

# The Brazilian Review

A WEEKLY RECORD OF TRADE AND FINANCE

VOL. 6—No. 48

RIO DE JANEIRO, TUESDAY, December 1st, 1903

PRICE... 2\$000

## BALDWIN LOCOMOTIVE WORKS, (R) PHILADELPHIA, PENN.

(ESTABLISHED 1831)

BURNHAM, WILLIAMS & CO., Proprietors



These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and template. Like parts of different engines of same class perfectly interchangeable. Passenger and Freight Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc. etc.

Electric Locomotives and Plant for Electric Railways by the Baldwin-Westinghouse Combination.

All Work Thoroughly Guaranteed. Illustrated Catalogue furnished on application of customers.

Sole Representatives in Brazil: NORTON, MEGAW & Co. L'd., N 58, Rua Primeiro de Março, Rio de Janeiro.



## WESTERN TELEGRAPH COMPANY

AND ALLIED TELEGRAPH COMPANIES.



**DIRECT CABLE ROUTE TO EUROPE, NORTH  
ALSO WITH URUGUAY, ARGENTINA, CHILI,**

**AMERICA, AFRICA, ASIA AND OCEANIA,  
PERU, BOLIVIA AND ALL PARTS OF BRAZIL.**

♦ **CABLE STATIONS.** ♦

LONDON, LISBON, MADEIRA, ST VINCENT, (CdeV),  
PARA, MARANHAM, CEARA, PERNAMBUCO,  
BAHIA, RIO DE JANEIRO, SANTOS,  
DESTERRO, RIO GRANDE DO SUL,  
MONTE-VIDEO, BUENOS AIRES,  
ROSARIO DE SANTA FÉ, MENDOZA,  
VALPARAISO, SANTIAGO,  
CONCEPCION, LA SERENA,  
ARICA, COQUIMBO, PISAGUA,  
ANTOFAGASTA, IQUIQUE,  
MOLLENDO, CALLAO, LIMA.

**AGENCIES.**

MONSIEUR JULES DESPECHER,  
RUE CAUMARTIN 37, 9<sup>ème</sup> ARRT.,  
PARIS.

MONSIEUR LOUIS PERRIGNON,  
AVENUE MARIE GI,  
ANTWERP.

AND  
9, RUE HENRI MAUS (BOURSE),  
BRUSSELS.



♦ **TARIFF.** ♦

GREAT BRITAIN,	} Fc. 5.00
FRANCE, GERMANY, HOLLAND, BELGIUM,	
PORTUGAL,	
SPAIN, ITALY,	Fc. 5.35
UNITED STATES,	Fc. 5.20
HAVANA,	Fc. 6.05
AZORES,	* Fc. 5.77
ST VINCENT (CdeV),	Fc. 4.32
SENEGAL,	Fc. 6.57
CANARIES,	Fc. 6.17
CAPE COLONY,	Fc. 7.50
INDIA,	Fc. 8.12
HONG KONG,	Fc. 12.00
SYDNEY (N.S.W.),	Fc. 8.75
LAGOS (W.C.AFRICA),	Fc. 9.47

THE CABLE CHARGES TO ALL PLACES IN  
BRAZIL, URUGUAY, ARGENTINA, CHILI, PERU,  
BOLIVIA, AND OTHER PARTS OF THE WORLD  
CAN BE OBTAINED UPON APPLICATION AT THE COMPANY'S STATIONS.

**2** DUPLEXED  
AND  
ATLANTIC  
CABLES.

FURTHER INFORMATION AND TELEGRAPH FORMS CAN BE OBTAINED  
AT ABOVE CABLE STATIONS

OR  
HEAD OFFICE, ELECTRA HOUSE, FINSBURY PAVEMENT, LONDON, E.C.

**3** DUPLEXED  
COAST  
CABLES.

**LONDON AND BRAZILIAN BANK LIMITED**

Capital..... £ 1,500,000  
 Capital paid up..... " 750,000  
 Reserve fund..... " 600,000

HEAD OFFICE: LONDON

BRANCH OFFICE IN RIO DE JANEIRO  
 10, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, MANAOS, PARA',  
 PERNAMBUCO, BAHIA, SANTOS, S. PAULO,  
 RIO GRANDE DO SUL  
 PELOTAS, PORTO ALEGRE, MONTEVIDEIO, BUENOS AYRES, ROSARIO DE SANTA FE' AND NEW YORK

Also on:

Messrs. Glyn, Mills, Currie & Co.,

LONDON.

Messrs. Mallet frères & Co.,

PARIS.

Messrs. Schroeder & Co., J. H. Schroeder & Co.

HAMBURG.

Messrs. Job. Berenberg, Gossler & Co.,

HAMBURG.

Messrs. Granel, Brown & Co.

GENOA.

**BRAZILIANISCHE BANK FÜR DEUTSCHLAND**

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

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

BRANCH OFFICE IN RIO DE JANEIRO.  
 (Caixa 108)

Branch-offices in S. Paulo and Santos.  
 (Caixa 520) (Caixa 185)

Draws on:

GERMANY... { Direction der Disconto Gesellschaft, Berlin } and correspondents.  
 { Frankfurt a. M. }  
 { Norddeutsche Bank in }  
 { Hamburg }  
 { Hamburg }

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

FRANCE... { Credit Lyonnais, Paris, and branches }  
 { Helme & Co., Paris }  
 { Comptoir National d'Escompte de }  
 { Paris, Paris }  
 { Lazard Frère & Co., Paris }  
 { De Neufville & Co., Paris }

ITALY..... { Banca Commerciale Italiana, Genoa, }  
 { and branches }

PORTUGAL... { Banco Lisbon & Azores and correspondents }

and any other countries.

Opens accounts current.

Pays interest on deposits for a fixed time.

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

Theil-Endress  
 Directors

**THE BRITISH BANK OF SOUTH AMERICA, LIMITED.**

HEAD OFFICE: 2 A, MOORGATE ST  
 London, E. C.

Capital..... £ 1,000,000  
 Idem paid up..... " 500,000  
 Reserve fund..... " 325,000

Office in Rio de Janeiro

31, RUA 1ª DE MARÇO

Branches at:

S. PAULO, SANTOS, BAHIA,  
 BUENOS AIRES, MONTEVIDEIO, AND  
 ROSARIO.

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

Draws on its Head Office in London:

The London Joint Stock Bank Limited,

LONDON.

Messrs. Heine & Co.,

PARIS.

Messrs. J. Berenberg Gossler & C.,

HAMBURG.

and correspondents in Germany,

Messrs. Roesti & Co.,

and correspondents in ITALY

The Bank of New York, N. B. A.

NEW YORK.

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

**BANCO DA REPUBLICA DO BRAZIL**

Realized Capital... Rs. 100,000,000\$000

Reserve Fund.... Rs. 17,480,078\$736

Profits in Suspense. Rs. 11,157,639\$835

on 31st December 1899

OFFICE IN RIO DE JANEIRO

9 RUA DA ALFANDEGA

Agencies at Pará, Maranhão Ceará, Pernambuco, Bahia, Victoria, Santos, São Paulo, Desterro, Rio Grande do Sul, Porto Alegre & Pelotas.

Draws on:

Messrs. N. M. Rothschild & Sons,

London & County Banking Co., Ltd.

Messrs. Baring Brothers & Co., Ltd.

LONDON

Messrs. Hottinguer & Co.

Comptoir National d'Escompte de Paris.

PARIS.

Commerz und Diskonto & C. Bank in Hamburg.

HAMBURG.

Banco de Portugal.

LISBON.

Opens accounts current:

Pays interest on deposits for fixed periods.

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

**THE LONDON AND RIVER PLATE BANK, LIMITED.**

Established 1862

Subscribed capital..... £ 1,500,000  
 Realised do..... " 900,000  
 Reserve fund..... " 1,000,000

HEAD OFFICE:

Princes Street, London, E. C.

PARIS BRANCH:

16, Rue Halévy.

RIO DE JANEIRO—19-21 Rua da Alfandega.

Branches:

PARIS, PARA' PERNAMBUCO, S. PAULO, BUENOS AYRES, MONTEVIDEIO, ROSARIO, MENDOZA, BAHIA BLANCA, PAYSANDU' CONCORDIA

Agencies:

MANAOS, MARANHÃO, CEARA', BAHIA, VICTORIA, PARANAGUA', RIO GRANDE DO SUL, PELOTAS, CURITYBA, PORTO ALEGRE, MACEIO'

Draws on Head Office and Paris Branch and on:

London, & County Banking Co., Ltd.—LONDON.

Banque de Paris et des Pays Bas.—PARIS.

Banco de Portugal and Agencies.—PORTUGAL.

And all the principal cities in Europe.

and on:

Farmers Loan & Trust Co.—NEW YORK.

First National Bank of Chicago.—CHICAGO.

**NORDDEUTSCHER LLOYD, BREMEN.**

Capital.. 120,000,000 Marks  
 NEXT DEPARTURES

Date	Steamer	Destination
1903		
Dec. 4	Halle.....	Bahia, Madeira, Lisbon, Rotterdam, Antwerp and Bremen.
18	Bonn.....	Bahia, Pernambuco, Madeira, Lisbon, Antwerp and Bremen.

Passengers & Cargo accepted

Passenger rates 1st-cl. 3rd-cl.  
 Rio— Rotterdam, Antwerp, Bremen 400 Marks £ 9  
 " — Lisbon..... 320 Marks Rs 1200  
 For further information apply to

HERM, STOLTZ & C., Agents

Rua da Alfandega N. 63 Rio de Janeiro

**HAMBURG-AMERIKA LINIE**  
 (South-American Service)

(Total gross tonnage of Fleet 668,000 tons.)

Lines of steamers to all parts of the world.

Next Departures:—

PRINZETTEL FRIEDRICH... 2nd Jan. 1904

The new fine Imperial Mail Steamer

PRINZ WALDEMAR

6,000 tons

expected from Santos on the 3rd December, sails on 4th noon for:

Bahia, Lisbon, Boulogne and Hamburg

Excellent accommodation is provided for first class passengers.

Unsurpassed cuisine

Free conveyance on board supplied for passengers and luggage.

The Company issue 1st. class tickets to Paris and London, via Boulogne S/M.

Return ticket for Boulogne S/M at reduced rate. For freight apply to the broker.

H. Campos.

N. 81, Rua 1ª de Março, 1st floor

And for passages and other information to

Theodor Wille & C.

41 Rua do General Camara, 43.

**LIVERPOOL BRAZIL AND RIVIER  
PLATE STEAMERS**

**LAMPART & HOLT LINE**

**Passenger service for New York**

The steamer

**BYRON**

4,001 tons  
illuminated with electric light sails 2nd  
December for

**Bahia, Pernambuco and New York**

Taking 1st & 3rd class passengers for New York  
and also for

**BARBADOES**

Through 3rd. class tickets issued to the principal  
cities of the United States & Canada  
The voyage is much quicker than by way of  
England and without the inconvenience of transfer  
Average passage to New-York 17 days

**Weekly cargo steamers for New York**

For freight apply to the Broker

**Wm. R. McNiven,**

68, RUA 1ª DE MARÇO

For passages and further information apply to the

**Agents: NORTON, MEGAW & Co., Ltd.**

58, RUA PRIMEIRO DE MARÇO

**WILSON SONS & CO.  
(LIMITED)**

2, Rua de S. Pedro

RIO DE JANEIRO

AGENTS OF THE

*Pacific Steam Navigation Company  
Shaw, Savill & Albion Co., Ltd.  
The New Zealand Shipping Co., Ltd.  
The Houlder Line of Steamers*

**Repairs to Ships and Machinery**

Having large workshops and efficient plant,  
are in a position to undertake repairs of all  
descriptions to ships and machinery.

**Coal.**—Wilson, Sons & Co., Limited, have dep-  
ôts at St. Vincent, (Cape Verde), Montevideo,  
La Plata, and at the chief Brazil ports; and  
among others, supply coal under contract, at  
Rio, to:

The Brazilian Government;  
His Britannic Majesty's Government;  
The Transatlantic Steamship Companies;  
The New Zealand Shipping Companies etc.

**Coal.**—Large stocks of the best Cardiff steam  
Coal always kept in Rio depôt on Conceição  
Island.

**Tug boats** always ready for service.

**Cargo Lighters.**—ditto.

**Ballast** supplied to ships.

**Establishments:** Wilson, Sons & Co., Li-  
mited, London, Cardiff, St Vincent, (Cape  
Verde), Rio, Bahia, Pernambuco, Santos, São  
Paulo, Montevideo, Buenos Aires, La Plata,  
Rosario & las Plumas.

**Hamburg-Südamerikanische  
Dampfschiffahrts-Gesellschaft**

The German Steamer

**BELGRANO**

Captain Lorenzen

Expected from Santos, on the 10th, December  
will leave on the 12th, December for

**Bahia, Lisbon and Hamburg**

at 12 noon

All steamers of this Company are illuminated  
with electric light and have splendid accommo-  
dation for 1st. and 3rd. class passengers.

Free conveyance on board supplied for pas-  
sengers and luggage.

For freight apply to the Broker.

**Wm. R. Mc Niven**

60, RUA 1ª DE MARÇO,

For passages and further information apply  
to the agents

**E. Johnston & Co.**

RUA DE S. PEDRO, 62

**BRAZIL-ADRIATIC LINE**

of

**The Austrian Lloyd's Steam Navigation  
Company**

and

**The Royal Hungarian Sea Navigation  
Company "Adria" Limited**

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

**DEPARTURES FOR TRIESTE**

DUNA..... 1st December  
MELPOMENE..... 20th "  
KOLOZSVAR..... 10th Jan. 1904

For freight apply to the Broker

**W m. R. Mc Niven,**

68, RUA 1ª DE MARÇO.

For passages and further information to the

AGENTS

**Rombauer & Co.**

RUA GENERAL CAMARA, 24.

Rio de Janeiro.

RUA 11 DE JUNHO, 1 A.

Santos.

**SOCIÉTÉ GÉNÉRALE**

**Transports Maritimes à vapeur de  
Marseille**

**DEPARTURES OF STEAMERS**

PROVENCE..... 7 Dec. 1903

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st. class.... f. gold 673

do do 2nd ..... f. 502

do do 3rd ..... f. 199

Through fares to Paris return 1st class f. 1,109

do do 2nd ... f. 882

do do 3rd.... f. 364

Marseilles, Genoa, Naples, 3rd class... f. 140

Barcelona 3rd class..... f. 165

Agents — **Antunes dos Santos & C.**

Rio de Janeiro — 34 Rua 1ª de Março, 1º andar

S. Paulo. — 29 Rua S. Bento

Santos. — 65 Rua 15 de Novembro

**THE BRAZILIAN COAL  
COMPANY, LIMITED**

*Representatives of*

**CORY BROTHERS & C. L'D**

**of Cardiff and London**

Colliery Proprietors

Coal Depôts in all the principal ports of the  
world.

A constant and fresh supply of Cory's Merthyr  
Steam coal always in Stock.

Prompt delivery at reasonable prices.

**Tugboats always ready for service.  
Engineering Works.**

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

**OFFICES:**

**Edificio da Bolsa Salas 26 and 27**

Entrance: Rua Gen. Camara.

**Depot: ILHA DOS FERREIROS**

P. O. Box 774.

**Rio de Janeiro  
Lighterage Company Limited**

All kinds of Maritime harbour  
transport.

Loading and discharge of vessels.  
Towage.

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

The special attention of the Mercantile  
Community is called to the fact that the  
Company's lighters are classed in Brazilian  
Registry. Complete protection is thus gua-  
ranteed by marine policies, which might  
otherwise be disputed.

**Office: Rua Primeiro de Março N. 62**

**C. LAUFER  
Manager**

**ROYAL MAIL  
STEAM PACKET COMPANY**

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

**TABLE OF DEPARTURES**

Date	Steamer	Destination
Dec. 7	Danube.....	Montevideo & Buenos Ayres.
8	Magdalena	Bahia, Pernambuco, Madeira Lisbon, Vigo, Cherbourg and Southampton.

Special attention is drawn to the following:  
Holders of first-class tickets, single or return,  
may break their voyage at any intermediate ports  
and proceed by any of the PACIFIC STEAM  
NAVIGATION or MESSAGERIES MARITI-  
MES Comp's Steamers.

For freight, passages, and other information  
apply,

No. 2, Rua General Camara, 1st floor.

**J. C. CAZALY, Superintendent.**

**THE WESTINGHOUSE AIR BRAKE COMPANY**  
 PITTSBURG, P. A., U. S. A.  
 MANUFACTURERS OF THE  
**Westinghouse Automatic Brake**

The Westinghouse Automatic Brake is now in use on 40,000 locomotives and over 1,300,000 freight cars, besides in general use on passenger cars.

The Westinghouse Air Brake Co. is prepared to fill orders for one to one thousand sets of Air Brakes for Freight Cars at one hour's notice.

