.219.269 | 91 | 46.365 | 103.312 | 2 |
| Breacks de Bagagem . . . . | 1.394.944 | 25 | 55.793 | 104.376 | 2 |
| Carros de Animaes . . . . | 1.688.977 | 92 | 18.358 | 29.398 | — |
| Vagões de Mercadorias . . . | 10.844.091 | 900 | 12.081 | 27.600 | 11 |
| Ditos de Lastros . . . . . | 928.136 | 193 | 4.808 | 22.716 | 11 |
| Carretões . . . . . | — | — | — | — | — |
| Total . . | 19.075.417 | 1.301 | — | — | 28 |

UTILISAÇÃO DO MATERIAL RODANTE. — O quadro seguinte mostra a quantidade de transportes realizaveis si cada vehiculo corresse em todo o percurso com a lotação completa; a quantidade de transporte de cada especie effectivamente realizado; a lotação media aproveitavel e aproveitada, por vehiculo, e finalmente a relação entre as quantidades de transportes realizaveis e realisados ou o aproveitamento dos vehiculos:

| NATUREZA dos vehiculos | Percurso total dos vehiculos | Quantidade de transporte | | Lotação media dos vehiculos | | Aproveitam. dos vehiculos |
|---|---|---|---|---|---|---|
| | | Realizavel | Realizado | Aproveitavel | Aproveitada | |
| | Kilometros | Tonelada-Kilometro | | Tonelada | | |
| Mercadorias . | 10,844 091 | 130.129.092 | 66.373.197 | 12.0 | 6,1 | 50,9 |
| Enc. e Bagagem | 1.394.944 | 9.764.608 | 860.967 | 7 | 0.6 | 8,5 |
| | Passageiros | Kilometros | Passageiros | | | |
| Passageiros . | 4.219.269 | 169.270.760 | 55.887 704 | 38 | 13,2 | 35 |
| | Animaes | Kilometros | Animaes | | | |
| Animaes . . | 1.688.977 | 101.338.620 | 33.369 751 | 60 | 19,7 | 33 |

TELEGRAPHO. O movimento telegraphico manteve-se com toda a regularidade apesar do augmento extraordinario que tem tido esse serviço, já em consequencia do desenvolvimento das relações da zona da Estrada, já devido ao trafego mutuo com o Telegrapho do Governo Federal.

A 31 de Dezembro de 1910, existiam 22 linhas extendidas ao longo da Estrada, na extensão de 2.784 kilometros.

SECÇAO FLUVIAL.- Durante o anno de 1910 foram feitas 176 viagens entre os portos da Secção Fluvial, cujo serviço foi feito com regularidade, sendo as viagens as seguintes:

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| De | Barra | Bonita | a | João Alfredo . . | 23 | Viagens |
| » | » | » | » | Porto Ribeiro . . | 42 | » |
| » | » | » | » | » Elyseu . . | 11 | » |
| » | » | » | » | Banharão . . . | 2 | » |
| » | Porto | Martins | | » . . . . | 2 | » |
| » | » | » | » | Porto V. Maria . | 3 | » |
| » | » | » | » | » Itaùna . . | 6 | » |
| » | » | » | » | » B. Bonita . | 63 | » |
| » | » | » | » | » J. Alfredo . | 18 | » |

O material empregado no trafego da Secção Fluvial foi o seguinte: 3 vapores e 11 lanchas.

PESSOAL.- O pessoal da Divisão do Trafego era em 31 de Dezembro de 1910 o seguinte:

| ADMINISTRAÇÃO | N. | ESTAÇÕES | N. | TRENS | N. | FLUVIAL | N. |
|---|---|---|---|---|---|---|---|
| Chefe do Trafego . | 1 | Agentes . | 118 | Chefes de | | Agentes . | 7 |
| Inspector » . | 1 | Ajudantes. | 2 | Trem . . | 41 | Conferent. | 1 |
| Ajudante » . | 1 | Fieis . . | 5 | Bagageiros | 14 | Command. | 2 |
| Chefe de Secção . | 3 | Conferent. | 97 | Guarda-F.sr | 69 | Pilotos . | 3 |
| Escripturarios . . | 3 | Composit. | 5 | | | Marinheiros | 5 |
| Continuos . . . . | 1 | Telegraph. | 84 | | | Portadores | 2 |
| Inspector dc Telegr. | 1 | Guarda-Fios | 7 | | | | |
| Ajudantes . . . . | 3 | Avisadoros | 9 | | | | |
| | | Mensageir. | 26 | | | | |
| | | Guardas . | 13 | | | | |
| | | Zeladores. | 4 | | | | |
| | | Fiscaes . | 7 | | | | |
| | | Bilheteiros | 1 | | | | |
| | | Porteiros . | 6 | | | | |
| | | Vigias . . | 50 | | | | |
| | | Manobrad. | 56 | | | | |
| | | Praticantes | 52 | | | | |
| | | Portadores | 207 | | | | |
| | | Continuos | 2 | | | | |
| | | Feitores . | 7 | | | | |
| Total . . | 14 | | 758 | | 124 | | 20 |

O pessoal desta Divisão comparado durante os annnos de 1904 a 1910 vê-se do quadro seguinte:

| | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 |
|---|---|---|---|---|---|---|---|
| Administração . . . | 20 | 21 | 20 | 20 | 19 | 18 | 14 |
| Estações . . . . . | 648 | 658 | 815 | 729 | 736 | 753 | 758 |
| Movimento . . . . | 109 | 105 | 118 | 110 | 112 | 117 | 124 |
| Fluvial. . . . . | — | — | — | 35 | 31 | 23 | 20 |
| Totaes . | 777 | 784 | 953 | 859 | 867 | 911 | 916 |

# LOCOMOÇÃO E TRACÇÃO

Todos os serviços à cargo desta Divisão da Estrada foram no anno findo executados proficientemente, satisfazendo á todas as necessidades da Estrada.