For further information apply to their Sole Representatives in Brazil:

**NORTON, MEGAW & CO. LTD**  
 58 - Rua Primeiro de Março - 58  
 RIO DE JANEIRO

**THE HARLAN AND HOLLINGSWORTH Co.**  
 WORKS SITUATED ON TIDE WATER  
**Wilmington, Delaware, U. S. A.**

MANUFACTURERS OF

Every description of Passenger and Freight Equipment for Broad and Narrow Gauge Railways. Special attention given to the construction of Carriages and Wagons for shipment to Foreign Railways.

Sole Representatives in Brazil:

**Norton, Megaw & Co., Ltd.**

**THE RIO DE JANEIRO FLOUR MILLS & GRANARIES, LIMITED**

56, RUA PRIMEIRO DE MARÇO, RIO DE JANEIRO

Telegraphic Address "Epidermis"

Post Office Box No. 486

LONDON: 48, Moorgate Street, E. C.  
 S. PAULO: 26, Rua do Commercio

ROSARIO: 420, Calle Entre Rios.  
 BUENOS AIRES: 133, Calle 25 de Mayo.

Agencies in Pernambuco - Bahia - Victoria - Curitiba - Desterro - Rio Grande  
 - Pelotas - Porto-Alegre

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

"NACIONAL"

"SAVOIA"

"BRAZILEIRA"

"PROGRESSO"

Daily production of Flour and Bran: 10,000 Bags

COMMENCES AT:-



**PARQUE FLUMINENSE**

Praça Duque de Caxias 13, 15

COMMENCES AT:



IS CLOSED FOR PREPARATION FOR  
 THE PRELIMINARY DISPLAY OF THE EXHIBITS  
 DESTINED FOR THE GREAT ST. LOUIS EXHIBITION

On the 10TH DECEMBER the Theatre will reopen with the

**EXCELLENT SIGUEIRA VARIETY COMPANY**

ALL THE LATEST NOVELTIES!

Interesting Turns by first Rate Artists;

FULL PARTICULARS NEXT WEEK

# ASCHOFF & GUINLE

Successors to JAMES MITCHELL & CO.

Electrical, Mechanical and Hydraulic Engineers, Importers of North American Machinery and Manufactures

REPRESENTATIVES OF:-

The General Electric Company.

Pelton Water Wheel Co.

McIntosh, Seymour & Co.

Worthington Pumping Engine Co.

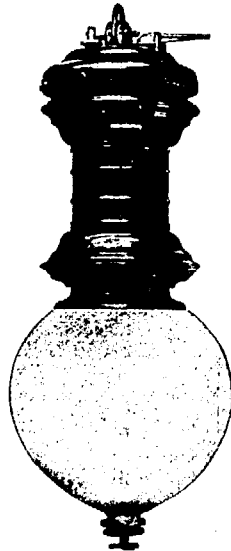
Babcock & Wilcox Ltd., Boilers etc.

The Peckham Manufacturing Co.

The Chloride Electrical Storage Company, Ltd.

A. L. Ide & Sons.

Chicago Pneumatic Tool Company.



Cleveland Twist Drill Co.

L. S. Starret Co.

Cincinnati Tool Co.

Fay & Egan Co.

Globe Wernicke Co.

Lozier Motor Co.

Mietz & Weiss.

Hammond Typewriter Co.

Victor Talking Machine Co.

Eastmann Kodak Company.

Ouvidor, 55 - P. O. Box 954, Telegraphic Address "Fuse" - Rio de Janeiro

RUA DIREITA, 7--P. O. BOX 9, TELEGRAPHIC ADDRESS "FUSE" - SÃO PAULO

## The Brazilian Review

NOTICE TO SUBSCRIBERS:

Offices: RUA DO OUVIDOR N. 95

P. O. Box. 472, Rio — Telegraphic Address — « REVIEW »

Mr. J. P. WILEMAN, Editor

ALL BUSINESS COMMUNICATIONS TO BE ADDRESSED TO THE MANAGER

MR. F. HAMILTON-SAWYER

AGENTS for sale of the « Brazilian Review »

- { Rio de Janeiro: Rodrigues & Co., Rua do Ouvidor 59.
- { London: G. Street & Co. 30 Cornhill.
- { Hamburg: J. Basedow, Brodsehrangen.
- { New York: S. Bernstein, Cor. 6th Avenue & 10 sts.
- { São Paulo: Harris & Co. 2 Rua Quitanda.

TERMS OF SUBSCRIPTION POST FREE:

100\$000 or £ 5 per Annum, Payable in Advance

Single copies 2\$000 or 2 shillings

### Mail Fixtures

DATE	NAME	COMPANY	DESTINATION
------	------	---------	-------------

1903

FOR EUROPE & THE STATES

Dec.	1 Panamá	P. S. N. C.	Liverpool
	2 Chile	Messageries Maritimes	Bordeaux
	3 Byron	Lampport & Holt	New York
	4 Ionic	P. S. N. C.	London

FOR THE RIVER PLATE AND PACIFIC

Dec.	1 Oropesa	P. S. N. C.	Valparaiso
	2 Magellan	Messageries Maritimes	Buenos Aires

### NOTICE TO SUBSCRIBERS

From the 1st of January, 1904, the price of subscription to the BRAZILIAN REVIEW will be reduced from £5 to £3 per annum. Single copies, 1\$200.

Separate copies of the Brazilian Review are sold at Rodrigues & Co., Rua do Ouvidor 59. Price 2\$000.

Announcements of births, deaths and marriages concerning subscribers and friends are inserted in this Review free of charge.

**Birth.** On 20th November, at Tijuca, the wife of Ernest S. Youle, Esq. of a daughter (Dorothy Alice.)

**Wanted.** Situation as lady's companion, housekeeper or governess — English, music and drawing — by an English-woman of ten years experience. Excellent references both home and local. Would accept small salary. Replies to "Review", 95, Ouvidor.

### Notes

**Notes Recalled.** The Minister of Finance now proposes to extend the period for exchanging old notes for new to 30th March next. Up to the present, 100,000 out of more than 300,000 *contos*, have been exchanged.

The Banks have been blamed for refusing to accept notes of the recalled issue, but, it appears, without reason, because in payments they accept any notes, as obliged by law, and only refuse in case of new deposits or on fresh business, which they are, undoubtedly, free to accept or refuse on their own terms.

**The rise in Cotton.** Prices for Brazilian good medium at Liverpool were according to late advices 6.35d. per lb. as against only 4.62d. in 1902.

**Manganese.** Justifying a reduction of freight on the Central (State) Railway for transport of manganese, Deputy Calogerus maintained that the policy of the railway had been all along mistaken as regards this struggling but promising industry, and that three distinct measures should be taken; to widen the gauge; adopt a special type of waggon and reduce rates. In

both Russia and India the Governments were doing all in their power to assist miners, especially in the latter country where rates ruled only 8/- per ton for a distance of 800 miles and wages only 17 to 25 reis per diem.

— A new company has been organized under the title of *Cia. de Manguez, Queluz de Minas* to work manganese deposits at Queluz with a capital of 1,000,000\$ in 5,000 shares of 200\$ each.

**The Port Works.** A telegram from London says that Mr. Joseph Walker, the representative of the contractors of that name, will shortly return to officially inaugurate these important works. In another column we publish the contract *in extenso* for the improvement of the harbour, a work of the highest importance to this city, fortunately entrusted to experienced and capable hands. We understand that Mr. Wheatley, M. I. C. E. formerly of the City Improvements and afterwards connected with the Brazilian Contract Corporation, who successfully carried out a number of important public works, will be chief agent for the contractors. Mr. Wheatley has a large and varied professional experience and is thoroughly acquainted with local conditions — and is fever proof, besides being much liked by Brazilians and extremely popular with the workmen. A happier combination could not easily be imagined and both the contractors and Mr. Wheatley are to be congratulated. It is said that the greater part of the staff will be recruited here, a very wise precaution seeing how exposed new-comers will probably be to fevers should the dredging of the mud of ages from the bottom of the Bay prove as deleterious as is, in some quarters, expected.

— By the end of the December the first section of the quay will be located and be handed over to the Contractors to commence work.

**The Grand Avenue.** Dr. Frontin has been appointed Director and a long list of regulations has been issued. It will be the business of the director to come to terms with the proprietors and lessees for expropriation of the buildings along the route and take the judicial proceedings when necessary, as also to submit to the Minister proposals for sale of the marginal lands. He will likewise undertake the sale of old and purchases of new materials, make plans for new buildings etc. etc. His staff will consist of eight engineers, eight assistants, one draughtsman, secretary, accountant and their clerks. We understand that it is expected to obtain 10,000,000 per metre front with 20 metres depth for the expropriated land along the route, but we fear that there is not enough money in Rio for undertakings so ambitious. At this rate, the site alone for a relatively small building of 20 metres frontage would cost 200,000,000, and the cost of the building complete be probably some 400,000,000. How many people are there in Rio who have 400,000,000 to spend, or will lock them up in costly buildings if they have? As a rule it is not the costly but the small buildings that pay best in Rio.

**The Lloyd Brasileiro.** All along the coast, but particularly from Bahia, complaints of the Lloyd service are loud and deep. One after another the steamers break down or run ashore, and the only remedy that the directors can discover is for Government to lend them more money to buy more steamers to run on more shores, *ad infinitum*.

**Monazite.** The two tenders for lease of the deposits presented at London are said to be out of order their conditions not corresponding to the terms laid down in the notice calling for tenders. Meanwhile, Dr. Inglez de Souza has commenced the suit, on the part of the Bahia and Espirito Santo Governments against the Treasury, and there seems every likelihood of the whole thing being embargoed until the suit be decided.

— The appeal of John Gordon against the order of the Treasury prohibiting sands to be extracted from the deposits has been allowed by the Supreme Court as a *prima facie* case.

**Municipal Affairs.** The proposal of the Prefect to make proprietors pay 25% of the cost of new paving has passed the Council, by a large majority and is now law.

— The Prefect has voted the bill of the Council for construction of workmen's dwellings, so called *avenidas*.

We understand that the Prefect is asking or intends to ask 3,000\$ per linear metre for the site along the extension of the Rua da Candelaria.

In consequence of the approval by the Senate of the law altering the Municipal Constitution Dr. Paula Freitas, the president of the Municipal Council, has resigned.

— It is expected that the revenues of the Municipality will this year reach Rs. 12,000,000,000.

— It is said that Sr. Walfredo de Figueiredo will replace Dr. Paula Freitas as president and Sr. Coutart succeed to the Vice-Presidency of the *Conselho*.

**Consumption of Coffee in France.** Statistics for the half year show that the increase of consumption of Brazilian coffees is larger than ever, possibly in anticipation of the possible increase of duties. For the first half of 1900, the year that duties were reduced, consumption of Brazilian kinds were only 164,307 quintals. It rose in 1901 to 186,314 q., to 206,440 in 1902 and now to 244,635, an expansion of over 48% since 1900 and of 18% since last year merely! And yet we are going to throw away this advantage and let France raise the duties again almost without protest! What is the good of talking of *propaganda* when we act like this?

#### THE FINANCES OF THE MUNICIPALITY OF RIO DE JANEIRO

The statements lately published in a London journal, apparently with the object of impeding the negotiation of a municipal loan, are incorrect and misleading. The funded debt is not 55,000,000\$ as stated but 41,722,000\$, of which 32,530,000\$ correspond to the internal currency issues, and 9,192,000\$ to the £460,300 still outstanding of the London 4% sterling loan at the current rate of exchange, 12d.

Moreover, the loan authorized by Congress is not, as stated, for six but for four million sterling, with part of which it is intended to redeem the internal issue, so that, on every count this correspondent is in error. To the supposed £6,000,000 he has added the whole of the outstanding liabilities, wrongly appraised at 55,000,000\$, and thus obtained the grand total of £15,826,490 equivalent to 316,529,800\$.

From the four, not six million, pounds the Municipality is now negotiating, 32,530,000\$ must be deducted on account of the conversion of the internal issues. The debt of the Municipality will then comprehend 80,000,000\$, the equivalent at 12d. of the new issue of £4,000,600, and 9,192,000\$ the equivalent of the sterling London Loan still outstanding, in all 89,192,000\$ and not the fantastic total of 316,829,000\$ pretended!

There is, besides, another equally important point to be considered. At present the City pays 4,221,000\$ per annum for interest and amortization and by extending the period of amortization to 50 years, provision for interest at 5% and amortization at 1/2% per annum can be effected with only 4,400,000\$ per annum for the new sterling issue and 562,000\$ for the old one, or in all, 4,962,000\$ per annum. So that, at an increased annual expenditure of only 741,000\$, it will be possible to obtain means not only to convert the whole of the internal debt, but to carry out urgent city improvements costing 33,000,000,000.

The increase in the house and land tax (*imposto predial*) offered in guarantee, is appraised at 3,000,000\$ for the coming year, this estimate being founded, not on official estimates, but on the declarations of the proprietors themselves, and will, therefore, be far more than sufficient to cover the increase of 741,000\$ for the service of the debt.

These details are here perfectly known and understood, and the fact that this correspondent, whoever he may be, wilfully ignores or misrepresents them shows how little value is to be attached to his statements.

#### CONGRESS

The law reforming electoral proceedings was voted in the Chamber last week, its original form as presented in the projects of Dr. Anisio Abreu having almost disappeared under the multitude of amendments. It will go to the Senate.

— The proposal of Deputy Alfred Varella for an inquiry into the affairs of the *Banco da Republica* was rejected almost unanimously.

— It is likely that all the amendments introducing alterations in the tariff, with the exception of those for lard, cotolene, and carved wood furniture, will be quashed in the Senate.

— The Senate will have nothing to do with alterations of the navigation laws approved by the Deputies, by which goods of a perishable nature might be shipped in foreign bottoms from one Brazilian port to another.

— The Budget Committee of the Deputies has reported against Dr. Barbosa Lima's project to reduce the hours of labour in National workshops to 8 per diem.

— The present session will be prorogued to 30th December.

— The Electoral Reform Bill will now go to the Senate, where it will be probably altered and modified out of recognition and have to return to the Chamber, in which case there is little hope of its being law this year.

— An amendment to the Public Health Bill has been voted in the Chamber by a majority of 8, prohibiting the removal to isolation hospitals against their will of persons suffering from contagious diseases, who will now have to be isolated and treated at the patients' domicile.

Superaris I Superaris II  
Superaris III

### THE ACRE TREATY

The treaty was duly signed on the 21st ultimo by the four plenipotentiaries at Petropolis. Immediately after, Dr. Pinilla, the Bolivian envoy, left for São Paulo to take the Royal Mail steamer at Santos for Buenos Aires. He expects to arrive at La Paz about the 15th of December. The treaty would then be immediately and simultaneously submitted to the Bolivian and to the Brazilian Congresses. It is, however, unlikely that he will reach his destination before Congress here is dissolved; and perhaps a little delay would be none the worse, and give the hot-headed patriots, here and there, now busy sharpening their wits to oppose this or any other arrangement tooth and nail, an opportunity for consideration and cooling down. There are already signs that elements that appeared irreconcilable and promised tenacious resistance to Barão Rio Branco's proposals, have been brought to see the error of their ways and are gradually coming, if they have not already come, round to his way of thinking. It is too much to expect that such an opportunity of airing eloquence be entirely wasted, but so long as the leaders of opinion are gained over it does not really matter much what the rest do.

The treaty, or almost any treaty for that matter, is far better than fighting, and if Brazil can get all she wants and consolidate her power and position on the Amazon at the cost of a couple of million sterling and construction of a railway, even if a port or two on the Paraguay and Madeira are thrown in, no unprejudiced critic can fail to admit that Barão Rio Branco has scored another remarkable success!

The state of the case when Rio Branco took up the running was that of unmitigated muddle with public opinion and Government policy absolutely at variance. To bring them first into line was Barão Rio Branco's task.

Bolivia's territorial claims had, on the one hand, been admitted and Bolivian agents been even put into possession by previous Brazilian administrations. On the other hand, not only the area in dispute but other indisputably Bolivian territory beyond, had been settled by Brazilian pioneers who refused absolutely to recognize Bolivian authority and demanded annexation to Brazil or independence! At this juncture the Bolivian Government virtually ceded the territory with sovereign rights to a foreign syndicate.

The Brazilian Government promptly and rightly decided that the cession of a territory still under dispute and peopled entirely by Brazilians to a foreign commercial corporation whose only object could be to wring the greatest profit possible out of the concession, could not be permitted and as Bolivia refused to yield, forthwith bought out the concessionaires. Meanwhile the Bolivian Government despatched an expedition to Acre to put down the insurrection and re-establish Bolivian authority.

In this predicament there were but two alternatives for our Government to follow: to recognize the Bolivian pretensions, as did the Government of Campos Salles and recommend or oblige Brazilian settlers to recross the frontier and come to an agreement with their Bolivian masters, or to assert the principle of *uti possidetis* and right to protect Brazilian lives and interests everywhere.

The latter, no doubt, entailed some inconsistency and apparent abuse of power; but, as it turned out, whatever decision the Federal Government might have come to, the Brazilian pioneers, who had opened out the district and were its only settlers and had, moreover, previously obliged several Bolivian garrisons to capitulate and retire from the country, had quite made up their minds to resist Bolivian ascendancy and, under Plácido Castro's direction to give fight to General Pando's forces, with every prospect of success. In this intention, too, they were backed up by the sentiment of the greater part of Brazil, and particularly by the active sympathy of the States of Amazonas and Pará, who, right or wrong, did not mean to let go their hold on the Acre, with its profitable and developing trade in rubber.

At this juncture Rio Branco stepped in and, whilst inviting the Bolivian Government to negotiate forbade the Bolivian troops meanwhile to cross the disputed frontier, whilst offering to submit the matter to arbitration should no arrangement be come to by negotiation.

At the time the proceeding seemed high-handed and unfair, but in the light of later events there seems no doubt that it was the wisest and best thing that could have been done, and that Barão Rio Branco is to be congratulated on the thorough grasp he had of the situation from the first. Less decided action would have inevitably resulted in a struggle between the Bolivians and the *Acreanos*, as the revolutionary party at the Acre terms itself, which would have probably involved this country in an ultimate declaration of war with Bolivia. The Acre is too far away, the climate too bad, and the sympathies of the two neighbouring Brazilian States too actively favourable to the revolutionists for the Federal Government to exercise any permanent pressure. Even had our Government undertaken to force Brazilian traders on Bolivian territory to retire, as soon as the Federal forces withdrew, they would be back again.

Barão Rio Branco recognized at once the impossibility of such interference; but, unwilling to copy American methods, refused to encourage annexation by revolution, as he might easily have done. On the contrary he entered at once into negotiations with Bolivia on lines that virtually recognized the territorial claims of that country, whilst insisting on the advantage and necessity of an immediate rectification of the frontier. The acquisition of the rights of the American Syndicate was a master stroke, as it destroyed all hope on the part of Bolivia of outside assistance or interference. The determined attitude of the revolutionary forces under Plácido Castro likewise helped to convince the Bolivian President, who commanded the Bolivian expedition in person, that nothing was to be gained by fighting, and that even if he succeeded in overcoming the present outbreak, the Acre was too far from the Bolivian base, and could never be kept! And so he decided, like a sensible man, to come to terms, a decision that Barão Rio Branco has made all the easier by his generosity and liberality.

Compensation had to be given to Bolivia not only for the surrender of a disputed claim to the area north of the parallel of 10°20' but for the surrender of territory indisputably Bolivian *de jure*, if settled almost entirely by Brazilians, and, therefore, Brazilian *de facto*.

By surrendering the Acre, Bolivia surrendered, too, her only means of direct communication with the outside world without passing through foreign territory, the Acre or Aquiry being the only river in Bolivia navigable to the sea.

For each and all these rights or claims, tangible or shadowy, as some might be, it was necessary to provide compensation and in a manner that would not too profoundly hurt the self-esteem of a weaker neighbour, as touchy as ourselves.

To offer money alone would have been an offence, but combined with the cession of lands on the river Paraguay and an undertaking to construct a railway over the rapids of the river Manoré to a point in Bolivian territory the negotiations have been given an aspect of exchange rather than purchase, and their really mercantile character been put in the shadow.

The terms of the treaty are not yet precisely known, nor would this be the opportunity to discuss them if they were. It is possible that by bargaining or huxtering easier terms might have been secured, but beyond mere considerations of £, s. d. or of square miles of territory more or less useless to ourselves, should be placed the repugnance of a stronger to hurt the susceptibilities of a weaker nation, and the desire of a free people to live in peace and friendship with all their neighbours. Brazil is strong; Bolivia is weak, we have won our point, they have lost. We can afford to be generous!

**The State of Rio de Janeiro.** The Budget for 1904 now before the Chambers estimates revenue for 1904 at 8,834,416\$ and Expenditure at 8,987,163\$ as compared with 6,828,199\$ actually recovered and 9,936,428\$ current expenditure in 1902.

The principal items of the estimates compare as follows with the results obtained in 1902.

	Estimate for 1904	Collected in 1902
Export duties on coffee 10 %/a.....	3,972,386\$000	3,506,205\$000
" sugar 3% <sup>1</sup> / <sub>2</sub> .....	230,506\$000	201,051\$000
" spirits 9 %/a.....	114,397\$000	71,119\$000
" sundries.....	981,791\$000	1,044,898\$000

At 28\$ per bag, current price, the estimated yield of duties on coffee corresponds to 1,420,000 bags as compared with, 1,273,400 the actual yield in 1902, 1,550,699 bags in 1901 and 931,662 in 1900. The current crop, part of which will arrive in the first half of 1904, is about an average, but the next 1904-05 is expected to be very poor in the State of Rio and the estimate of 1 1/2 million bags is probably excessive. Should, however, the coming crop be likewise short in Minas and S. Paulo a rise in prices may be expected that would, perhaps compensate for the falling off in quantity.

With regard to sugar the coming crop is likewise expected to be poor in consequence of the drought, and the estimate is probably too high as there seems little hope of a permanent rise in prices.

	Inland revenue Estimated 1904	Received 1902
Trade and Professional Licences.....	1,300,000\$	nil
Transfer duties.....	988,878\$	1,157,769\$
Stamp ".....	186,636\$	166,722\$
Sundry.....	1,059,822\$	680,435\$

The increase of 1,530,410\$ in what is termed Inland revenue is chiefly owing to the transfer of trade licences from the municipalities to the State. Otherwise the estimates seem to be conservative and show a shrinkage in some items, such as transfer duties, affected by the value of property, and slight increase in others.

Altogether the estimate of revenue do not seem unreasonable, though we think it would have been wiser not to reckon on an increase next year from coffee duties, however favourable the prospect of an improvement in prices may at present appear.

	Expenditure in 1902	Estimates for 1903
Legislature .....	391:563\$600	356:800\$000
Executive .....	204:641\$383	86:800\$000
Justice .....	672:152\$925	861:923\$340
Education .....	1,372:092\$296	1,174:386\$665
Police and Hospitals.....	688:704\$641	642:580\$000
Public Health.....	238:052\$339	245:291\$113
Forces .....	1,170:945\$554	688:314\$950
Commercial Association and Sundry.	119:825\$176	144:660\$000
Public Works.....	1,367:244\$701	1,548:327\$000
Finances .....	2,861:940\$280	4,189:344\$885
	8,987:162\$895	9,936:427\$953

The Governor elect promised to do all in his power to balance Revenue and Expenditure in the only way possible, by cutting down expenses and, if this budget is a sample, has kept his word. In every branch where it was possible, expenses have been ruthlessly reduced, the largest reduction of all being for the forces, for which the appropriation has been cut down almost half. Evidently Dr. Nilo Peganha means to be a real reformer and to rest his claim to support not on the bayonets of soldiers but on the good will and gratitude of the governed.

There has been a slight increase in expenditure for administration of Justice as also in the appropriation for the Junta Commercial, and Sundries and Public Works and Finances.

The increase of 181:082\$ in Public Works is due to certain municipal services having been taken over by the State, which for a long time have been falling into dangerous neglect. The most considerable increase is in Finances, and amounts to 1,327:404\$. Of this 139:499\$ are accounted for by increased expenditure in collection of revenues transferred by the municipalities to the State and 820:000\$ by the increase in the cost of the service of the funded debt due to the late issues of *apólices*. The pension list has also been raised slightly, but 148:720\$ have been saved by abolition of the *Tribunal de Contas* and smaller sums in other items. So long, however, as the service of the funded and floating debt absorbs over 43% of the revenue, the finances of the State of Rio de Janeiro can only be precarious. The debt is out of all proportion to income and in some way will, sooner or later, have to be reduced.

#### THE BRAZILIAN TAX ON RUBBER

Amazonas, says *The India Rubber World*, is truly a state that lives by rubber. Not only is rubber the source of income of the people there who work and of those who engage in trade, but it is especially the source of the public income. It even supports people who neither work nor trade, judging from the recommendation by the Governor at Manaus, in his last message to the state legislature, that fifteen "worse than useless" revenue stations be closed, they not having collected a cent for a year, though the officials regularly drew their pay.

According to Governor Nery, the state revenue in 1902 was equivalent to \$3,109,814.24 of which all but \$33,913.21—about 1 per cent—resulted from the tax on rubber export. We believe that the theory prevails in the Amazon states that the foreigner pays the tax on rubber; therefore, no matter how high the rate, no burden falls upon their own people. But the theory is a mistaken one. Their rubber would bring precisely the same price in the consuming markets, taxed for export or untaxed, and every *mitre* exacted at the Manaus or Pará custom houses leaves so much less for the citizens of those states than they would have if the government kept its hands off. Everybody in Amazonas believes that rubber from that state is smuggled across the rio Javary and then sent down the Amazon as the product of Pará, thereby avoiding the payment of duties to any Brazilian state. Yet in New York that rubber brings the same price, grade for grade, as the rubber taxed at Manaus. Which indicates that the seller of untaxed rubber gets more for his product than the other fellows.

Of course the state is bound to have a revenue, and the only resource of an undeveloped state is to put a tax on the natural products exported. The people on the Amazon do nothing to make their lands valuable, and therefore taxable; there are no corporations to pay for franchises; there is practically nothing in that region but a natural monopoly of rubber of a grade that is much wanted by the outside world. And when this want operates to induce the natives to work in the *seringueiras*, the governments think to make the unloved "foreigner" pay dearly for the rubber by imposing as a tax "all that the traffic will bear." The Brazilians really pay the taxes, as they ought to do, but perhaps the rate would be lower if they better understood the situation—and if they ever stopped to ask what the government gives them for their money.

From Governor Nery's message it is possible to compute the average tax on rubber at Manaus during 1902 at 10.2 cents per pound—assuming 12 pence to have been the average exchange for the *mitre*—and as the tax is 20 per cent. *ad valorem*, the average export price of rubber at Manaus would work out at 51

cents per pound for all grades, including Caucho. It is interesting to note in this connection that the average import value of all Brazilian rubber into the United States during 1902 was 49.9 cents per pound, showing that the Manaus authorities were careful to avoid undervaluation.

# SUPERARIS

Trade mark — The GREEN Star

## General News

No health statistics have been issued by the authorities since those published in our last number.

— Rio de Janeiro has the lowest birth-rate of any of the large cities of the world. A glance at the female inhabitants here would lead one to the opposite conclusion.

— The Exhibition of alcohol-using-machinery and appliances was closed on the 25th inst. It has no doubt served a good purpose in demonstrating the many ways in which alcohol may be utilised, but, except for local purposes in the producing districts, it is questionable whether it can compete with cheaper kinds of fuel.

— The *Paiz* and *Correio da Manhã* are still most successfully engaged in destroying each other's reputation to the diversion of the public, which is more than ever convinced that journalism in this country is a business and not a calling.

— The appeal of the Centro de Commercio de Café to *Fazendeiros*, has resulted in offers of over 300 bags of coffee for exhibition at S. Louis. There is a proposal now before the Chambers to constitute a Camara Syndical for coffee at the Centro dos Cafestistas.

— Tijuca and Petropolis are rapidly filling, in the former there are very few houses unlet and a large number of rooms are already bespoken at the Hotel White. The Prefect is making a proper job of the road which is being remodelled and macadamised and will soon be as good as it ever was, and the best and most beautiful drive near Rio.

— We are pleased to hear that José do Patrocínio, the hero of the emancipation movement, is out of danger.

— The Post Office is about to make a completely new and most artistic issue of postage stamps.

— On the 19th the new station of the S. Christovão Co. at Muda da Tijuca was opened to traffic. This Company, though the only one that has not been allowed to raise its rates, does more than any other to consult the convenience of passengers and the traffic. The service to the Alto is greatly improved and will be still more so when the gauge is reduced to that of the mule tram line. This has been already commenced, but it is the intention of the directors to carry it out without any interruption of the traffic or even transfer of passengers during the process. Electric cars will then run direct from the Muda station up to the Alto and the old expensive and somewhat cruel mule traction on that heavy part of the line be done away with.

— There is probably some explanation, if only we could get at it, why it always rains in this country on All Souls Day and nearly always every Sunday, particularly at Tijuca. But whatever the reason may be, it is very annoying, and the Clerk of the Weather might alter it. Just when people want a little relaxation and have ventured to convey themselves at some outlay of time and money to the top of the hill in search of it, down comes the rain to spoil everything. So it happened on Sunday when as if it had waited for the first strains of the excellent music that issued from the brand new band-stand at Passos Park, were as a signal for a downpour that drove everyone home or into the restaurant Dr. Passos has so thoughtfully provided. Later on it cleared up a bit and youth and beauty with damp feet amid dripping surroundings paced the cemented way and, like Mark Tully, tried to be happy. It was, however, too cold and damp, and although the band played courageously on to 9 o'clock, by eight the Park was deserted. Still, it won't rain forever and when the sun comes out and the air gets warm and balmy no pleasanter means of spending Sunday can be found than to take the bond to the Alto, dine at White's and then listen to music and watch the moving crowd. The gardens are well-lighted and on a fine evening are animated and pretty.

*Superaris. Superaris. Superaris.*



**Minas Geraes.** The Government of Minas will shortly call for tenders for the lease of the Bahia and Minas Railway running from Carvellas to Theophilo Ottoni, a distance of 400 kilometres, and connecting a rich mineral district with the coast. The line passes through splendid virgin forests of the finest and hardest Brazilian woods, which, if taken up and worked by an enterprising firm, should be highly profitable.

— Dr. Lauro Müller on the 27th inst inaugurated the extension of the Central Railway from Sete Lagoas to Cordisburgo, returning to Bello Horizonte the same day.

**S. Paulo.** Some of the Banks refuse to receive notes of the recalled issues in payment. This, they cannot legally do so long as these notes are legal tender, which they certainly are at present.

— The following combination is spoken of as possible:— President of the State, Dr. Tybirigi, Vice-President, Dr. Lopes Chaves, at present Senator for S. Paulo; Secretary of Finance, Lins de Vasconcelos; Secretary of the Interior, Cardoso de Almeida and Secretary of Agricultura, Carlos Botelho.

— *O Correio Paulistano*, in an apparently inspired article, asserts that there is no foundation whatever for the latest rumours of military disaffection.

— The S. Paulo Railway has given notice that from the 14th November no more notes of the recalled issues will be received at the offices of the Company.

— A banquet has been given by their followers to the leaders of the Republican party, Messrs. Franco Lacerda and Herculano de Freitas, in the S. Paulo Legislature.

— The Paulista and Sorocabana Railways are competing eagerly for the traffic of the Jabú, Banbarão and Agudos districts. The latter having quite illegally started differential tariffs for those districts, the Paulista has protested.

— At Santos a committee has been appointed comprising some of the leading merchants of the place to approach the State Government on the subject of addition to the number of exchange brokers. Messrs. J. M. Martins de Siqueira, Carl Hellwig, Green, E. Broad and Kiedel form part of the committee.

— Dead rats fetch 300 réis cash at the *Intendencia* at Santos.

— An association of Cotton Manufacturers has been formed with Messrs. Weissohn, Pires and Max Maia for directors. The associates work nearly 30,000 spindles.

— The basis for the reorganisation of the Banco de Crédito Real is reduction of the capital to 13,500,000\$ on which the State guarantees annual interest at the rate of 7% per annum besides lending the Bank 1,000,000\$ in money, inclusive of 500,000\$ already received.

**Paraná.** On the 19th December the State of Paraná will celebrate the 100th anniversary of its separation from S. Paulo, of which it formerly formed a *Comarca*.

**Rio Grande do Sul.** The *Pomona* belonging to the firm of Mehanowitch & Co. of Buenos Aires made its first trip to Porto Alegre on 12th inst. This steamer is the second of the same line intended for the flour trade between Buenos Aires and Rio Grande. Being of small draft she can go right up to Porto Alegre without transferring cargo.

— Julio de Castilhos was, or professed to be, a positivist and not to know whether he owned a soul or no. All the same, masses galore have been said all over the country for its repose and been attended even by officials supposed to be positivists too. The quality of Rio Grande positivism does not seem very positive.

**Bahia.** After a prolonged draught rain has fallen at length in the *sertão*, though it is not known if it extended to the other draught-stricken provinces.

**Sergipe.** In consequence of the severe drought the cotton crop in Sergipe this year will be poor.

**Parahyba.** Advices from Parahyba say:— The heavens are brass and the drought continues pitiless all over the State, where a great many cattle have perished for want of pasture. The *sertanejos* are fleeing famine-stricken to the towns where all the *farinha* has been bought up by a "ring" and gone to fancy prices. At the Sant'Anna Asylum the poor, mad inmates were said to be lacking sufficient food, but in spite of all people found money to gamble worse than ever on the *Bicho*. Works on the new custom-house had been commenced, the *débri* of the old one (to poison the population), which was lately burned down, being thrown into the river.

**Ceará.** Everything is quiet again at Crato, where, if official reports are to be trusted, there was no political trouble at all.

**Amazonas.** Correspondence from Pert states that country is making military preparations on an extraordinary scale, but with what object, whether against Bolivia, Brazil or Chile, is not known. Rubber is so valuable that the upper Amazonas is well worth fighting for and perhaps Perú will not let Brazil have her way on the Purus so easily as on the Acre.