A construcção e ampliação das officinas de Mayrink continuaram a ter regular andamento, de fórma a poder melhor satisfazer aos multiplos serviços que d'ella são exigidos pelas necessidades sempre crescentes do trafego. Comcluio-se a officina de serraria e a de montagem e reparção das locomotivas, com bancadas, vallas, linhas, boeiros e aterro para linhas de accesso e pateo de rodas; concluio-se o pavilhão para tornos de rodas e a officina dc modelação e a installação de 2 tornos electricos para rodas, idem de ar comprimido, agua exgotto e a construcção de um novo forno para fundição.

REPARAÇÃO DE LOCOMOTIVAS EM MAYRINK — Durante o anno findo foram feitas em Mayrink, as seguintes reparações em locomotivas, descriminadas pelas importancias dos serviços executados.

| | |
|---|---|
| Reconstrucção . . . . | 1 |
| Grande reparação . . . | 64 |
| Medias » . . . . | 16 |
| Pequenas » . . . . | 19 |
| Reparação corrente . . . | 186 |
| Total . . . | 286 |

Foram tambem construidas as locomotivas ns. 79 e 80 e montadas as de ns. 40, 41, 42, typo «Mallet» e as de ns. 97, 99, 100, 101 e 102 typo « Tem-Weel »

LOCOMOTIVAS. — Em 31 de Dezembro do anno findo, possuia a Estrada 93 locomotivas, que constam do quadro seguinte em o qual descriminamol-as por procedencia, fabricantes, dimensões, força de tracção e outros elementos caracteristicos.

| Numero | Quantidade | Procedencia | Fabricantes | Agua e combustivel | N.º de rodas | | Diametro das rodas | CYLINDRO | | Pressão da caldeira | PEZO | | Força tracção em kilos |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Motoras | Total | | Diametro | Curso | Libras | Adherencia | Total | |
| 1 e 2 | 2 | Inglaterra | Fairlie | Na machina | 8 | 8 | 1m.067 | 0m.254 | 0m.457 | 140 | 25t.200 | 25t.200 | 3.470 |
| 3 | 1 | » | Stuart | Em tender | 4 | 8 | 1 103 | 0.330 | 0.406 | 150 | 17.000 | 23.000 | 2 450 |
| 6 a 8 | 3 | » | Lislie | » » | 4 | 8 | 1.219 | 0.356 | 0 457 | 160 | 20.900 | 31.500 | 3.200 |
| 9 » 10 | 2 | Allem. | Krauss | » » | 6 | 8 | 1.067 | 0 381 | 0.508 | 170 | 27.000 | 32.500 | 4.870 |
| 11 » 20 | 10 | Inglaterra | Nasmyt | Na machina | 2 | 8 | 1.077 | 0.305 | 0 457 | 150 | 15.200 | 21.700 | 2.670 |
| 21 » 26 | 6 | E. U. A. | Baldwin | Em tender | 4 | 8 | 1.143 | 0.356 | 0.457 | 145 | 20 000 | 20 000 | 3 750 |
| 27 » 32 | 6 | | | | 8 | 10 | 0.914 | 0.406 | 0 508 | 160 | 31.700 | 35.800 | 6 200 |
| 40 » 42 | 3 | » » | » | » » | 12 | 16 | 1.143 | 419 660 | 0.558 | 200 | 72.500 | 86.200 | 17.000 |
| 46 » 49 | 8 | » » | » | » » | 8 | 10 | 0.914 | 0.406 | 0.508 | 160 | 31.700 | 35.800 | 6.200 |
| 70 » 71 | | | | | | | | | | | | | |
| 88 e 89 | | | | | | | | | | | | | |
| 33 a 36 | 4 | » » | » | » » | 4 | 8 | 1.143 | 0.356 | 0 457 | 160 | 21.000 | 30.000 | 3 950 |
| 37 » 39 | 3 | » » | » | » » | 4 | 8 | 1.067 | 0.305 | 0.457 | 140 | 12.700 | 19.000 | 2.340 |
| 45 | 1 | » » | » | » » | 8 | 10 | 0.864 | 0.330 | 0.357 | 150 | 16.400 | 19.000 | 2 850 |
| 50 e 51 | 2 | » » | » | » » | 8 | 10 | 0.914 | 0.457 | 0.381 | 150 | 25.800 | 29.800 | 4 910 |
| 53 | 1 | Inglaterra | Dubs | » » | 8 | 10 | 0.965 | 0.357 | 0 508 | 140 | 25.600 | 29.500 | 4.020 |
| 54 e 55 | 4 | » | Avons.e | Na machina | 4 | 8 | 1.067 | 0.457 | 0.279 | 140 | 12.000 | 17 000 | 2.100 |
| 58 » 59 | | | | | | | | | | | | | |
| 61 a 64 | 4 | » | » | » » | 4 | 8 | 1.067 | 0.279 | 0.457 | 160 | 13.700 | 19.500 | 2.400 |
| 66 » 69 | 4 | » | Stuart | » » | 6 | 6 | 1.067 | 0.305 | 0 457 | 150 | 19.400 | 19.400 | 2.680 |
| 70 e 72 | 2 | E. U. A. | Baldwin | Em tender | 8 | 10 | 0.940 | 0.381 | 0 508 | 140 | 25.800 | 29.800 | 4.910 |
| 81 a 87 | 14 | Diversos | Sorocab. | » » | 8 | 10 | 0 914 | 0.406 | 0.508 | 160 | 31.700 | 35 800 | 6.200 |
| 74 a 80 | | | | | | | | | | | | | |
| 90 » 96 | 7 | E. U. A. | Baldwin | » » | 6 | 10 | 1.143 | 0.406 | 0 508 | 180 | 27.700 | 34.700 | 6 140 |
| 97 a 102 | 6 | » » | » | » » | 6 | 10 | 1 143 | 0.457 | 0.508 | 163 | 36.287 | 45 360 | 9.000 |

São de dez procedencias as locomotivas que possue a Estrada como se vê do quadro seguinte:

| PROCEDENCIA | FABRICANTES | QUANTIDADE |
|---|---|---|
| E. U. da America . . | Baldwin . . . . . | 48 |
| Inglaterra . . . . . | Avonside Engine & C.º . | 8 |
| Diversas . . . . . | Officinas da Sorocabana . | 14 |
| Inglaterra . . . . . | Nasmyth & Wilson . . | 10 |
| » . . . . . | Hastow Leslie . . . . | 3 |
| » . . . . . | Karr Stuart . . . . . | 4 |
| » . . . . . | Dubs & Comp. . . . . | 1 |
| » . . . . . | Fairlie . . . . . | 2 |
| » . . . . . | Scharp Stuart . . . . | 1 |
| Allemanha . . . . . | Krauss . . . . . | 2 |

Durante este anno foram montadas trez locomotivas grandes, typo «Mallet», para trens de carga recebidas em Dezembro de 1909 e mais seis typos «Tenwheel» para trens de passageiros recebidas em Junho deste anno.