**Mato Grosso.** How to make friends with the Indians! Telegrams from Cuyabá state that 10 tame Indians were lately shot in cold blood by orders of the Collector of the township of S. Manoel, who afterwards attacked and burned their settlement.

**Pará.** The Budget for 1904 estimates Revenue as follows:—

Export duties, Cacao, 6%; Nuts, 16%; Hides, 17%; Rubber <i>syphonia elastica</i> and <i>hevea beneficiada</i> , 25% do; <i>seruambly</i> , 22%; do <i>entreffina</i> , 22%; on <i>pauca</i> all other kinds, 15%; fish, 5%; Timber, 6%; gold, 5%; skins and furs, 10%; feathers, 25%; tallow, 300 réis per kilo.	4,500,000\$000
Industrial and professional licenses.	210,000\$000
Discharge of Goods at Port	110,000\$000
Stamp Duties.	90,000\$000
Transfer Duties.	250,000\$000
Bragança Railway Receipts.	170,000\$000
Water Rates.	150,000\$000
Tax on Operations on Bourse.	100,000\$000
Surtax 12 1/2% on Exports etc. for Hospital.	120,000\$000
Sundry Revenue.	105,000\$000
Eventual do.	100,000\$000
Total.	5,905,000\$000

Besides, interstate duties are charged on spirits, 260 réis per litre; honey, 80 réis per litre; tobacco, 200 réis per kilo; wines, liqueurs and vinegar *ad valorem* 30%; an excise tax is levied on state-grown tobacco of 500 réis per kilo.

We note that native banks are assessed from 100\$ to 180\$ according to their capital if domiciled in the State, at 1,400\$000 if domiciled in another state, and at 3,000\$000 if domiciled abroad. Such distinctions between foreign and native industries have been decided by the courts to be unconstitutional and illegal, and should be resisted.

— According to the *Folha do Norte* the foreign debt of the State of Pará amounts to 80,000,000\$000 or £2,000,000 and the service to £79,426 per annum, equivalent to about 15% on the export duties.

— *A Folha do Norte* says that President Pando proposed to General Silveira the occupation of the territory by Bolivian forces for 10 years and payment of 50% of the revenue to Brazil. This, Rio Branco refused, and meanwhile ordered Plácido de Castro to simulate a revolt against Brazilian authority, for which he received 20,000\$000 from Manaus! The occupation of the Acre, says the *Folha*, has already cost the Union 9,000,000\$000 (£450,000); more than 1,500,000\$000 having been paid for transport to the Amazon Steam Navigation Company alone!

— The first coffee planted in Brazil was in Pará from seed that came from Cayenne in 1727. In 1761 cultivation was started at Rio de Janeiro by J. A. Castello Branco, but shipments on a large scale commenced only in 1817. Now Brazil produces three-quarters of the world's whole supply!

— A cable received by *O Jornal* states that the Municipality of Belem de Pará is engaged in consolidating its debt into a single issue of 15,000,000\$ bearing 6% interest and amortizable in 50 years recovered by special levy of the house (*predial*) tax. The operation has been undertaken by a local bank, (The Banco do Commercio). We await further information by mail.

— Shipments of rubber from Pará in October were 2,356 tons.

— The cash in the banks on the 30th October was as follows:—

Banco Commercial.	2,965,054\$000
Banco do Pará.	5,647,015\$000

— On 1st November the agents of Messrs. Booth & Co. entertained the Press and a large company at luncheon on board their fine s. s. *Ambrose*.

**Foreign Items.** PANAMA. President Marroquin has only himself to thank if he finds cold comfort and scant sympathy in his troubles even amongst his South American brethren. He prepared his bed himself, now he can lie on it. Whilst regretting the circumstances, the Presidents of most of the South American Republics look on the matter as closed and Panamá lost for ever to Colombia. Our own President, Dr. Rodrigues Alves, replied as follows to President Marroquin's circular:—

"I lament the circumstances in which you are placed, and sincerely trust that a solution will be found by which war may be avoided, because as you know, only by peace, concord and labour can nations prosper and develop means of resistance against disintegration and the attacks of foreigners. Whilst assuring you of the sincere wishes of happiness for Colombia I offer you the protests of my best and most distinguished etc., etc."

— Argentina has always been more lucky than wise, and is probably the best advertised country in the world. Not content with competing with the old world with its Navy, she has now made a most successful incursion into a new field and sent an expedition in an old iron tub to discover Nordenskiöld, that, by the greatest luck in the world, instead of being bound up and crushed in the ice, discovered the discoverer at the very first point touched at after leaving Ushuwaia!

**SUPERARIS!**



# GRAND HOTEL WHITE

ALTO DA TIJUCA -- The Paradise of Brazil

Fine airy bedrooms.  
Pure spring-water on the premises.  
Choice Wines, Liqueurs & Cigars.  
Shower, needle, douche & plunge baths.  
First class table  
Billiards. **Prices from 10\$ a day.**

**N. B. Every attention paid to the comfort of the guests.**

TELEPHONE NO. 1094.

For Infants, Invalids, the Aged and Travellers



Has outdistanced all competitors so completely that it is not worth while to place them. It is a case of "Horlick's" first and the rest nowhere.

Sold by all the leading druggists and provision merchants

Sample bottles supplied gratis; address as below.

Sole General Agent for Brazil:—

**PAUL J. CHRISTOPH**  
RUA DA ALFANDEGA NO. 67  
RIO DE JANEIRO

## Social, Sporting and Dramatic News

**A rare Treat in store.** It is now some thirteen years since the English of Rio de Janeiro have had an opportunity of hearing operettas or plays in their own language, hence the news should be welcome that early next June will see the advent of a first class English dramatic and light opera company to this city. It is probable that during 1904 many theatrical companies will visit Rio, but it is safe to prophesy that the Baudmann Opera Company of London, now on a tour to Canada, British Columbia, China, Japan, India, and South America will prove the *clou*. This Company left London on the 4th July last (perhaps out of compliment to our American cousins) under special arrangement with Mr. George Edwards of the Gaiety Theatre, and, as far as the production of copyright plays is concerned, with Messrs. Alfred Moule, George Dance, Milton Bode, Sidney Jones and last but not least, George R. Sims. With respect to the capacity of the Company to adequately render the somewhat ambitious *repertoire* we note that the critiques which we have read in several Canadian papers are as eulogistic as they can well be, and state further that the Company has met with an unprecedented success throughout the Dominion, where the inhabitants are no mean critics.

Signor Ducl, the well-known and experienced *impresario*, made arrangements some time ago for this Company to visit South America on a tour that is to embrace Rio de Janeiro, São Paulo, Santos, Buenos Aires, Montevideo, Valparaiso, Santiago, Iquique, and Lima. We understand that the Company will probably perform at the Parque Fluminense in the new theatre, which will be completed by then. If anything can add to the success of this Company it will be the up-to-date business management of the Parque Fluminense, who spare no money or trouble to cater to the comfort of their patrons while Signor Ducl's capacity and knowledge of his business is too well-known all over this continent to need any further remark;

hence we congratulate the public of Rio de Janeiro for the treat in store of witnessing the latest London successes a list of which we print below:

During the season a selection will be made from the following powerful *repertoire*: La Cigale, The Geisha, The Toreador, The Shop Girl, A Gaiety Girl, San Toy, Little Christopher Columbus, The French Maid, The Casino Girl, My Lady Molly, A Chinese Honeymoon, The Gay Parisienne, The Lady Slavey, A Runaway Girl, Florodora, The Messenger Boy, Dorothy, The Gondoliers, Kitty Grey, The School Girl, The Belle of New York, A Country Girl, Gentleman Joe, A Pantomime Rehearsal, The Mikado, La Poupée, The Rose of Persia, Three Little Maids, The Girl from Kay's.

Besides the following plays: David Garrick, The Sign of the Cross, Charley's Aunt, Trilby, The Manxman, The Three Musketeers, The Strange Adventures of Miss Brown and A Night Out.

**List of passengers** arrived by the British s.s. *Byron*, from New York and intermediate ports, on the 23rd November 1903. 1st Class:—Messrs. St. Uraz, J. N. Guirin, H. Keyes, Dr. J. Steward, Mr. A. Gondret, Mrs. Maria Haza and Candida da Silva and Mr. Rodolpho Lima. 3rd Class: 20 passengers.

**Superaris! Superaris!!**

## Correspondence

(FROM OUR OWN CORRESPONDENT)

New York, 5th November, 1903.

Since my last, coffee has advanced in the market almost steadily, any recessions being due to profit taking by those who had bought at the lowest prices, and also to more favourable reports about the coming crop.

The advance of about two cents per pound from the lowest, is due to the feeling that large, i. e. bumper crops of coffee are, for some years to come, no longer to be expected. The feeling is also that coffee is cheap enough to prove attractive both speculatively and for investment. Wall Street has been quite active on the "bull" side for some time, and it is currently reported that the firm that has been most in evidence on the "bear" side has now reversed its position. To-day's market opens strong and higher, and in the opinion of many people it will continue to advance. The future course of the market depends largely, of course, on the prospect of large crops in Brazil, but the general idea is that owing to the low prices obtained for several years the plantations are not only greatly exhausted, but having necessarily been badly cared for, are no longer capable of producing such crops as 15,000,000 bags, or more.

**Cotton** still continues high in price with every prospect of going higher still. Conservative estimates place the production at 10,000,000 bales for this year, with probabilities that it will be even less. The world's consumption being not less than 10,900,000 bales it follows that there will be a short supply, and, consequently, higher prices.

**Lard** is at present very cheap, not only actually but by comparison with other hog products. In fact, the usual position is reversed, and instead of lard being dearer than the meats from the hog, it is cheaper, and is now selling for less money than the dressed hog. As the packers must, at least, try to get a new dollar for their old one, meats are very high at present.

(FROM OUR OWN CORRESPONDENT)

Pernambuco, 19th November, 1903.

**Sugar.** Entries continue large, but the major portion is still composed of Usinas; to the 17th instant 144,453 bags came to market compared with 97,110 bags same time last year.

Crop reports are still very contradictory, and although entries are comparatively so much larger than last year, many people maintain that they will fall off suddenly by the end of December or the beginning of January, and that it will be found that the crop is very little, if any, larger than that of last year. Usinas have no doubt been working full time and rushing their produce to market, but if the crop were really a small one it would have seemed more prudent to proceed slower, and thus by scarcity keep prices up instead of rushing in heavy supplies and depressing prices as they did. During the past week the demand has revived for Rio and Santos as well as most of the other home markets and to-day's prices show considerable advances upon my quotations of a fortnight ago; at them the market is firm and apparently the demand is unsatisfied, and business is simply curtailed by the scarcity of tonnage which seems unobtainable at present for any shipments during the next thirty days. Foreign markets have been decidedly weaker and prices for export qualities are very dull, and if entries of these kinds had been larger a lower range of prices would have ruled. As it is the New York buyers who have tonnage due here soon continue to pick up what comes in and prices have not declined below 18850 to 18860 f. o. b. for Goyannas 37°. In output sugars no transactions have been reported.

To-day's quotations are as under and firm:—  
Usinas..... 58200 to 58300 per 15 kilos on shore  
Crystal White..... 48200 " 48300 " " " "  
" Yellow..... 38000 " " " " "  
Whites 3<sup>a</sup> Boa..... 58000 " " " " "  
" 3<sup>a</sup> reg..... 48500 " " " " "  
Somenos..... 38300 " 38500 " " " "  
Clayed..... 28500 " " " " "  
Bruto Secco..... 28100 " " " " "  
" Melado..... 18800 " 18850 " " " "

Clearances during the fortnight have been 10,161 bags to Rio and 38,700 bags to Santos and on 5th November ship *Actor* to Liverpool with 2,386 bags.

**Cotton.** After my last, Liverpool shippers came in and paid 148200 and on the same day, but later, Portugal paid 148520, and this price continued to be paid by Fabricas here but on the 11th inst. Liverpool buyers raised the price to 158 but did not secure much; next day this price was freely offered by everyone, and Liverpool again raised the price to 158200 and secured over 1,500 bags, and on the same day a lot of 500 bags was sold at 158500, supposed to be on account of Portugal. Immediate requirements being satisfied, the market eased off again to 158 and latter to 148800. To-day buyers opened with offers of only 148600, but sellers refused to entertain any such figures and demanded 158. Later on in the day on advices from Liverpool of a recovery there and the decline two days earlier a renewed enquiry sprang up and shippers for that market offered 148800 without, however, getting any, and the market closed exceedingly firm last night. To-day it has not yet opened but this morning's advices from Liverpool seem scarcely so firm and the market seems to have closed there in an unsettled state.

Entries have been larger than anticipated and to the 17th amounted to 12,542 bags compared with 11,303 bags same time last year, but in spite of this most of the cotton people maintain that the crop is really a very small one, and that we shall see a very sudden falling off in entries by the end of the year. No further reports of rain have been received since my last and during the past week at any rate none seem to have been reported even in Brejos.

**Maize.** The Par  Government having prohibited the import there of this article in steamers which have touched at Rio prices slumped to 80 reis and even less, and at one time buyers only talked of 60 reis. Unfortunately the European markets this year are very different to last, prices having gone down 3/9 per 100 lbs. compared with 5/- to 5/3 this time last year, and exporters thus found that they could not avail themselves of the lower prices as only at 50 reis would it suit to export. For the past few days the market has become steadier and there are buyers to-day at 80 reis who are under the impression that the prohibition at Par  will be modified and thus enable the large quantity already sold for that market to be shipped.

**Beans.** Home-grown are in better request and for these the market is firm at 138 but for S o Paulo stuff there is no enquiry, although it could be bought at 118 to 118500 per bag.

**Freights.** The market still unchanged and rates nominally the same. Cargo for Liverpool continues very scarce. The s. s. *Aldborough* now in port discharging a cargo of coal is reported as having been fixed in Europe to load sugar for the United States, but it is kept very secret and of course no rate has transpired.

# FORESTINA

Absolutely proof against the rays of the sun and oxidation, patented by the Government of the United States of Brazil.

## VIANNA, LION & CO.

Forestina is a paint unaffected by the heat of the sun and oxidation. Its application is of great advantage especially on **clay tiles, wood, cloth, cork, walls, iron, glass** and more especially on **zinc**, where its good effects are more noticeable, as has already been demonstrated publicly and officially.

Its cost is lower than that of any common paint, its durability double, and its effects unequalled as proved by the testimonials from His Excellency the Prefect and other Government Officials.

**FACTORY: PRAIA DE S. CHRISTOV O NO. 1**  
**OFFICE: PRIMEIRO DE MAR O NO. 2 (1st floor)**  
**RIO DE JANEIRO**

# COMPANHIA CANTAREIRA

## NAVIGATION DEPARTMENT

TIME-TABLE FOR STEAM-BOATS, FROM 1st December ONWARDS

CAPITAL		NITHEROY	
MORNING	EVENING	MORNING	EVENING
5.00	12.30 Esc	5.00 Esc	12.15 Esc
5.35	1.00 "	5.20 "	12.15 "
6.05 Esc *	1.30 "	5.40 "	1.15 "
6.25	2.00 "	6.15 "	1.15 "
7.00	2.30 "	6.40 "	2.15 "
7.20	3.00 "	7.05 "	2.15 "
7.45	3.20 "	7.30 "	3.10 "
8.10	3.40 "	7.55 "	3.35 "
8.35	4.10 "	8.20 "	4.00 "
9.00	4.35 "	8.45 "	4.25 "
9.25	4.55 "	9.10 "	4.50 "
9.50	5.20 "	9.35 "	5.10 "
10.20 Esc	5.45 "	10.00 "	5.35 Esc
10.40	6.15 "	10.25 "	6.05 "
11.05	6.40 "	10.50 "	6.30 "
11.30	7.10 "	11.15 "	6.50 "
12.00	7.35 "	11.15 "	7.25 "
	8.00 "		7.55 "
	8.30 "		8.15 "
	9.00 "		8.45 "
	9.25 "		9.30 "
	10.00 "		10.05 "
	10.40 "		10.45 "
	11.25 "		11.30 "
	12.00 "		12.05 "
	12.40 "		12.50 "
	1.30 "		1.30 "

\* Touching at S. Domingos.  
Rio de Janeiro, 19 November 1903. - *Duarte Martins*,  
Manager.

## Money and Share Market

### THE BRAZILIAN REVIEW

Saturday, 28th November, 1903.

Ninety days' Bank rate on London opened on Monday 23rd inst. at 11 <sup>20</sup>/<sub>32</sub> and with but slight oscillations closed this evening steady at 11 <sup>15</sup>/<sub>16</sub> d.

Shipments of coffee during the week were small, and yielded in all only £255,833 as against £391,632 the previous week and £389,720 last year, in spite of sterling prices having been higher than ever, and nearly 18% over last year's.

Entries, too, are falling off in a way that might be an alarming feature of exchange were there not large stocks available to make up the shortage. As it is, with the higher prices that will probably accompany any serious falling off of entries and reserve of over 2,000,000 bags there does not seem to be any immediate fear of an insufficiency in the supply of bills, unless consumption itself were to suffer, especially just now when rubber is becoming once more an active feature.

There has, moreover, been a good deal of speculative selling, partly as a natural reaction of the late "bear" campaign, and partly in anticipation of a municipal loan. The sentiment for the moment seems "bullish", but in reality the factors are not decisive one way or the other, and make, at the best, for steady rates.

### LATEST CABLE QUOTATIONS

	1903	1902
Rio de Janeiro 90 d/s closing Bank Rate, Nov. 28.....	11 <sup>7</sup> / <sub>8</sub>	11 <sup>15</sup> / <sub>16</sub>
N <sup>o</sup> . 7 New York type of coffee, Nov. 27 per 10 kilos....	49334	48194
do do do do 27, Spec. options.....	5 <sup>1</sup> / <sub>8</sub> c.	5 <sup>1</sup> / <sub>8</sub> c.
do do do do Dec. options.....	5 <sup>6</sup> / <sub>8</sub> c.	4 <sup>15</sup> / <sub>16</sub> c.
Rio de Janeiro: 5 %/o Apollon (Internal) Nov. 28.....	9823000	9384000
Bank of England Rate.....	4 <sup>1</sup> / <sub>16</sub>	4 <sup>1</sup> / <sub>16</sub>
Open market Rate London 3 mo's.....	11 <sup>15</sup> / <sub>16</sub> <sup>9</sup> / <sub>16</sub>	11 <sup>15</sup> / <sub>16</sub>

London Quotations:

Bonds 1880, 4 %/o.....	77 <sup>1</sup> / <sub>2</sub>	73 <sup>3</sup> / <sub>4</sub>
" 1895, 5 %/o.....	91	86
" 1905, 5 %/o.....	59 <sup>3</sup> / <sub>4</sub>	—
Funding loan, 5 %/o.....	102 <sup>1</sup> / <sub>2</sub>	99 <sup>1</sup> / <sub>2</sub>
West. Minns, R'y %/o.....	87 <sup>1</sup> / <sub>2</sub>	83

# SUPERARIS!

QUOTATIONS DURING WEEK CLOSING NOVEMBER 27th, 1903 WERE AS FOLLOW:-

(COMPILED, BY PERMISSION, FROM THE FIGURES GIVEN DAILY IN THE JORNAL DO COMMERCIO

OFFICIAL RATES	SIGHT	90 d/s	3 d/s	Maximum and Minimum Bank Counter Drawing Rates	
				Nov.	Nov.
New York	réis	4.103	4.103	4.103	4.103
Italy	réis	746	746	746	746
Hamburg	réis	983	983	983	983
Paris	réis	801	801	801	801
London	d.	11 59/64	11 59/64	11 59/64	11 59/64
Hamburg	réis	989	989	989	989
Paris	réis	801	801	801	801
London	d.	11 29/32	11 29/32	11 29/32	11 29/32
New York	réis	4.103	4.103	4.103	4.103
Portugal	%	380	380	380	380
Italy	réis	814	814	814	814
Hamburg	réis	992	992	992	992
Paris	réis	803	803	803	803
London	d.	11 7/8	11 7/8	11 7/8	11 7/8

Extremes at which business was done during the week ended November 27th, were 11 1/8 - 12 d. for 90 d/s Bank paper and 11 19/16 d. - 12 1/16 d. for private.

The average Bank 90 d/s counter drawing rate for the week comes out at 11 29/32, the corresponding sight rate being 11 7/8 d. against 11 19/16 d. the average sight rate of the *Camara Syndical*.

The average depreciation for the week, calculated on the basis of the Bank's sight rate, is 56.13 % and the premium on gold 127.98 % against 56.24 % and 128.58 % last week. At these rates:

	was worth	against	week
£.....	202,251	202,317	
1 shilling.....	1,013	1,015	
1 penny.....	8081	8081	
1 Franc.....	8505	8507	
1 Mark.....	8991	8996	
1 U. S. Dollar.....	48174	48185	
1 100000 coin.....	456583	456714	

A telegram received by the London and River Plate Bank states that the directors propose a dividend at the rate of 18% per annum.

BUSINESS DONE ON THE RIO STOCK EXCHANGE During the week ended November 27th, 1903

DESCRIPTION	Sales	Highest	Lowest	CLOSING		
				This week	Last	Date of last
<b>GOVERNMENT SECURITIES</b>						
Apolices Geraes 5 %/o	814	985	978	978	982	Nov. 20
Currency.....	5:900	980	900	980	955	" 19
do do Fractions.....	65	990	980	990	983	" 19
Internal Loan 1893, 5 %/o	142	983	953	983	950	" 20
Currency bearer.....	24	1:032	1:030	1:030	1:030	" 18
Do do order.....	4	1:035	1:030	1:035	1:030	" 20
Internal Loan 1903.....	51	970	963	970	970	" 17
3 %/o Bonds bearer.....	75	895	893	895	891	" 18
Do Fractions.....	4:200	991	985	991	985	" 20
Rio de Janeiro Municipal Loan, bearer.....	1,177	180	178	178	179	" 20
Do do order.....	280	184	183	184	183	" 20
State of Rio de Janeiro	335	320	307	310	308	" 20
Do 4 %/o.....	688	52	51	51	51	" 20
State of Minas.....	104	73	73	73	73	" 19
do do order.....	119	78	78	78	78	" 10
<b>BANKS</b>						
Republica.....	3,745	96	93	96	93	Nov. 20
Commercial.....	48	117	113	117	117	" 20
Comercio.....	10	161	161	161	160	" 18
União do Comercio.....	10	28	28	28	27	" 11
Nacional Brasileiro.....	35	40	40	40	40	Oct. 13
<b>RAILWAYS &amp; TRAMWAYS</b>						
Sapucaia R'y.....	963	215	22	22	25	Nov. 20
S. Christovão Try'.....	260	133	130	130	133	" 19
Minas des. Jeronymo R'y	120	185	185	185	18	" 12
Jardim Botânico Try'.....	22	173	173	173	180	" 12
<b>INSURANCE</b>						
Argus Fluminense.....	1	445	445	445	450	Sept. 23
Integrade.....	76	30	30	30	32	Oct. 15
<b>COTTON MILLS</b>						
Brasil Industrial.....	170	215	215	215	220	Nov. 11
Confiança Industrial.....	50	242	242	242	250	" "
<b>MISCELLANEOUS</b>						
Sal e Navegação.....	3,840	13	9	10	12	Nov. 20
<b>DEBENTURES</b>						
Sorocabana Itana R'y.....	380	76	75	75	76	" 20
Caris Urb. Try' (2000)	20	190	190	190	188	" 20
Journal do Comercio.....	50	185	185	185	181	" 20
Bancos de Santos.....	209	195	195	195	200	" 11
Candelaria.....	50	212	212	212	201	" 9
Nacional de Linho.....	88	157	155	157	151	Oct. 11

The total business done on the Rio de Janeiro Stock Exchange amounted to 2,125,480\$000 distributed as follows:—

Government securities.....	1,725,138\$000
Bank shares.....	136,821\$000
Railway & Tramway shares.....	62,123\$000
Insurance shares.....	2,725\$000
Cotton Mill shares.....	48,650\$000
Miscellaneous do.....	43,200\$000
Debentures.....	106,823\$000
Total, week ending Nov. 27th, 1903..	2,125,480\$000
" " " " Nov. 20th, 1903..	1,294,772\$000
" " " " Nov. 28th, 1902..	2,163,240\$000

Position of the 4 Foreign Banks

INCLUDING ALL BRANCHES, BUT EXCEPTING AGENTS, ON OCTOBER 31ST, 1903 IN CONTOS

ALL BRANCHES EXCEPTING AGENTS	CASH	ACCOUNTS WITH HOME OFFICES		DEPOSITS			PERCENTAGE OF CASH TO SIGHT DEPOSIT %
		Credit	Debit	Sight	Term	Total	
London & River Plate.....	19,063	20,062	16,009	21,671	3,482	25,153	88.0
British.....	4,578	8,108	9,143	7,975	1,392	9,367	57.1
German.....	11,797	16,802	27,435	15,693	7,649	23,342	74.8
	82,729	76,119	72,682	101,282	16,068	117,350	81.7
Rio.....	31,776	18,060	28,900	42,017	9,402	51,419	75.7
S. Paulo.....	14,192	6,918	20,973	21,561	5,063	26,627	65.8
Santos.....	4,178	6,687	4,900	5,095	496	5,591	82.0
Rio Grande & Porto Alegre.....	5,450	3,236	1,726	5,222	3	5,225	101.1
Bahia.....	2,582	4,836	3,908	4,157	27	4,184	62.1
Perambuco.....	8,008	5,683	4,339	8,971	1,077	10,048	90.3
Pará.....	16,433	5,509	7,936	14,256	--	14,256	115.3
30 Oct. 1903.....	82,729	76,119	72,682	101,282	16,068	117,350	81.7
30 Sept. ....	93,239	68,502	75,097	100,952	15,852	116,804	92.3
31 August .....	92,397	68,543	80,484	96,110	16,172	112,282	96.1
31 July .....	96,716	60,747	75,972	99,625	17,853	117,478	97.2

The movement of the 17 branches of the four foreign banks in October shows on 31st October a shrinkage of 10,510 contos in cash against the conversion of a debit balance of 6,505 contos on 30th September into a credit of 3,537 contos. Sight deposits, in spite of reluctance from 92.3 % on 30th September to 81.7% on 31st October. The reduction is particularly noticeable in case of the British of South America and German Banks, possibly because neither having branches at Pará or Manaus, and the British Bank none even at Santos; the cash in hand of Agents at these points is not included in their total.

# COMPANHIA DE S. CHRISTOVÃO TIJUCA

## HOW TO GET THERE AND WHAT TO DO WHEN THERE ADVICE TO VISITORS AND TOURISTS



The little Cascade (Cascatinha)

**T**HE village of Tijuca lies in a gorge known as the Alto da Boa Vista, and though only 1,300 feet nearer to Heaven than the sweltering town, what a difference those few feet make!

To get away from the glare and heat of Rio to shade and coolness, all poor, panting humanity has to do is to take the São Christovão mule car at the São Francisco square, at the head of the Rua Ouvidor, to the junction with the electric railway, which can't be missed, and then in one half hour's delightful ride in the electric car to the top of the hill! There a good Hotel will be found and carriages to carry visitors to the different points of interest.

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

If he do not wish to stay the night, the visitor can take a car down in the cool of the evening up to 10.33 p.m. The journey up takes about 1 1/2 hours from the S. Francisco square and 1 hour to 1 1/4 down.

To expedite matters, breakfast should be ordered at the Hotel White by telephone from the S. Christovão station in the Largo S. Francisco, as also carriages or saddle horses to visit the different points of interest.

Some of the points well worth visiting in the neighbourhood are: — the "Chinese View", the "Emperor's table", Cachoeira or greater Cascade; Cachoeirinha or little cascade; the Grottos of Paulo and Virginia; Excelsior View, and if possible the peak of Tijuca itself. Most, if not all these points, with the exception of the peak, can be comprised in a circular drive of 2 to 3 hours through delightful woods. But should the visitor desire to visit the peak itself, saddle horses, which are not always obtainable, must be ordered in advance by telephone.

The Peak is 3,608 feet above the sea, and is higher even than the Corcovado and, indeed, the highest point on the chain. After about half an hour's drive the carriage has to be left and another hour's climb carries one to the peak, in which steps have been cut out of the rock and a hand rail assists the weary climber to reach the top where he is rewarded with a view that has its like nowhere in this wide world, and beggars all description!

The unit of the money of the country is the mil reis (1\$000, worth just one shilling). This is subdivided into fractional nickel coins of 100, 200, and 400 réis, worth 1 1/4 d., 2 1/2 d., and 5d. respectively. Travellers had better change some gold at a money changers (a respectable house will be found at 17, 1<sup>a</sup> de Margo street), before leaving the city, and if unable to speak either Portuguese, Spanish or French, had better engage an interpreter (at Crashley's the English book-seller's, of 36 Rua do Ouvidor) for whom the charge is commonly Rs. 25\$000, for the day. Charges for breakfast at the Hotel White are at the rate of 4\$000 per head without wine. For carriages to visit the different points of interest charges are at the rate of 3\$000 per hour. Saddle horses cost 15\$000 per day but are difficult to obtain.

As the electric cars only run on week days at stated intervals and there are none between the hours of 9.28 a. m. and 3.23 p. m., if the 9.28 car be missed it will be advisable to order a special by telephone, for which the charge is very moderate, only 25\$000 for 20 persons for the up journey.

Fares by mule tram to the junction with the electric railway are 200 reis each, and thence by the electric railway a return costs, 2\$500 or 2s. Roughly, one mil-réis goes about as far as 6d. would in England.

### TIME TABLE

#### WEEK DAYS

FROM LARGO DE S. FRANCISCO DE PAULA		FROM ALTO DA BOA VISTA	
<b>A. M.</b>	5.04—(6.24 from rua da Conceição luggage and passenger cars) —6.50—8.16—9.28 and 11.04	<b>A. M.</b>	6.49—8.01—(8.40 luggage and passengers cars)—10.00 and 11.10.
<b>P. M.</b>	2.16—(3.23 from rua da Conceição luggage and passenger cars) 3.28—4.16—4.28—5.28—5.40—6.49 and 9.04.	<b>P. M.</b>	—12.48—4.01—(5.04 luggage and passengers cars)—6.00—7.10—9.00 and 10.33.

#### SUNDAYS

Departure from the Largo de S. Francisco de Paula		Departure from the Alto da Boa Vista for the Largo de São Francisco de Paula	
<b>A. M.</b>	5.04—6.24—6.50—7.28—7.40—7.52—8.16—8.52—9.28—9.40—10.10—10.28—10.52—11.04—11.40—11.52.	<b>A. M.</b>	6.49—8.01—8.40—9.19—10.00—10.39—11.10.
<b>P. M.</b>	12.28—12.40—1.16—1.28—2.04—2.16—2.52—3.28—4.16—4.52—5.28—5.40—6.16—6.28—6.49—9.04.	<b>P. M.</b>	12.07—12.36—1.44—2.12—3.18—3.44—4.34—5.04—5.23—6.00—6.39—7.10—8.13—9.00—10.33.

### FARES

By horse cars from the Largo de S. Francisco to the Rua Uruguary, connecting with the electric cars.....	<table border="0"> <tr> <td>{ Ordinary cars.</td> <td>200 réis</td> </tr> <tr> <td>{ Special cars ..</td> <td>500 réis</td> </tr> </table>	{ Ordinary cars.	200 réis	{ Special cars ..	500 réis
{ Ordinary cars.	200 réis				
{ Special cars ..	500 réis				
..... Usina.....	<table border="0"> <tr> <td>{ Ordinary cars.</td> <td>300 réis</td> </tr> <tr> <td>{ Special cars...</td> <td>500 réis</td> </tr> </table>	{ Ordinary cars.	300 réis	{ Special cars...	500 réis
{ Ordinary cars.	300 réis				
{ Special cars...	500 réis				
Electric car From the Junction to the Usina.....	500 réis				
..... Usina to the Reservoir.....	500 réis				
..... Reservoir to the Alto da Boa Vista.....	2\$000				
Return ticket from the Junction to the Alto da Boa Vista.....	10\$000				
Book of 39 tickets available between the Junction and the Alto da Boa Vista.....	15\$000				
..... Reservoir.....					

but that, in our opinion, is insufficient and our Minister should be instructed to demand a reduction of at least 100 fcs. As the exhaustive article lately published by the *Journal do Commercio* proves, we have the game wholly in our hands, so why not play it properly?

—Circulars from New York and elsewhere, in spite of the "visible" on the 1st November being the biggest in record, continue generally to take a hopeful if not optimistic view of situation. The more that comes into sight now, the less will come forward later on, say Nordlingers, and, judging by the course of entries this month, there seems more reason to expect a smart falling off before long. But after all, there is little in reality to be gained by smaller crops, unless compensated by a corresponding rise of prices; which, with so enormous a "visible", does not seem very likely. The best feature, as far as we are concerned, is the increase of consumption that goes on all the time, deliveries during the first nine months of this year being 1,289,000 bags more than last; and anything, even a rise of prices that serves to stop this growth is in reality a setback.

Whether the present rise of prices will be maintained or advanced for a time seems to depend largely on the views speculative elements, at present so active in the United States, may take of the position. But ultimately prices must be decided by supply and demand, and if they are pushed too far, consumption will fall off and stocks go on accumulating, in spite of shrinkage of entries on this side. The best thing that, in our opinion, could happen to coffee at present would be for prices to remain stationary for a few months, and allow consumers to get accustomed to the new level.