As condições das locomotivas em serviço em 1910, podem ser apreciadas pelas seguintes informações:

| LOCOMOTIVAS | 1910 |
|---|---|
| Novas . . . . . | 9 |
| Media em bom estado . . . . | 57 |
| Media em regular estado . . . | 12 |
| Total . . | 78 |

Pelo seguinte quadro vê-se a applicação que tiveram estas locomotivas em 1910.

| LOCOMOTIVAS | 1910 |
|---|---|
| Passageiros . . . . . | 29 |
| Cargas . . . . . | 31 |
| Diversas . . . . . | 18 |
| Total . . | 78 |

No decorrer do anno 1910 foram entregues às officinas, para soffrerem reparação geral, 66 locomotivas, das quaes damos em seguida, typo procedencia, tempo de serviço depois da ultima reparção, percursos e officinas onde foram reparadas anteriormente.

| Numero de locomotivas | TYPO | Procedencia | Tempo de serviço em dias | Percurso | Officina de que sahiu |
|---|---|---|---|---|---|
| 2 | 2 Eixos conj. . . . | Inglaterra, Fairlie | 843 | 64.837 | Mayrink |
| 8 | 2 ,, ,, truck na frente | ,, Avonside | 397 | 59.975 | » |
| 11 | 2 ,, ,, ,, ,, ,, . | ,, Nasmyt | 802 | 60.615 | » |
| 12 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 568 | 45.978 | » |
| 14 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 578 | 62.786 | » |
| 15 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 960 | 109.851 | » |
| 17 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 592 | 69.801 | » |
| 19 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 788 | 74.720 | » |
| 21 | Passageiros Americana . | E. U. A. Baldwin | 257 | 54.269 | » |
| » | ,, ,, . . | ,, ,, . | 178 | 35.470 | » |
| 22 | ,, ,, . . | ,, ,, . | 242 | 38.996 | » |
| 23 | ,, ,, . . | ,, ,, . | 186 | 34.337 | » |
| 24 | ,, ,, . . | ,, ,, . | 872 | 139.570 | » |
| 25 | ,, ,, . . | ,, ,, . | 239 | 43.821 | » |
| 26 | ,, ,, . . | ,, ,, . | 323 | 64.085 | » |
| » | ,, ,, . . | ,, ,, . | 169 | 31.333 | » |
| 27 | Consolidation ,, . . | ,, ,, , | 228 | 26.429 | » |
| » | ,, ,, . . | ,, ,, . | 188 | 25.245 | » |
| 28 | ,, ,, . . | ,, ,, . | 85 | 18.827 | » |
| 29 | ,, ,, . . | ,, ,, . | 111 | 18.831 | » |
| » | ,, ,, . . | ,, ,, . | 83 | 15.063 | » |
| 30 | ,, ,, . . | ,, ,, . | 130 | 10.592 | » |
| 31 | ,, ,, . . | ,, ,, . | 137 | 22.900 | » |
| » | ,, ,, . . | ,, ,, . | 75 | 14·174 | » |
| 32 | ,, ,, . . | ,, ,, . | 397 | 58.863 | » |
| 33 | Passageiros ,, . . | ,, ,, . | 507 | 83.542 | » |
| 34 | ,, ,, . . | ,, ,, . | 200 | 31.174 | » |
| 35 | ,, ,, . . | ,, ,, . | 234 | 39.447 | » |
| 36 | ,, ,, . . | ,, ,, . | 429 | 80.569 | » |
| » | ,, ,, . . | ,, ,, . | 252 | 50.002 | » |
| 38 | ,, ,, . . | ,, ,, . | 911 | 147.715 | » |
| 45 | Consolidation ,, . . | ,, ,, . | 122 | 24.561 | » |
| 46 | ,, ,, . . | ,, ,, . | 154 | 24.333 | » |
| 47 | ,, ,, . . | ,, ,, . | 166 | 28.686 | » |
| » | ,, ,, . . | ,, ,, . | 151 | 27.801 | » |
| 48 | ,, ,, . . | ,, ,, . | 99 | 16.878 | » |
| 49 | ,, ,, . . | ,, ,, , | 481 | 63.132 | » |
| 50 | ,, ,, . . | ,, ,, . | 344 | 25.496 | » |
| 54 | 2 Eixos conj. . . . | Inglat.ra Avonside | 526 | 61.479 | » |
| 58 | 2 ,, ,, truck na frente | ,, ,, . | 735 | 60.476 | » |
| 61 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 837 | 83.549 | » |
| 66 | 2 ,, ,, ,, ,, ,, . | ,, K. Stuart | 820 | 78.298 | » |
| 67 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 1.147 | 92.226 | » |
| 68 | 2 ,, ,, ,, ,, ,, . | ,, ,, . | 1,061 | 81.608 | » |