With regard to the revision of differences between grades, Messrs. Henry Nordlinger in their circular dated 1st November state that the Committee was to meet on the 11th inst., and remark:—

"The Committee on Revision of differences between grades will meet on the 11th inst.; it is most unlikely that any change in the existing differences will be made. This question ought to be settled for good, not for one year only, and we think that a meeting of the Exchange should be called for the purpose of changing the By-laws so as to read:—"The differences between grades shall be 50 cents per 100 pounds etc.," or any other fixed sum which the majority of the members may decide, and strike out all that part which refers to the Revision Committee.

It is certainly immaterial to the speculative element what the differences between grades are whilst it is of great importance to the trade to have a fixed and safe basis for its transactions.

Bogotas and Maracubos are now proportionately the cheapest Coffees in the market. They are bound to benefit by the rise in price of Brazils, and we do not hesitate to recommend purchases of them."

—At a meeting of coffee brokers held at Santos on the 19th inst., a proposal to publish official prices of the coffee sold day by day was negatived. Another proposal begging the Associação Commercial to undertake official classification was accepted.

**MANIFESTS OF COFFEE**

During the Week ended November 27th, 1903

RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Nov. 15	<i>Provence</i>	Buenos Aires.	Dabelow & Willberg.	150	
"	do	Montevideo	do	50	200
" 21	<i>Attenburg</i>	Hamburg	Ornsteln & Co.	1,000	
"	do	do	Rich. Riemer & Co.	150	
"	do	do	Gustav Trinks & Co.	100	
"	do	Cape Town	Norton, Meg. Co Ltd	800	
"	do	Rotterdam	Theodor Wille & Co.	500	
"	do	do	Gustav Trinks & Co.	204	
"	do	do	Sundry	22	
"	do	Bergen	Karl Krische	125	
"	do	Port Elizabeth	Norton, Meg. Co Ltd	100	3,907
" 21	<i>Leitrim</i>	New York	Arbuckle & Co.		46,050
" 21	<i>Espirito Santo</i>	Maranhão	Pinto & Co.	290	
"	do	do	Sundry	195	
"	do	Pará	do	180	
"	do	Pernambuco	do	50	
"	do	Natal	do	1	716
" 21	<i>Hapuy</i>	Pelotas	do		50
" 21	<i>Orione</i>	Constantinople	Karl Krische	125	
"	do	Genoa	Sundry	30	
"	do	Naples	do	6	161
" 22	<i>Horace</i>	New York	Theodor Wille & Co.	11,000	
"	do	do	Hard, Rand & Co.	10,899	
"	do	do	Ornsteln & Co.	7,500	
"	do	do	W.F. McLaughlin Co.	7,000	
"	do	do	Norton, Meg. Co Ltd	4,150	
"	do	do	J. W. Doane & Co.	3,500	
"	do	do	P. S. Nicolson & Co.	1,500	
"	do	do	Gustav Trinks & Co.	350	
"	do	do	Sundry	1,100	
"	do	East London	Norton, Meg. Co Ltd	150	46,989
" 22	<i>Atlantique</i>	Algiers	Karl Krische	125	
"	do	Lisbon	Sundry	1	126
" 25	<i>Thames</i>	London opt	do		250
" 26	<i>Iris</i>	Maranhão	Ornsteln & Co.	235	
"	do	do	Gustav Trinks & Co.	230	
"	do	Puloa	Sundry	175	
"	do	Pernambuco	Pinto & Co.	175	
"	do	Pará	do	125	
"	do	Macedo	do	103	
"	do	do	Sundry	5	1,053
			Total		98,602

**Superaris! Superaris!! Superaris!!!**

**SANTOS**

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Nov. 21	<i>Orione</i>	Genoa	Prado, Chaves & Co.	95	
"	do	do	Sundry	110	
"	do	Smyrna	Hard, Rand & Co.	125	
"	do	Naples	Sundry	4	335
" 21	<i>Atlantique</i>	Bordeaux	do	34	
"	do	do	Nossack & Co.	600	634
" 25	<i>Cordoba</i>	Hamburg	Salles Toledo & Co.	6,500	
"	do	do	Zerrenner-Bulow & Co.	2,452	
"	do	do	E. Johnston & Co.	2,000	
"	do	do	Theodor Wille & Co.	2,000	
"	do	do	Hard, Rand & Co.	1,000	
"	do	do	W. Hotel & Co.	1,000	
"	do	do	Schmidt & Trost	1,000	
"	do	do	Krische & Co.	872	
"	do	do	Carl Hellwig & Co.	750	
"	do	do	A. Schirmer & Co.	500	
"	do	do	Nossack & Co.	400	
"	do	do	Hayn & Rosenheim	208	
"	do	do	A. Trommel & Co.	250	
"	do	do	N. Grupp & Co. Ltd.	250	
"	do	Copenhagen	do	250	
"	do	do	Hard, Rand & Co.	250	19,772
" 25	<i>Thames</i>	London	Sundry	100	
"	do	Antwerp	do	100	200
" 25	<i>Ravenna</i>	Genoa	do	563	
"	do	Naples	do	4	
"	do	do	F.H. P. Carbone & Co	10	577
" 27	<i>Magdalena</i>	Buenos Aires	Sundry		1,638
			Total		23,156

The coffee sailed during the week ended Nov. 27th, was consigned to the following destinations

	UNITED STATES	EUROPE & MEDITER- RANEAN	COAST PLATE	RIVER PLATE	CAPE	OTHER PORTS	TOTAL FOR WEEK	CROP TO DATE
Rio	92,889	2,794	1,819	200	900		98,602	2,313,885
Santos		21,518		1,638			23,156	3,951,323
Total 1903/1904	92,889	24,312	1,819	1,838	900		121,758	6,265,208
1902/1903	97,584	164,227	2,035	1,619	5,900		261,375	6,375,716

**VALUE OF COFFEE CLEARED FOR FOREIGN PORTS**  
Week ended

	Nov. 27	Nov. 20	Nov. 27	Nov. 20	Crop to Nov. 27
	Bags	Bags	£	£	£
Rio	96,793	136,501	148,957	212,962	3,101,823
Santos	23,156	181,592	39,405	313,709	5,858,006
Total 1903/1904	119,949	318,093	188,362	526,671	8,960,429
do 1902/1903	259,310	231,954	383,325	345,412	9,717,114

**OUR OWN STOCKS**

RIO: Stock on Nov. 20	588,435
Entries during week ended Nov. 27	65,194
	653,629
Loaded (Embarques) for week ended Nov. 27	67,612
<b>Stock in Rio on Nov. 27</b>	586,017
Afloat: Stock on Nov. 27	68,272
Loaded during week ended Nov. 27:	
From Rio	67,612
From Nietheroy	9,069
In transit	3,000
	147,953
Sailed as per manifests week ended Nov. 27	98,602
<b>Stock afloat in Rio Harbour on Nov. 27</b>	49,351
Nietheroy: Stock on Nov. 20	8,304
Entries for week ended Nov. 27	8,659
	16,963
Loaded during same week	9,069
<b>Stock at Nietheroy on Nov. 27</b>	7,894
<b>Stock in 1st and 2nd hands and those at Nietheroy on Nov. 27</b>	643,262
SANTOS: Stock on Nov. 20	1,364,160
Entries for week ended Nov. 27	117,258
	1,481,418
Loaded during same week	83,270
<b>Stocks in Santos on Nov. 27</b>	1,398,148
Stocks in Rio and Santos on Nov. 27th, 1903	2,041,410
do do on Nov. 20th, "	2,029,171
do do on Nov. 28th, 1902	2,127,963

**LOCAL STOCKS (brokers' stocks)**

	Nov. 27/1903	Nov. 20/1903	Nov. 28/1902
Rio.....	721,765	719,954	725,865
Santos.....	1,415,130	1,385,060	1,593,920
Total.....	2,136,895	2,105,014	2,318,785

**FOREIGN STOCKS**

	Nov. 20/1903	Nov. 13/1903	Nov. 21/1902
United States Ports.....	2,194,000	2,167,000	2,374,000
Havre.....	3,323,000	3,329,000	2,915,000
Both.....	5,517,000	5,496,000	5,289,000
Deliveries United States Visible Supply at United States ports.....	77,000	137,000	98,000
	2,890,000	2,660,000	2,680,000

**COFFEE PRICE CURRENT**

For the week ended Nov. 27th, 1903

DESCRIPTION	Nov. 21	Nov. 23	Nov. 24	Nov. 25	Nov. 26	Nov. 27	Aver. ages
RIO N. 6. per 10 kilos	(min. 5.038 max. 5.106)	5.038 5.106	5.038 5.106	5.106 5.174	5.106 5.174	5.106 5.174	5.106
• N. 7 • • •	(min. 4.766 max. 4.834)	4.766 4.834	4.766 4.834	4.834 4.902	4.834 4.902	4.834 4.902	4.834
• N. 8 • • •	(min. 4.493 max. 4.562)	4.493 4.562	4.493 4.562	4.562 4.630	4.562 4.630	4.562 4.630	4.562
• N. 9 • • •	(min. 4.289 max. 4.357)	4.289 4.357	4.289 4.357	4.357 4.425	4.357 4.425	4.357 4.425	4.357
SANTOS superior per 10 kilos	4.900	4.900	4.800	4.800	4.800	4.800	4.833
• Good Average	4.800	4.800	4.700	4.700	4.700	4.700	4.733
N. YORK per lb.							
Spot N. 7..... cent.	6 1/8	6 1/8	6 1/8	6 1/8	—	6 1/8	6.12
• 8.....	5 7/8	5 7/8	5 7/8	5 7/8	—	5 7/8	5.87
Options.....							
• Dec.....	5.50	5.50	5.55	5.50	—	5.55	5.56
• Mar.....	5.85	5.85	5.90	5.95	—	6.00	5.91
• May.....	6.05	6.05	6.10	6.15	—	6.20	6.11
HAVRE, per 50 kilos							
Options..... francs.							
• Dec.....	37.50	37.25	37.25	37.75	37.75	38.25	37.62
• Mar.....	38.25	38.00	38.00	38.50	38.50	39.00	38.37
• May.....	39.75	38.50	38.50	39.00	39.00	39.50	38.87
HAMBURG per 1/2 k.							
Options..... pfennige							
• Dec.....	30.25	30.25	30.25	30.50	30.75	30.75	30.46
• Mar.....	31.00	31.40	31.00	31.25	31.50	31.50	31.21
• May.....	31.50	31.50	31.50	31.75	32.00	32.00	31.71
LONDON per cwt.							
Options..... shillings							
• Dec.....	30/-	29/9	29/9	30/-	30/3	30/6	30/-
• Mar.....	31/3	31/-	31/-	31/-	31/3	31/6	31/2
• May.....	31/9	31/9	31/6	31/9	32/-	32/3	31/10

**SALES OF COFFEE for the week ending**

	Nov. 27/1903	Nov. 20/1903	Nov. 28/1902
Rio.....	51,000	46,000	52,000
Santos.....	76,000	76,000	130,000
Total.....	127,000	122,000	182,000

**HOURS OF RAINFALL**

(By favour of the Leopoldina Railway)

NOVEMBER	21st. 22nd. 23rd. 24th. 25th. 26th. 27th.							TOTAL
	Heavy	Light	Heavy	Light	Heavy	Light	Heavy	
Niteroy								2
Cachoeiras	6	8	10	6				30
Petropolis			6	6				12
Cordeiro	10	10		4				24
Indayassá		1	3	3	12			19
Macahé					2			2
Campos	2	6	3	6	2	4		23
Ruiz da Serra		12	12	4				28
Petropolis		6	4	6	4	6		28
Areal								4
Entre Rios			4	6				10
Porto Novo	4	3	4	5				16
Recreio		5	2	6				13
S. Paulo	6	9	6	10				31
Santa Luzia	8	4	8	4				24
Cataguzes	4	3	3					10
Fortado de Campos	10		8					18
Ribas		2	10		5			17
Sucoco		4						4
S. Geraldo								4
Telxelmas		4						4
Saude		10	10					20
Mitiquy	1	1	1	2				5

**SUPERARIS!**

**The Cintra Hotel and Restaurant**  
Rua do Ouvidor, 33

The Hotel has recently been completely renovated. Large and cool Dining Room. Private family suites with board.

**MODERATE PRICES**

**Superaris! Superaris!! Superaris!!!**

**Shipping, Produce & Imports**

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

During the week ended November 28th, 1903

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Nov. 22	Glendewon.....	British.....	S. S.	1,127	Buenos Aires
22	Italy.....	Brazilian.....	do	452	Pernambuco
22	Rafaya.....	do	do	403	Porto Alegre
23	Mayoim.....	do	do	325	Aracaty
23	Teixeirinha.....	do	do	257	Paranaguá
23	Magdalena.....	British.....	do	3,056	Southampton
23	City of York.....	do	do	1,959	Cardiff
23	Byron.....	do	do	2,526	New York
24	Baltazan.....	do	do	2,096	Cardiff
24	Thames.....	do	do	3,369	Buenos Aires
24	Orcanaís.....	French.....	do	1,890	Genoa
24	Cap P.....	Italian.....	Barque	1,641	Rosario
24	Mayrink.....	Brazilian.....	S. S.	375	S. Mathus
24	Carangola.....	do	do	258	S. João da Barra
25	Esperança.....	do	do	469	Aracajú
25	Aymoré.....	do	do	389	Montevideo
25	Itaipava.....	do	do	707	Porto Alegre
25	Belgrano.....	German.....	do	3,083	Hamburg
25	White Wings.....	British.....	do	1,552	Cardiff
26	Maranhão.....	American.....	Barque	651	Baltimore
26	Munby.....	Brazilian.....	S. S.	1,303	Manóas
26	Hauty.....	do	do	301	Victoria
26	Dois Amigos.....	do	do	452	Pernambuco
26	Portinho.....	do	Schooner	31	Cabo Frio
26	Alina.....	do	do	64	do
26	Cordoba.....	German.....	S. S.	3,173	Santos
26	Conway.....	British.....	do	2,591	Cardiff
27	Auldmar.....	do	do	1,760	Leith
27	Bonn.....	German.....	do	3,083	Bremen
27	S. Joaquim.....	Brazilian.....	do	68	Paraty
27	Gama.....	do	Schooner	50	Cabo Frio
27	S. Joaquim.....	do	do	43	Macahé
28	Com. Alvim.....	do	S. S.	500	Maceió
28	Guarany.....	do	do	950	Porto Alegre
28	Vencedor.....	do	Schooner	18	Macahé
28	N.S. Assumpção II	do	do	39	Cabo Frio
28	Norueberg.....	German.....	Barque	1,110	Guayquil

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

During the week ended November 28th, 1903

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Nov. 22	Orione.....	Italian.....	S. S.	2,296	Genoa
22	Honac.....	British.....	do	2,133	New York
22	Atlantique.....	French.....	do	2,790	Bordeaux
22	Industrial.....	Brazilian.....	do	1,900	Paranaguá
22	Garcia.....	do	do	141	Santos
22	Syracusa.....	German.....	do	1,543	do
22	S. Sebastião.....	Brazilian.....	Schooner	18	Cabo Frio
23	Belém.....	do	S. S.	650	Pelotas
23	Cordoba.....	French.....	do	1,685	Havre
25	Thames.....	British.....	do	3,369	Southampton
25	Magdalena.....	do	do	3,056	Buenos Aires
25	Ashley.....	do	do	1,500	do
25	Hillgren.....	do	do	2,501	do
25	Thespis.....	do	do	2,735	Santos
26	Byron.....	do	do	2,526	do
26	Reinheim.....	do	Schooner	159	Havre
26	Iris.....	Brazilian.....	S. S.	899	Pará
26	Itaipava.....	do	do	403	Pernambuco
27	Emilia.....	do	Schooner	227	Hajahy
27	Activo II.....	do	do	31	Cabo Frio
27	Tyne.....	British.....	S. S.	1,851	Santos
28	Cordoba.....	German.....	do	3,173	Hamburg
28	Jeanne.....	Danish.....	do	1,265	Antwerp
28	Orcanaís.....	French.....	do	1,890	River Plate
28	Adana.....	British.....	do	2,178	Buenos Aires
28	Baron Adrosan.....	do	do	1,825	do
28	Mayrink.....	Brazilian.....	do	375	Bahia
28	Itaipava.....	do	do	707	Porto Alegre
28	Teixeirinha.....	do	do	317	Cidade do Prado
28	Carangola.....	do	do	258	S. João da Barra
28	Olivia.....	do	Schooner	223	Cabo Frio
28	Dantas.....	do	do	50	do
28	Themis.....	do	do	40	do
28	Souvenir.....	Norwegian.....	Barque	410	Barbadoes



# CHARLES HUE & CO.

Commission Merchants, Steamship Agents and  
General Store Dealers

Agents for the British Anti-Fouling Composition and Paint Company. Sole Agents  
for Von Höveling's Process and

The Vacuum Oil Company and Swan & Finch Company (Marine Section).

A large Stock of Chandlery, Engineering Goods and Tools; also Ropes, Chains  
and Canvas of best quality always on hand.

7, RUA FRESCA, 7 Rio de Janeiro

CABLE ADDRESS: HUE-RIO.