| Numero de locomotivas | TYPO | Procedencia | Tempo de serviço em dias | Percurso | Officina de que sahiu |
|---|---|---|---|---|---|
| 70 | Consolidation Americana . | E. U. A. Baldwin | 298 | 42.261 | Mayrink |
| 73 | ,, ,, . | ,, ,, . | 297 | 34.220 | » |
| 75 | ,, ,, . | ,, ,, . | 366 | 52.992 | » |
| » | ,, ,, . | ,, ,, . | 137 | 23.143 | » |
| 76 | ,, ,, . | ,, ,, . | 151 | 27.127 | » |
| » | ,, ,, . | ,, ,, . | 217 | 25.599 | » |
| 77 | ,, ,, . | ,, ,, . | 346 | 44.326 | » |
| 82 | ,, ,, . | ,, ,, . | 125 | 17.634 | » |
| 83 | ,, ,, . | ,, ,, . | 363 | 46.278 | » |
| 84 | ,, ,, . | ,, ,, . | 307 | 49.086 | » |
| » | ,, ,, . | ,, ,, . | 171 | 22.678 | » |
| 85 | ,, ,, . | ,, ,, . | 132 | 20.298 | » |
| 87 | ,, ,, . | ,, ,, . | 238 | 36.660 | » |
| 88 | ,, ,, . | ,, ,, . | 287 | 37.078 | » |
| 89 | ,, ,, . | ,, ,, . | 465 | 67.281 | » |
| » | ,, ,, . | ,, ,, . | 134 | 22.453 | » |
| 90 | Ten-Wcel ,, . | ,, ,, . | 368 | 65.033 | » |
| » | ,, ,, ,, . | ,, ,, . | 278 | 44.734 | » |
| 91 | ,, ,, ,, . | ,, ,, . | 325 | 54.251 | » |
| 92 | ,, ,, ,, . | ,, ,, . | 238 | 40.604 | » |
| 93 | ,, ,, ,, . | ,, ,, . | 251 | 46.120 | » |

No quadro seguinte mostramos a distribuição do percurso das locomotivas durante o anno de 1910.

| Percurso em kilometros | Quantidade de locomotivas | PERCURSO | | N. da locomotiva que fez o percurso maximo |
|---|---|---|---|---|
| | | TOTAL | Maximo de uma locomotiva | |
| De 100 a 10 000 | 7 | 34.197 | 8.835 | 98 |
| » 10.000 » 20.000 | 4 | 71 427 | 18.899 | 64 |
| » 20.000 » 30 000 | 13 | 310.730 | 27.419 | 69 |
| » 30.000 » 40.000 | 21 | 754.181 | 39.717 | 54 |
| » 40 000 » 50 000 | 23 | 1.014.769 | 49.344 | 90 |
| » 50.000 » 60 000 | 16 | 852 187 | 59.958 | 94 |
| Superior » 60.000 | 8 | 505.655 | 67.903 | 24 |
| Total . | 92 | 3.539.146 | | |

PERCURSO DAS LOCOMOTIVAS. — O percurso total das locomotivas durante o anno de 1910 foi de 3.539.145 kilometros, havendo portanto, diminuição de 11.025 kilometros devido em parte aos serviços das trez grandes locomotivas « Mallet » e a suppressão dos trens de Lastro dos prolongamentos, tendo porem augmentado consideravelmente o percurso dos trens de passageiros e mixtos, como demonstramos abaixo.

| | |
|---|---|
| Passageiros e Especiaes . . | 1.198,412 |
| Mixtos . . . . . | 446,801 |
| Cargas . . . . . | 1.288,692 |
| Manobras . . . . . | 198,355 |
| Via Permanente . . . . | 406,886 |
| Total . . . . | 3.539,146 |

N'este resumo os trens de Inspecção foram incluidos no numero dos de passageiros, os de experiencias no dos de cargas, os dos prolongamentos e trens de lenha nos dos da Via Permanente.

Os percursos comparados nos oito ultimos annos são os seguintes, pelos quaes pode-se bem julgar o desenvolvimento que annualmente tem tido o serviço do material da Locomoção e Tracção.

| Annos | Passageiros | Mixtos | Cargas | Manobras | V. Perm. | TOTAL |
|---|---|---|---|---|---|---|
| 1903 | 845.433 | 116.552 | 831.919 | 216.322 | 106.562 | 2.119.788 |
| 1904 | 985.098 | 143.684 | 910.696 | 119.757 | 208.490 | 2.367.725 |
| 1905 | 1.025 757 | 189.214 | 997.345 | 136.408 | 291.776 | 2.640.500 |
| 1906 | 1.007.379 | 184 982 | 1.235.001 | 192.800 | 342.516 | 2.962.678 |
| 1907 | 1.025.205 | 174.577 | 1.377,224 | 195.870 | 404.846 | 3.177.722 |
| 1908 | 1.047.295 | 272.536 | 1.343.052 | 203.885 | 493.546 | 3.360.314 |
| 1909 | 1.059.847 | 393.704 | 1.402.601 | 190.801 | 503.218 | 3.550.171 |
| 1910 | 1.198.412 | 446.801 | 1.288.692 | 196.355 | 406.886 | 3.539.146 |

Tendo circulado durante o anno 92 locomotivas, que fizeram o percurso total de 3.539.146 kilometros, o seu percurso medio foi de 38.469 kilometros, tendo sido em 1909 de 43.295 kilometros.

COMBUSTIVEL E LUBRIFICANTE.— O consumo total e medio por kilometro de combustivel, lubrificante, estopa etc, gastos pelas locomotivas foi o seguinte durante este anno:

| DESIGNAÇÃO | Unidade | CONSUMO | |
|---|---|---|---|
| | | TOTAL | Media Kilog. |
| Carvão . . | Kilogrammo | 12.588.593 | 3.557 |
| Lenha . . | M.³ | 204.243 | 0.058 |
| Valvolina . | Litros | 29.216 | 0.0082 |
| Engine Oil | » | 36.882 | 0,0104 |
| Car Oil. . | » | 21.397 | 0.0063 |
| Estopa . . | Kilogrammo | 30.015 | 0.1.185 |

Em 31 de Dezembro de 1910 existiam nas officina de Mayrink, em grande reparação, as seguintes locomotivas: Ns. 32, 58, 67, 68, 74, 81, 89 e 90; em media reparações as de Ns. 24, 26, 86 e 47; em reparação corrente as de Ns. 42 e 53; a de N.° 55 acha-se alugada a E. F. S. Paulo Rio-Grande.

OFFICINA DE SOROCABA — Grande foi o auxilio que prestaram as officinas de Sorocaba, na transformação, modificação e construcção de vagões, como sejam:

Modificação de 1 L. J. em break e bagagem; modificação de 2 H. V. em vagões Correio com compartimento para chefe de trem;

Modificação de 7 L. B. em H. S. vagões para transportes de porcos:

Construcção de 6 O. T. de 24 toneladas para transportes de mercadorias.

CARROS.— Em 31 de Dezembro de 1910 possuia a Estrada 124 carros conforme vão descriminados no quadro seguinte.

| Procedencia | Fabricantes | 1.ª Classe | 2.ª Classe | Mixto | Réservado | Inspecção | Dormitorios | B. Bagagem | Bagagem B.M. | Correio | H. V. animaes | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Inglaterra . . . | Stotlew Walk . | 3 | — | — | — | — | — | — | — | — | — | 3 |
| Brasil . . . . | Off. Sorocabana | 6 | 5 | 1 | 7 | 5 | 4 | 1 | 5 | 3 | 8 | 45 |
| » . . . . | C.ia Metallurgica | 6 | 10 | 2 | — | — | — | 5 | — | — | — | 23 |
| » . . . . | » Edificadora . | 6 | 6 | 6 | — | — | — | 7 | — | — | — | 25 |
| » . . . . | Off. Agua Branca | 6 | 7 | — | — | — | — | 5 | — | — | — | 18 |
| E. U. America . | Jackson Sharp . | 2 | 1 | 1 | — | — | — | — | — | — | — | 4 |
| França (Belgica) | Dyls Bacalan . | — | 4 | — | — | — | — | 2 | — | — | — | 6 |
| Total . | | 29 | 33 | 10 | 7 | 5 | 4 | 20 | 5 | 3 | 8 | 124 |

VAGÕES. — Em 31 Dezembro de 1910 dispunha a Estrada do seguinte material, para transporte de mercadorias.

| SERIE | Procedencia e fabricação | Paiz | Typo | N. de rodas | Lotação | Pezo total | Em serviço | Em reparação | Total |
|---|---|---|---|---|---|---|---|---|---|
| H | C.ia Edificad.a | Brasil | Grades | 8 | 12 | 6 a 8 | 28 | 2 | 30 |
| H.S. | » » | » | » | 8 | 12 | 7 » 8 | 29 | 1 | 30 |
| A | » Metallur. | » | » | 8 | 12 | 5 » 6 | 5 | — | 5 |
| A.S. | » » | » | » | 8 | 12 | 6 » 7 | 19 | — | 19 |
| L | » » | » | Coberto | 8 | 12 | 6 » 7,5 | 590 | 7 | 597 |
| L.T. | A. Branca . . | » | » | 8 | 24 | 9 » 10 | 114 | 3 | 117 |
| G | Diversos . . | » | Aberto | 8 | 12 | 5 » 6 | 91 | 5 | 96 |
| T | A. Branca . . | » | » | 8 | 20 | 7 » 8,5 | 20 | — | 20 |
| O.T. | Diversos . . | » | » | 8 | 20-24 | 5 » 8 | 30 | — | 30 |
| R.T. | A. Branca . . | » | » | 8 | 20 | 7 » 8 | 39 | — | 39 |
| M.G. | C.ia Metropoli | França | » | 4 | 5 | 2 » 3 | 24 | 7 | 31 |
| R | » Metallur. | Brasil | » | 4 | 5 | 2 » 3 | 59 | 4 | 63 |
| Z | » Edificad.a | » | » | 5 | 5 | 2 » 3 | 78 | 3 | 81 |
| Dormit.o | A. Branca . . | » | Coberto | 8 | 12 | 7 » 8 | 18 | — | 18 |
| Soccorro | Sorocaba . . | » | » | 8 | 10 | — | 2 | — | 2 |
| Frigor.o | » | » | » | — | — | — | 1 | — | 1 |
| Particular | » | » | » | — | — | — | 2 | — | 2 |

Em Novembro foram recebidas as ferragens para a construcção de 100 vagões, dos quaes já se iniciou a construcção nas officinas de Sorocaba.

MATERIAL DA FLUVIAL. Durante o anno de 1910, foram effectuadas diversas reparações no material da Navegação Fluvial que importaram em 44.137$094.

FUNDIÇÃO DE FERRO E BRONZE. A producção da fundição das officinas de Mayrink foi a seguinte:

| METAES | Producção em kilogrammas | Custo médio em obra por kilo | Custo medio do kilo do material aproveitado |
|---|---|---|---|
| Ferro . . | 219.645 | 248 Rs. | 46 Rs. |
| Bronze . . | 47.308 | 932 Rs. | 504 Rs. |

ALMOXARIFADO. O movimento do Almoxarifado da Locomoção no anno de 1910 foi o seguinte:

| | | |
|---|---|---|
| Stock em 31 de Dezembro 1909 . . . . . | | 714:717$627 |
| Entrada durante o anno . . . . . | | 1.681.947$050 |
| Sahida . . . . . | 1.659:579$530 | |
| Eliminado pela Contabilidade . . . | 22:337$490 | |
| Existencia em 31 de Dezembro 1910. | 714.747$657 | |
| | 2.396:664$677 | 2.396:664$677 |

A despeza feita pela Locomoção no anno de 1910 com a reparação de locomotivas, caros e vagões, conservações diversas, construcções diversas e fornecimentos a diversos serviços da Estrada, importou em Rs. 4.368:540$839, sendo considerada como despeza da Locomoção a importancia de Rs. 2.830:049.586.

## PESSOAL

| | |
|---|---|
| Administração . . . . | 16 |
| Officinas . . . . . | 516 |
| Carreira . . . . . | 152 |
| Depositos . . . . . | 184 |
| Trem de lenha . . . . | 11 |
| Total . . . . | 879 |

FAZENDA DE MAYRINK. A fazenda continúa a ser cuidadosamente conservada, assim como, as propriedades que a Estrada possue em Mayrink.