P. O. Box - 392.

## ARRIVALS AT THE PORT OF SANTOS

During the week ended November 27th, 1903

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FROM
Nov. 21	<i>Orione</i> .....	Italian.....	S. S.	2,294	Buenos Aires
21	<i>Itataya</i> .....	Brazilian.....	do	407	Porto Alegre
21	<i>Halle</i> .....	German.....	do	2,569	Bremen
23	<i>Thames</i> .....	British.....	do	3,369	Buenos Aires
23	<i>Villa</i> .....	Brazilian.....	Schooner	24	Tijucas
24	<i>Industrial</i> .....	do	S. S.	171	Rio de Janeiro
24	<i>Syracusa</i> .....	German.....	do	1,542	New York
24	<i>Aymoré</i> .....	Brazilian.....	do	389	Montevideo
24	<i>Bomsdal</i> .....	Norwegian.....	do	1,177	Pascagoula
24	<i>Epson</i> .....	British.....	do	2,970	Cardiff
24	<i>Belém</i> .....	Brazilian.....	do	650	Manoás
25	<i>Sivard</i> .....	British.....	do	2,409	Cardiff
25	<i>Kavenna</i> .....	Italian.....	do	2,748	Buenos Aires
26	<i>Magdalena</i> .....	British.....	do	3,066	Southampton
26	<i>Thespis</i> .....	do	do	2,743	Manchester
26	<i>Garcia</i> .....	Brazilian.....	do	192	Rio de Janeiro
26	<i>Cordoba</i> .....	French.....	do	1,485	Havre
27	<i>Byron</i> .....	British.....	do	2,626	New York

## SAILINGS FROM THE PORT OF SANTOS

During the week ended November 27th, 1903

DATE	NAME OF VESSEL	FLAG	RIG	TON- NAGE	FOR
Nov. 21	<i>Orione</i> .....	Italian.....	S. S.	2,294	Genoa
21	<i>Itataya</i> .....	Brazilian.....	do	407	Pernambuco
22	<i>Gertrudes</i> .....	do	Schooner	53	Cabo Frio
23	<i>Thames</i> .....	British.....	S. S.	3,369	Southampton
24	<i>Aymoré</i> .....	Brazilian.....	do	389	Rio de Janeiro
25	<i>Amiral Cornulier</i> .....	French.....	Barque	1,739	California
25	<i>Cordoba</i> .....	German.....	S. S.	3,471	Copenhagen
26	<i>Kavenna</i> .....	Italian.....	do	2,748	Genoa
26	<i>Attilio</i> .....	Brazilian.....	do	1,830	Mucão
26	<i>Magdalena</i> .....	British.....	do	3,066	Buenos Aires
26	<i>Belém</i> .....	Brazilian.....	do	650	Pelotas
27	<i>Aviaden Alexan- dra</i> .....	British.....	do	1,262	Buenos Aires
27	<i>Garcia</i> .....	Brazilian.....	do	192	Rio de Janeiro
27	<i>Glenroy</i> .....	British.....	do	1,772	Havre

## FOREIGN VESSELS AFLOAT

IN RIO DE JANEIRO HARBOUR

on November 28th, 1903

Steamers		Sailing Vessels	
<i>Giacoma</i> .....	Tons 2,089	<i>Glad Tedings</i> .....	Tons 603
<i>Weybridge</i> .....	" 1,604	<i>Julia</i> .....	" 642
<i>Southgate</i> .....	" 2,578	<i>Kroup, Louise</i> .....	" 607
<i>Hossein</i> .....	" 1,356	<i>Charles Dickens</i> .....	" 1,305
<i>Albena</i> .....	" 2,258	<i>Dorwic</i> .....	" 299
<i>Melbridge</i> .....	" 1,855	<i>J. C. Sieben</i> .....	" 609
<i>Britannic</i> .....	" 3,378	<i>Capt. P.</i> .....	" 1,641
<i>Glendevon</i> .....	" 1,127	<i>White Wings</i> .....	" 654
<i>City of York</i> .....	" 1,959	<i>Narabery</i> .....	" 1,110
<i>Baltasar</i> .....	" 2,006		
<i>Belgrano</i> .....	" 3,083		
<i>Raskin</i> .....	" 4,552		
<i>Camouy</i> .....	" 2,501		
<i>Auldoumir</i> .....	" 1,760		
<i>Bonn</i> .....	" 3,083		
Total.....	Tons 35,369	Total.....	Tons 7,400

## IN SANTOS HARBOUR

on November 27th, 1903

Steamers		Sailing Vessels	
<i>Rio Amazonas</i> .....	Tons 2,053	<i>Alsterhal</i> .....	Tons 1,696
<i>Bonn</i> .....	" 1,104	<i>Else</i> .....	" 286
<i>Entre Rios</i> .....	" 1,604		
<i>Duna</i> .....	" 1,292		
<i>Prinz Waldemar</i> .....	" 2,426		
<i>Halle</i> .....	" 2,569		
<i>Syracusa</i> .....	" 1,542		
<i>Bomsdal</i> .....	" 1,177		
<i>Epsom</i> .....	" 2,970		
<i>Sivard</i> .....	" 2,409		
<i>Thespis</i> .....	" 2,743		
<i>Cordoba</i> .....	" 1,985		
<i>Byron</i> .....	" 2,526		
Total.....	Tons 26,900	Total.....	Tons 1,982

— An enquiry is being held into the collision between the s. s. *Prinz Waldemar* and *Woodford* by experts appointed by the court. The *Prinz Waldemar* will, as soon as it is concluded, discharge at Santos and proceed to Rio for repairs. The *Woodford* left on the 21st inst for New York. From the survey of the *Woodford* it resulted that but little damage, estimated at only 5,000\$, had been done and that entirely at the compartment at the bow, where little coffee had been stowed.

— On board the British s/s *Tyne* entered on the 24th November, fire broke out in the after-hold on the morning of the 24th inst. With the assistance of the fire brigade the fire was got under by 8 p. m. The cargo of the *Tyne* consists of materials for the public works, some cases of cotton goods and 420 bales of onkum all of which was destroyed, excepting some iron piping. The ship is anchored near the Ilha das Encachadas.

## THE FREIGHT MARKETS

**British.** Advices per *Fairplay* to 5th Nov. state:—

The freight market has continued dull and inactive all round, and in fact it is becoming more manifest week by week that it will be absolutely impossible for all the boats at present running to continue working very much longer. It will not be a question so much of accepting a cutting rate to secure business, but of whether employment will be obtainable at all, and in this latter respect we maintain that everything points to there being such a scarcity of employment before long as must compel owners to lay up a large percentage of the tonnage now running. Pernambuco 11s., Rio 10s. to 10 s. 3d.

**Argentine.** Advices per *Times of Argentina*, dated 16th Nov. state:—

Cargo for the Brazilian lower ports has fallen off very considerably since our last issue, there now being some difficulty in filling up the regular small coasters on the trade. Rates are, however, nominally unchanged current figures from B. A. being \$3 1/2 for Santa Catharina, Rio Grande, Paranaguá and Antonina, \$5 1/2 to Porto Alegre and \$3 to \$3 1/2 to Rio and Santos. There is very little cargo offering at up-river ports, rates not above Rosario being \$4 to Rio Grande, \$4 1/2 to Paranaguá and Antonina, and \$3 1/2 to \$4 to Rio and Santos.

**Local Market.**—The forward engagements of Coffee during the week were as follows:—

Per S.S. <i>Byron</i> .....	for New York.....	40,000	bags of coffee
" <i>Syracusa</i> .....	do	3,000	" " "
" <i>Las Palmas</i> .....	" Genoa.....	350	" " "
" <i>Duca di Galliera</i> .....	do	250	" " "
" <i>Thames</i> .....	" London.....	250	" " "
" <i>Prinz Waldemar</i> .....	" Hamburg.....	150	" " "

**Charter.** Danish ship *Dorwic* 12,000 wet salted ox-hides channel E. O.

# SUPERARIS!



CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDED NOVEMBER 20TH, 1903

	Rio	Santos
Aden via Trieste.....	50/- & 5/0	50/- & 5/0
Antwerp 1,000 kilos.....	35/ & 5/0	25/- & 5/0
Alexandria**.....	55 fres. & 10/0	55 fres. & 10/0
Alicante.....	61 fres. in full.	50 fres. in full.
Algiers via Marseilles.....	51 1/2 fres. & 10/0	51 1/2 fres. & 10/0
Almerie.....	58.50 fres. in full.	—
Aguiles.....	73.50 fres. in full.	—
Algoa Bay } via England.....	60s. & 2 1/2/0	—
} " New York.....	40/- & 5/0	—
} " Hamburg.....	40/- & 2 1/2/0	—
Bassorah.....	99 fres. & 10/0	99 fres. & 10/0
Barcelona.....	35 fres. & 10/0	35 fres. & 10/0
Beira } via Hamburg.....	78/6 & 2 1/2/0	—
} " Trieste.....	55/- & 5/0	55/- & 5/0
} " Southampton.....	80s. & 2 1/2/0	—
Bilbao.....	56.50 fres. in full.	60.50 fres. in full
Bremen.....	35/ & 5/0	25/ & 5/0
Bordeaux, 900 kilos.....	35 fres. & 10/0	25 fres. & 10/0
Bombay via Trieste.....	50/- & 5/0	50/- & 5/0
Braila**.....	57.50 fres. & 10/0	57.50 fres. & 10/0
Brindisi**.....	49 fres. & 10/0	49 fres. & 10/0
Buenos Ayres per bag, 60 kilos.....	28500	—
Beyrouth**.....	70 fres. & 10/0	70 fres. & 10/0
Cadiz.....	35 fres. & 10/0	35 fres. & 10/0
Calcutta via Trieste.....	55/- & 5/0	55/- & 5/0
Carthagena.....	61 fres. in full.	50 fres. in full.
Colonbo.....	50/- & 5/0	50/- & 5/0
Corfu**.....	55 fres. & 10/0	55 fres. & 10/0
Currachee.....	50/- & 5/0	50/- & 5/0
Cagnuma.....	53.50 fres. in full.	53.50 fres. in full
Cavalla**.....	48 fres. & 10/0	58 fres. & 10/0
Christiana.....	45/9 in full	—
Copenhagen.....	37/6 & 5/0	27/6 & 5/0
Cape Town } via Engl. 1,000 ks.....	60s. & 2 1/2/0	—
} " New York.....	40/- & 5/0	—
} " Hamburg.....	40/- & 2 1/2/0	—
} " Buenos Aires*.....	45/-	—
Constantinople**.....	52 1/2 fres. & 10/0	52 1/2 fres. & 10/0
Cocimbo.....	50s. & 5/0	—
} via England.....	67/6 & 2 1/2/0	—
} " New York.....	45/ & 5/0	—
} " Hamburg.....	55/ & 2 1/2/0	52 1/2 fres. & 10/0
} " Trieste.....	55/- & 5/0	55/- & 5/0
} " Buenos Aires*.....	45/- in full.	—
} via England.....	67/6 & 2 1/2/0	—
} " New York.....	65/- & 5/0	—
} " Hamburg.....	55/- & 2 1/2/0	—
} " Trieste.....	55/- & 5/0	55/- & 5/0
Delagoa Bay } via England.....	67s. 6d. & 2 1/2/0	—
} " New York.....	45/- & 5/0	—
} " Hamburg.....	67/6 & 2 1/2/0	—
Fiume.....	40s. & 5/0	35s. & 5/0
Gabatz**.....	62 fres. & 10/0	62 fres. & 10/0
Genoa 1,000 kilos.....	35 fres. & 10/0	35 fres. & 10/0
Gibraltar via Genoa.....	65 " " "	46 fres. in full
Gijon.....	56.50 fres in full	56.50 fres in full
Hamburg.....	35/ & 5/0	25/ & 5/0
Havre, 500 kilos.....	30 fres. & 10/0	25 fres. & 10/0
Hongkong via Trieste.....	60/- & 5/0	60/- & 5/0
Kobe via Trieste.....	65/- & 5/0	65/- & 5/0
Liverpool.....	35/ & 5/0	—
London 1,000 kilos.....	30/ & 5/0	25. & 5/0
} Do (options).....	35. & 5/0	—
Malaga.....	35 fres. & 10/0	35 fres. & 10/0
Malta..... do do.....	53 fres. & 10/0	53 fres. & 10/0
Marseilles 1,000 kilos.....	35 fres. & 10/0	35 fres. & 10/0
Messina **.....	45 fres. & 10/0	45 fres. & 10/0
Metelin**.....	63 fres. & 10/0	63 fres. & 10/0
Montevideo per bag, 60 kilos.....	28500	—
Mombassa via Trieste.....	55/- & 5/0	55/- & 5/0
} via England.....	67s. 6d. & 2 1/2/0	—
} " New York.....	65/- & 5/0	—
} " Hamburg.....	45/- & 2 1/2/0	—
Mostaganem via Marseilles.....	53 fres. & 10/0	53 fres. & 10/0
Naples.....	43 1/2 fres. & 10/0	43 1/2 fres. & 10/0
New York, Liners per bag.....	35c. & 5/0	35c. & 5/0
N. Orleans Liners " ".....	35c. & 5/0	35c. & 5/0
Odessa **.....	57 fres. & 10/0	57 fres. & 10/0
Oran.....	51 1/2 fres. & 10/0	51 fres. & 10/0
Pasajes.....	60.50 fres. in full	—
Palma de Mallorca.....	53.50 fres in full	—
Penning via Trieste.....	60/- & 5/0	60/- & 5/0
Patras **.....	55 fres. & 10/0	55 fres. & 10/0
Pireus **.....	52 1/2 fres. & 10/0	52 1/2 fres. & 10/0
Port Snid **.....	55 fres. & 10/0	55 fres. & 10/0
Rotterdam.....	35/ & 5/0	25/- & 5/0
Rangoon via Trieste.....	55/- & 5/0	55/- & 5/0
San Sebastian.....	—	60 1/2 fres. in full
Santander.....	56.50 fres. in full	60.50 fres. in full
Samsoun **.....	58 fres. & 10/0	58 fres. & 10/0
Seville.....	46 fres in full	50.50 fres. in full
Shanghai via Trieste.....	65/- & 5/0	65/- & 5/0
Smyrna**.....	52 1/2 fres 10/0	52 1/2 fres. & 10/0
Southampton 1,000 kilos.....	35/ & 5/0	25/- to 30/ & 5/0
Suez via Trieste.....	60/ & 5/0	50/ & 5/0
Salonica**.....	62 1/2 fres. & 10/0	52 1/2 fres. & 10/0
Sullna **.....	57 fres. & 10/0	57 fres. & 10/0
Talahum.....	40s. & 5/0	—
Taragonne.....	53.50 fres. in full	50 fres. in full.
Treibzond **.....	58 fres. & 10/0	58 fres. & 10/0

Trieste.....	40/ & 5/0	35s. & 5/0
Tunis**.....	53 fres. & 10/0	58 fres. & 10/0
Valencia.....	53 50 fres. in full.	50 fres. in full.
Valparaiso.....	47/ & 5/0	—
Varna **.....	62 1/2 fres. & 10/0	62 1/2 fres. & 10/0
Venice via Genoa or Marseilles.....	50 fres. & 10/0	50 fres. & 10/0
do do Trieste.....	45 shillings & 5/0	40 shillings & 5/0
Vigo.....	53 50 frs. in full.	60.50 fres. in full
Yokohama via Trieste.....	65/- & 5/0	65/- & 5/0
Zanzibar via Trieste.....	55/- & 5/0	55/- & 5/0

\* Royal Mail Steamers in combination with Houlder Bros.  
\*\* Conference rates via Marseilles, Genoa or Trieste.

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Mileage		Latest Earnings Reported		Aggregate to date		
	1903	1902	Week or Month.	1903	1902	1903	1902
Braz. Grt. South... b	110	110	Apr.	11,556	10,223	46,222	40,156
Leopoldina.	1,449	1,385	Nov. 21	15,651	16,233	738,634	775,988
S. Braz. Rio Grande. b	176	176	Sept.	136,576	110,470	1,594,224	1,362,003

a Earnings reported in pounds, b in mil reis.

Meetings of Companies and Directors Reports

**Algoas Railway Liquidation.** As windings up go, it cannot be complained that the liquidators of the Algoas Railway Company have unduly lengthened out proceedings, especially as the property being so far off as Brazil must necessarily have acted as a drag on expeditious movements. The accounts presented yesterday are for the year to 18th September, and are accompanied by a notice of a meeting at which the shareholders will be asked to make provision for the final distribution of the assets. Of the £745,000 Four per cent. Guarantee Redemption bonds received from the Government for the line, £389,400 has been applied in redemption of debenture stock, £300,000 has been divided amongst the shareholders in the proportion of £20 in bonds for each £20 share, and £55,600 has been sold in cash at various prices, realising altogether £42,300. The liquidators' account of receipts and disbursements shows an income of £103,700, including the last mentioned item, and payments amounting to £95,100, including £22,463 distributed to the shareholders in cash at 30s per share. There is thus a balance of £14,600 remaining to be disposed of, subject to liquidators' remuneration and sundry disbursements since the date of the accounts and attendant on the final winding up. The actual expenses of liquidation here and in Brazil amount, so far, to only £1,368, which seems to be very reasonable considering the time that has elapsed and the large sum handled in cash or scrip.