# LINHA

O estado satisfactorio de conservação das linhas desta Estrada, ficou perfeitamente constatado pela regularidade com que foram feitos todos os serviços das demais Divisões, em connexão com o desta Divisão e pela ausencia de accidentes importantes occorridos nesta Estrada.

Com a aquesição das locomotivas Mallet e Ten-Wheel, tornou-se necessario algum trabalho de reforço em alguns trechos da linha, o que foi feito com resultado satisfactorio.

EXTENSÃO DAS LINHAS EM TRAFEGO. A extensão total da linha manteve-se no anno findo igual ao anno de 1909 com o total de 1.309,709 metros assim descriminada:

| | | |
|---|---|---|
| Tronco | 438,439 | Ms. |
| Ramal de Itararé | 271,552 | » |
| » » Tieté | 8,069 | » |
| » » Porto Martins | 36.960 | » |
| » » Tibagy | 217,588 | » |
| » » Pirajú | 25,572 | » |
| » » S. Cruz | 23,995 | » |
| Secção Ituana. Tronco | 227,006 | » |
| Ramal de Jundiahy | 43,100 | » |
| » » J. Alfredo | 17,428 | » |
| » » Total | 1.309,709 | |

CONSERVAÇÃO ORDINARIA. O trabalho de conservação ordinaria da linha executado pelas diversas turmas de conservação, durante o anno findo, é demonstrado no quadro seguinte:

| Capinação | Roçada | Nivelamento | Terra escav. | Junta nivelada |
|---|---|---|---|---|
| 19.655.876 | 7.623.294 | 647.082 | 1.002.696 | 434.845 |

| Repregação | Valas limpas | Valetas limpas | Fóssos limpos |
|---|---|---|---|
| 755.197 | 233.938 | 308.136 | 24.476 |

MATERIAES. No serviço de conservação da Via Pernamente, foram empregados os seguintes materiaes.

| MATERIAES | Quantidade | Média por kilometro |
|---|---|---|
| Dormentes | 283.185 | 216 |
| Desvios completos | 35 | 0.02 |
| Corações | 1 | 0,0007 |
| Agulhas | 1 | 0.0007 |
| Pregos para trilhos | 207.130 | 158 |
| Parafusos de linha | 51.348 | 39 |
| Talas de juncção | 1.632 | 1 |
| Arruellas | 24.230 | 18 |
| Trilhos | 674 | 0.5 |

Com esse serviço foi despendida a importancia de Rs. 1.116:722$817.

DISTRIBUIÇÃO DE DORMENTES.

| | |
|---|---|
| 1ª Residencia | 75 392 |
| 2ª » | 45.556 |
| 3ª » | 84.362 |
| 4ª » | 33.379 |
| 5ª » | 44.496 |

LASTRO. No serviço de lastramento da linha, dispendeu-se a importancia de Rs. 89.894$600, continuando-se durante o anno de 1910 a applicar-se com maior desenvolvimento o lastro de pedra britada e pedregulho, alcançando já a extensão de 48.294 nas seguinte Residencias.

| | |
|---|---|
| 1ª Residencia | 18.940 ms. |
| 2ª » | 4.417 » |
| 3ª » | 10.608 » |
| 4ª » | 14.329 » |

OBRAS DE ARTE. Com a conservação das diversas obras de artes permanentes, foi despendida a importancia de Rs. 22 170$404, tendo-se feito diversos concertos e reconstrucções seguintes:

Substituição de vigas nos kilometros 179, 218, 219, 222, 223, 226, 231, 236, 245; pinturas das pontes nos kilometros 13, 26, 37, 108, 175, 176, 190, 196, 204, 242; substituição de dormentes, reparação dos boeiros nos kilometros 116, 222, 264, 265, 267, 272, 275, 297, 300; construcção dos boeiros na serra de Botucatú, em Pyramboia e no kilometro 227, levantamento das caixas das vigas dos pontilhões nos kilometros 266 e 274; reforço da ponte do kilometro 237; substituição das vigas da ponte do Rio Pardo.

ESTAÇÕES E EDIFICIOS. Com a reparação e conservação dos edificios da Estrada, dispendeu-se a importancia de Rs. 80.331$579, cujos principaes trabalhos foram: casas das turmas 1, 12, 24. 25, 33, 34, 35; casa para portadores em Baruery, G. Oetterer, Chave Paineiras, Inhayba, Pimenta e Pirapitinguy; casa para mestre de linha e agentes em Tieté e Avaré; renovação e limpeza das casas da Alameda Cleveland ns. 12, 14, 16, 36, e Largo do General Ozorio n. 2; casa do Agente de Osasco; cinco casas em Sorocaba; pintura das estações de Cerquilho, Tietè, Laranjal, Conchas, armazem de Sorocaba e Tieté e estação de Salgado; concertos nas estações de Piracicaba, João Alfredo e S. Pedro, armazem de Itú, casa dos Agentes de Tatuhy, Itapetininga, Herval, Hermilo, Aracassú, Bury, Rondinha. Eng. Bacellar, Eng. Maia, Gorita, Rio Verde, Ibity, Itararè; reparação das Estações de Faxina, Ilha Grande, S. Bartholomeu; plantaforma da estação de Avaré; estação e casa de machinas em Mandury; estação de Morrinhos, estação e armazem de Itatinga, estações de Bernardino de Campos, Chavantes, Ataliba Leonel e Pirajú.

TELEGRAPHO. Com a conservação da linha telegraphica despendeu-se durante o anno findo a importancia de Rs. 2.853$460 tendo sido estendida mais uma linha entre Botucatú e Bahuru e outra entre Avaré e Mandury.

OBRAS NOVAS. Com as diversas obras novas por conta de Capital, dispendeu-se a quantia de Rs. 512:504$482, sendo as principaes; a continuação da construcção do armazem central de S. Paulo; officina de carros de Sorocaba, deposito de machinas de S. João; casa para ajudante da Locomoção em Sorocaba; modificação do deposito de machinas em Barra Funda; construcção das estações de S. Manoel, Bom Jardim, Itaúna, Alambary e Victoria; botequim na estação de Salto-Grande e S. Cruz do Rio Pardo.

CERCAS. Durante o anno de 1910 foram reparados e construidos 220.377 ms. de cercas, com o que se despendeu a importancia de Rs. 68:941$221.

ACCIDENTES. Os accidentes occorridos durante o anno de 1910 acham-se descriminados no seguinte quadro.

| DESCRIMINAÇÃO | 1.ª Residen. | 2.ª Residen. | 3.ª Residen. | 4.ª Residen. | 5.ª Residen. | TOTAL |
|---|---|---|---|---|---|---|
| Descarrillamento . . . . | 40 | 20 | 14 | 17 | 16 | 107 |
| Choques e collisões . . . | 2 | — | — | — | 1 | 3 |
| Accidentes diversos . . . | 19 | 8 | 15 | 12 | 14 | 68 |
| Accidentes que resultaram avarias na linha . . . | 1 | 4 | 1 | 1 | — | 7 |
| Accidentes que resultaram avarias no material . . | 4 | 10 | — | 3 | 4 | 21 |
| N.º de empregados feridos . | | 1 | 1 | 1 | — | 4 |
| » de extranhos feridos. . | 2 | — | — | 1 | — | 3 |
| » de empregados mortos . | — | 3 | 1 | — | — | 4 |
| » de extranhos mortos. . | 1 | — | — | 1 | — | 2 |

PESSOAL. Em 31 de Dezembro de 1910 era o seguinte o pessoal da Via-Permanente

| | | | |
|---|---|---|---|
| Technico e administractivo. | | | 21 |
| Operario. 1ª Residencia . . . | 460 | | |
| 2ª » . . . . | 217 | | |
| 3ª » . . . . | 267 | | |
| 4ª » . . . . | 278 | | |
| 5ª » . . . . | 236 | | |
| | | 1458 | |
| Total . . . | | | 1.479 |

# CONTAS DE CAPITAL

Continuaram a ter o devido proseguimento as obras por conta de capital nas quaes foi empregado durante o anno de 1910 a importancia de Rs. 1.436:025$511, conforme se verifica pela demonstração seguinte:

| DESIGNAÇÃO | Importancias | |
|---|---|---|
| Obras novas . . . . | 491:145$701 | |
| Construcção de 20 gondolas . | 37:351$270 | |
| Transformação de carros e vagões | 20:977$020 | |
| Construcção de Locomotivas . | 73:259$620 | |
| Abastecimento d'agua ás officinas | 42$150 | |
| Immoveis . . . . . | 30:228$300 | |
| Construcção de officinas . . | 134:815$260 | |
| Construcção de carros . . . | 1:702$540 | |
| Locomotivas novas . . . | 263:753$200 | |
| Installação de apparelhos de incendo | 275$000 | |
| Novas installações . . . | 2:276$900 | |
| Apparelhos de choque e tracção . | 8:481$860 | |
| Trilhos e accessorios , . . | 23:870$160 | |
| Installação nas officinas de Mayrink | 28:428$630 | |
| Installação da serraria de Sorocaba | 71:346$340 | |
| Construcção de 18 portas de grade | 674$100 | |
| Construcção super-aquecedor . | 331$560 | |
| Modificação dos exgottos de Mayrink | 962$900 | |
| Montagem de 100 vagões . . | 1:220$870 | |
| Montagem Loc: 97 a 102 . . | 10:334$640 | |
| Construcção de 100 vagões . . | 231:687$490 | |
| Colonisação . . . . . | 2:860$000 | 1.436:025$511 |
| Até 31 de Dezembro de 1909 a conta de Capital importava em Rs. | 2.682:153$746 | |
| da qual se deduz 1/60 de accordo com a clausula 8.ª do contracto de arrendamento Rs. | 44:334$523 | 2.637:819$223 |
| ficando em 31 de Dezembro de 1910 em . . . Rs. | | 4.073:844$734 |

## Posição kilometrica e altitude das Estações da Estrada

| ESTAÇÕES | Distancias de S. Paulo | Distancias relativas | Altitude |
|---|---|---|---|
| São Paulo . . . . . | — | — | — |
| Barra Funda. . . . . | 3.000 | 3.000 | 736 |
| Osasco . . . . . | 15.900 | 12.900 | 719 |
| Baruery . . . . . | 27.241 | 11.341 | 720 |
| Cotia . . . . . | 36.546 | 9.305 | 718 |
| São João . . . . . | 48.144 | 11.598 | 735 |
| Pinheirinhos . . . . . | 56.209 | 8.065 | 780 |
| São Roque . . . . . | 66.316 | 10.107 | 898 |
| Mayrink . . . . . | 73.253 | 6.937 | 796 |
| Moreiras . . . . . | 84.561 | 11.308 | 832 |
| D, Catharina . . . . | 96.390 | 11.829 | 836 |
| Pirapitinguhy . . . . | 110.886 | 14.496 | 811 |
| Ytù . . . . . | 126.202 | 15 316 | 664 |
| Salto . . . . . | 133.426 | 7.224 | 552 |
| Pimenta . . . . . | 144.833 | 11.407 | 521 |
| Itaicy . . . . . | 150.833 | 6.000 | 546 |
| Quilombo . . . . . | 160,020 | 9 187 | 556 |
| Monte Serrat . . . . | 166.086 | 9.066 | 598 |
| Itupeva . . . . . | 169.929 | 3.843 | 642 |
| Jundiahy . . . . . | 193.933 | 24.004 | 663 |
| Indaiatuba . . . . . | 156 307 | 5.474 | 705 |
| Posto Cardeal . . . . | 168.540 | 12.233 | 601 |
| Elias Fausto. . . . . | 178 170 | 21.863 | 651 |
| Tiburcio . . . . . | 185.390 | 7.220 | 564 |
| Capivary . . . . . | 195.724 | 10.334 | 534 |
| Villa Raffard . . . . | 199.283 | 3.559 | 512 |
| Mumbuca . . . . . | 210.682 | 11.399 | 508 |
| Rio das Pedras . . . . | 225.546 | 14 864 | 531 |
| Piracicaba . . . . . | 241.785 | 16.239 | 613 |
| Chave . . . . . | 249.019 | 7.234 | 527 |
| Porto João Alfredo . . . | 266.447 | 17.428 | 486 |
| Costa Pinto . . . . . | 255.274 | 6.255 | 471 |
| Recreio. . . . . | 264,540 | 9 266 | 492 |
| Paraizo. . . . . | 271.104 | 6.564 | 509 |
| Xarqueada . . . . . | 279.336 | 8.232 | 519 |
| São Pedro . . . . . | 300.259 | 20 923 | 603 |
| Pantojo. . . . . | 77.973 | 4.720 | 580 |
| Rodovalho . . . . . | 83.307 | 5.334 | 791 |

| ESTAÇÕES | Distancias de S. Paulo | Distancias relativas | Altitude |
|---|---|---|---|
| Pyragibù | 88.217 | 4.910 | 772 |
| Passa Trez | 98.785 | 10 568 | 602 |
| Sorocaba | 110.382 | 11.597 | 549 |
| Geoges Oetterer | 127.314 | 16.932 | 598 |
| Ipanema | 131.248 | 3.934 | 563 |
| Bacaetava | 144.338 | 13.090 | 532 |
| Santo Antonio | 154.327 | 9.989 | 525 |
| Boituva | 161.390 | 7.013 | 638 |
| Tatuhy | 183.193 | 21.803 | 590 |
| Morro Alto | 207.842 | 24 649 | 667 |
| Itapetininga | 226 056 | 18.214 | 644 |
| Cesario. | 243.100 | 17.044 | 609 |
| Rechan | 260.892 | 17.792 | 590 |
| Engenheiro Hermillo | 279 495 | 18.603 | 579 |
| Aracassú | 296 670 | 17.175 | 603 |
| Bury | 316.300 | 19.630 | 588 |
| Rondinha | 329.900 | 13.600 | 658 |
| Engenheiro Bacellar | 342.100 | 12.200 | 685 |
| Guahyra | 352.000 | 9 900 | 608 |
| Faxina. | 364.500 | 12.500 | 339 |
| Itanguá. | 381.500 | 17.000 | 719 |
| Engenheiro Maia. | 398.400 | 16 900 | 660 |
| Gorita | 413.000 | 14.600 | 690 |
| Rio Verde | 418.000 | 5.000 | 673 |
| Ibity | 427.000 | 9.000 | 782 |
| Itararé | 432.942 | 5.942 | 715 |
| Chave Palmeiras | 169.300 | 7,910 | 610 |
| Cerquilho | 177.816 | 8.516 | 571 |
| Tieté | 185 885 | 8.069 | 491 |
| Jurú-Mirim | 189.835 | 12.019 | 551 |
| Laranjal | 199.442 | 9.607 | 527 |
| Pereiras | 212.656 | 13 214 | 490 |
| Conchas | 221.280 | 8.624 | 472 |
| Salgado | 236.037 | 14.757 | 468 |
| Pyramboia | 247.985 | 11.948 | 472 |
| Remedios | 258.417 | 10.431 | 592 |
| Alambary | 270.673 | 12,257 | 564 |
| Oity | 280.190 | 9.517 | 571 |
| Victoria | 292.457 | 12.267 | 526 |
| Treze de Maio | 307.769 | 15.312 | 550 |

| ESTAÇÕES | Distancias de S. Paulo | Distancias relativas | Altitude |
|---|---|---|---|
| Araquà. . . . . | 314 647 | 6.878 | 460 |
| Porto Martin . . . . | 322.539 | 14.770 | 433 |
| Botucatú . . . . . | 308.910 | 16,453 | 777 |
| Capão Bonito . . . . | 316,412 | 7.502 | 876 |
| Morrinhos . . . . . | 334.425 | 17.745 | 766 |
| Itatinga. . . . . | 347.425 | 13.268 | 761 |
| Andrades . . . . . | 364.955 | 17,530 | 709 |
| Avaré . . . . . | 386.336 | 21.381 | 752 |
| Barra Grande . . . . | 404.127 | 17.791 | 762 |
| Cerqueira Cesar . . . . | 420.461 | 16,334 | 723 |
| São Bartholomeu . . . . | 432.699 | 12.338 | 698 |
| Mandury . . . . . | 441.495 | 8.796 | 692 |
| Ataliba Leonel . . . . | 451 5?5 | 10.088 | 567 |
| Pirajú . . . . . | 467·067 | 15.484 | 591 |
| Baptista Botelho . . . . | 452.800 | 10.305 | 669 |
| Bernardino de Campos . . | 465.112 | 12.312 | 675 |
| Francisco Sodré . . . . | 475.260 | 10.148 | 613 |
| Santa Cruz do Rio Pardo . . | 489.107 | 13.847 | 468 |
| Ilha Grande. . . . . | 485.507 | 20.395 | 566 |
| Chavantes . . . . . | 494,000 | 8.493 | 541 |
| Ourinhos . . . . . | 512.100 | 18.100 | 459 |
| Salto Grande . . . . | 534.000 | 21.900 | 370 |
| Toledo. . . . . | 330.150 | 13.738 | 822 |
| Egualdade . , , . . | 337.035 | 6.885 | 790 |
| São Manoel. . . . . | 343,996 | 6.961 | 675 |
| Rodrigues Alves . . . . | 355,381 | 11.385 | 598 |
| Paranhos . . . . . | 368.143 | 12.762 | 565 |
| Areia Branca . . . . | 374.433 | 6.290 | 511 |
| Lenções . . . . . | 385.261 | 10.828 | 535 |
| Bom Jardim. . . . . | 397.746 | 12.485 | 595 |
| Agudos . . . . . | 411.650 | 13.904 | 594 |
| Conceição . . . . . | 427 352 | 15.072 | 606 |
| Baurú . . . . . | 438.439 | 11.087 | 499 |