**Coal for the Central Railway.** Tenders for supply of 70,000 tons of coal for consumption during the first half of 1904 will be received at the Offices of the Company up to the 12th of December next. Of this total 10,000 tons may be of American coal, 5,000\$ being deposited as security on presentation of tender.

Companhia  Nacional  
NAVEGAÇÃO COSTEIRA

Weekly Passenger service between RIO DE JANEIRO and PORTO ALEGRE, calling at Paranaguá, Florianopolis, Rio Grande and Pelotas.  
The Steamer

ITAITUBA

PARANAGUA', FLORIANOPOLIS, RIO GRANDE, PELOTAS and PORTO ALEGRE.

December 5th, 1903.  
Freight and parcels received through the Trapiche Silvino until day previous to sailing.

Valuables at the office, on the day of sailing, till 2 p. m.  
**No parcels of any description will be received at the Company's offices**

For passages and information apply to the office of  
**LAGE IRMÃOS**  
RUA HOSPICIO, 9

# The Cervejaria Bohemia Co.

## PETROPOLIS

## PILSEN BIER

Families supplied daily.

All orders executed at the shortest possible notice.

"BOHEMIA" beer is a delightful summer beverage carefully manufactured from the purest ingredients.

Visitors and residents at Petropolis should be careful to see that they get the "BOHEMIA" brand and no other.

**DON'T WAIT UNTIL YOU GET TO PETROPOLIS—ORDER "BOHEMIA"**  
ON BOARD THE LEOPOLDINA COMPANY'S STEAMERS EN ROUTE.

## PETROPOLIS

This important and healthy suburb is situated amongst the hills to the North of the City of Rio de Janeiro, at an altitude of 826 metres (about 2,700 ft.) above the level of the sea.

PETROPOLIS is an extremely picturesque city with good drainage and water supply, and lighted by electricity. It is the fashionable suburb and summer resort, the nights being always cool, even in mid-summer. The Hotels are excellent.

Steamers, the property of the Leopoldina Railway Co., leave Prainha Wharf at 6.19 a.m. and 4 p.m. daily for an hour's journey across the Bay to Mauá, when passengers are transferred to a train which arrives at Petropolis at 8.26 a.m. and 6.10 p.m. Return trains from Petropolis by the Bay route leave daily at 7.30 a.m. and 5.54 p.m. The steamers are fitted with every convenience, restaurant, buffet, etc. The return fare, available for 8 days, is 10\$800.

Petropolis is also served by a railway route (a branch of the Leopoldina Railway) which runs round the Bay in combination with the Central Railway. Trains leave Central Station at 5 p.m. daily (S. Francisco at 5.28 p.m.), and return from Petropolis at 5.55 a.m.

The ascent of the range of hills to reach Petropolis by the Leopoldina Railway is made by the Riggerbach Rack system on one of the heaviest gradients (1 in 6-1/2) of any mountain railway in the world, so that the route is interesting and the scenery extremely picturesque.

## HOTEL

# Pension Central

## PETROPOLIS

Directly opposite the Leopoldina Railway Station

Home comforts at reasonable charges.

Excellent cuisine and attendance.

**BEST BRANDS ONLY OF WINES,  
LIQUEURS AND CIGARS.**

English, German, French and Portuguese spoken.

Proprietors: M. & B. NIEDERBERGER.

# HOTEL DO GLOBO

Rua Primeiro de Março No. 7

Speciality in breakfasts and dinners.

Private rooms for families.

Splendid room for banquets. Service "hors ligne".

This is a very convenient Hotel for passengers, being situated at just a minute's walk of the principal landing place.

**ENGLISH, FRENCH AND ITALIAN SPOKEN**

## CASA ROCHA

EUCLIDES M. DA ROCHA E SILVA

Is highly recommended by the leading oculists of this city. A large and complete assortment of spectacles and glasses of all shapes and sizes.

All work guaranteed — Prices Moderate

16 D, RUA DOS OURIVES, 16 D — RIO DE JANEIRO.



# CASA SANTOS

## THE GENTLEMEN'S OUTFITTERS

Hats, Shirts, Ties, Underclothing, Socks, Travelling Rugs,  
Macintoshes, Umbrellas, etc. etc.

TO SUIT ALL TASTES

The only complete outfitters of the  
HIGHEST CLASS in Rio de Janeiro

All our stock is fresh and fashionable

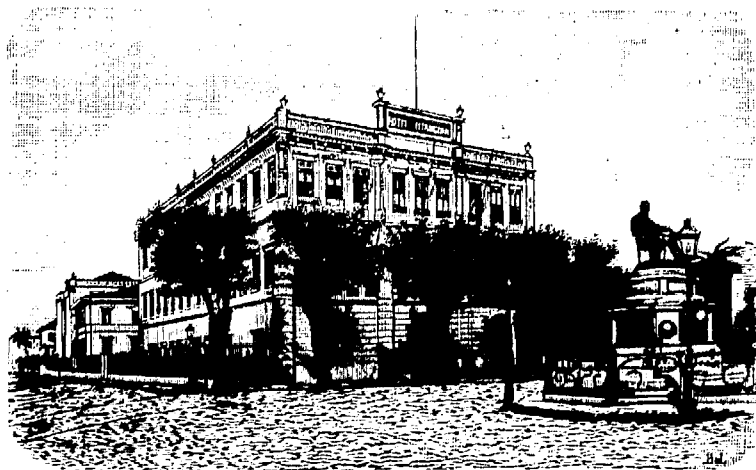
WE SOLICIT YOUR CUSTOM. GIVE US A TRIAL

## F. DOS SANTOS

RUA DO OUVIDOR No. 110 — Telephone No. 1404

S. PAULO BRANCH, RUA S. BENTO NO. 70, first floor.

P. O. BOX NO. 65.



The Strangers Hotel

## HOTEL

DOS

## Estrangeiros

THE BEST IN RIO DE JANEIRO

PRAÇA JOSÉ DE ALENCAR No. 1

PETROPOLIS Branch

(Formerly Hotel Internacional)

Rua Primeiro de Março No. 6

*Clark & Co.*

BOOT AND  
SHOE  
DEALERS

A LARGE AND VARIED STOCK OF THE LATEST BRITISH,  
AMERICAN AND FRENCH STYLES ALWAYS ON HAND

These boots are specially made of selected leathers for wear in the tropics,  
and besides being light in weight have all the  
endurance and damp-resisting properties of home worn goods

The "Sefton" and "Chesterfield" waterproof  
CAPES for Ladies and Gentlemen

Superior Leather Latchet Leggings and Putties

J. and R. MORLEY'S celebrated osiery and undershirts

Rua de Janeiro, rua do Ouvidor 67 B.

S. Paulo, rua S. Bento 8.

Bahia, rua Formosa 31.

Pard, rua Santo Antonio 4.



Azores Vulcanic

STONE FILTERS

for water, patented throughout the  
Republic and accepted by the Hygiene  
Department of the City.

SOLE IMPORTERS

José Ayres Soares & Co.

SUCCESSORS OF

Eduardo A. da Silva Ribeiro

Rua da Quitanda, 163 A

RIO DE JANEIRO

# THE EIFFEL TOWER

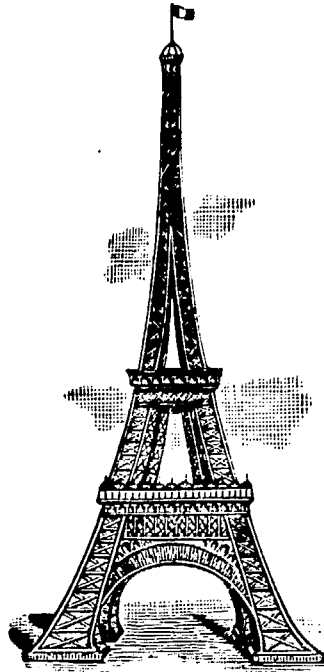
MEN'S, YOUTHS' AND BOYS' OUTFITTERS



All articles are of the  
Best British and  
French manufacture  
only.

Fashionable ready  
made suits for all sizes  
and ages.

We sell one quality only  
**THE BEST.**



Travellers and tourists  
Complete Outfits.

The finest selection in  
Rio de Janeiro  
of men's summer  
underwear.

We have one price only  
**THE LOWEST.**



F. PORTELLA & CO. 79, RUA DO OUVIDOR, 79  
RIO DE JANEIRO. Telegraphic Address "Toreiffel".

## VOX POPULI, VOX DEI

Another incredible cure in only eight days!!!!!!



To Dr. A. T. Sanden,

I wish to make public that to-day, 16th November, I called at your office specially to express my gratitude for the miraculous cure I have experienced by use of your belt (without cover) of rheumatism all over the body, but particularly in the legs, in consequence of which I was almost paralyzed for two months. In the hope that it may be useful to other victims of the terrible disease, you may make what use of this letter you please.

(signed) PEDRO FOGATO.

Rio de Janeiro, 16th November 1903.

Residence: Rua da Ajuda No. 196.

Consult Dr. A. T. Sanden in person at No. 20 Largo da Carioca, Rio de Janeiro, or if that is not possible fill up the coupon below and by return post you will receive GRATIS my work entitled "VIGOR AND HEALTH" with full instructions as to treatment.

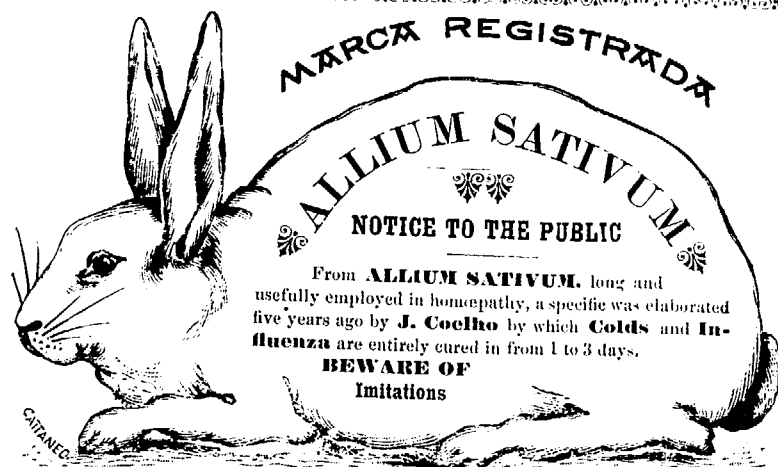
COUPON

NAME.....

RESIDENCE.....

**DR. A. T. SANDEN**  
20, LARGO DA CARIOCA, Rio de Janeiro

Consultations gratis, week days 8 a. m. to 5 p. m. and Sundays from 8 a. m. to mid-day



The **Great Microbe Destroyer!!!**  
**Cures Colds!!!**  
 Death to the **Influenza Microbe!!!**

Dose: Six drops in half a tumbler of water, just before retiring.

Absolute cure for all **bronchial diseases**.

As imitations are now being sold under the same name the purchaser should be careful to demand the preparation bearing a **coloured rabbit on the label**.

Sold by all **Druggists and Chemists** in Brazil.

At the wholesale store:—

**RUA DOS OURIVES N. 86**  
**RIO DE JANEIRO**

Wholesale agents at **São Paulo, Baruel & Co.**

**COMPANHIA DE LOTERIAS NACIONAES DO BRAZIL**

**SEDE: — 38, RUA PRIMEIRO DE MARÇO, 38**

Endereço Telegraphico **LOTÉRIAS** Caixa do Correio, 41

Contracto no Thesouro Nacional para as loterias da União de 31 de Dezembro de 1896

Extracções diarias — **RUA VISCONDE DE ITABORAHY, 9 — RIO DE JANEIRO**

**JOHN B. ORR**

(Late Partner, James Mitchell & Co.)

**Electrical, Mechanical & Hydraulic Engineer.**

**11, RUA HOSPICIO RIO DE JANEIRO**

Cable Address "RAIO", P. O. BOX 723

**Electric Light, Power, Traction and Transmission.**

**IMPORTER OF American Metal and Wood-working Machinery.**

**Pumping Machinery.**

**Electrical Machinery.**

**Turbines.**

**Isolated Lighting & Power Plants.**

**Storage Batteries.**

**Mining Machinery.**

**Jardim Botânico Tramway Company**

**LEME, IGREJINHA, IPANEMA, COPACABANA.**

Cheap, rapid and convenient electric service to these **CHARMING SUBURBS**. Delightful retreats after the heat of **RIO**.

Unsurpassed as **RESIDENTIAL DISTRICTS**

Easy of access to the **City**, healthy, cool in summer, tempered by the breezes of the **Atlantic**. **FINE SEA VIEW** and **Landscape**, picturesque **VILLAS**, at low rents

**GRAND BEACH AND SEA-BATHING.**

Trams run from the **Largo de Carioca** at intervals of 10 and 20 minutes, from 6 a. m. to 9 p. m. and every half-hour afterwards, until midnight. See Company's time-tables.

**STRANGERS COMING TO RIO ARE STRONGLY RECOMMENDED TO LIVE NOWHERE ELSE**

# The Brazilian Review

SUPPLEMENT

RIO DE JANEIRO, TUESDAY, December 1st, 1903

## CONTRACT FOR THE PORT WORKS

Contract made by and between the Federal Government of Brazil and C. H. Walker & Co. Limited of London, for the execution of the works for the improvement of the Harbour of Rio de Janeiro:

On the 24th day of the month of September, 1903, there being present at the office of the Secretary of Industry and Public Works, in the city of Rio de Janeiro, Dr. Lauro Severiano Müller, on the part of the Federal Government of the United States of Brazil, and the firm of C. H. Walker & Co. Limited, of London, represented by Joseph Robert Walker, their legally constituted representative, as shown by the respective power of attorney, which he presented, and duly registered in the archives of the Secretary of State, it was declared by said Minister that, in accordance with Decree No. 4969, of the 18th of the current month and year, he had decided to contract with said firm of C. H. Walker & Co., Limited, (hereinafter called the contractors) the construction of the Harbour Improvement works of Rio de Janeiro, under the following conditions, namely:

I

The firm of C. H. Walker & Co., Limited, by their duly authorized representative, Joseph Robert Walker, as shown by the power of attorney presented by him and attached, forming part of this contract, having a thorough knowledge, not only of the work which they hereby undertake, but also of the local conditions ruling, bind themselves herein to execute with the utmost perfection and solidity, to the satisfaction of the Government Inspection Commission, and in accordance with the present contract, the following works, pursuant to the plans for the improvement of the Harbour of Rio de Janeiro as approved by decree No. 4969 of the 18th of September 1903, attached to and forming part of this contract:—

1st. A quay which, beginning in the vicinity of the Marine Arsenal, is to terminate at the proposed continuation of the Rua S. Christovão, having an extension of 3,500 metres, with a depth of water of 10 metres at mean tide, all in accordance with the type shown in the drawings duly initialled by both parties and attached to and forming part of this contract.

2nd. Filling between this quay and the shore with earth excavated from the Morro do Senado and with sand taken from the bay.

3rd. Dredging a channel for approach to, and use of the quay having a width of 250 metres and a depth of water of 8 to 10 metres at mean tide as shall be decided upon by the Fiscal Commission.

II

The fiscalization of the entire work shall be in charge of the Commission named for that purpose by the Government, which Commission the contractors must consult upon all matters relating to the execution of this contract.

The direction of the work shall be under the supervision of the contractors who, while adhering strictly to the accepted plans, specifications and other conditions of this contract, are at liberty to use such apparatus and methods for the execution of this contract as they may see fit.

III

The contractors hereby agree to maintain in Brazil a fully authorized representative, with full powers to treat and definitely decide any and all questions which may arise in

this country before the civil and legal authorities, upon whom summonses and writs may be served, as well as any other legal papers for which personal service is exacted by law.

IV

The representative of the contractors or person duly appointed by them shall, in accordance with Brazilian law, direct the works under this contract, the contractors alone being responsible for errors of their representatives incurred through incapacity or negligence. The aforesaid representative or his nominee shall, whenever requested, be obliged to accompany the technical director of the Commission or his assistants on official visits to the works under construction.

V

In the execution of the works, the contractors shall faithfully adhere to the approved plans, the specifications embodied herein and to the instructions which may be given them by the Fiscal Commission, so long as such instructions do not deviate from the clauses of this contract.

VI

The Government retains the right to make such modifications in the approved plans as it may deem necessary, giving, however, sufficient notice. Should such modifications be prejudicial to the contractors they shall receive compensation for losses which, failing a mutual understanding, shall be determined by arbitration.

VII

The contractors shall be personally liable with all their belongings and property, for execution of all the obligations of the present contract. They must, further, deposit as security, either in the National Treasury, or in the Treasury Agency in London, the sum of £25,000 in cash or in Brazilian National Bonds, which security must remain in deposit until the termination of this contract. This deposit must be made prior to the signing of this contract, and should it be in cash, it shall bear no interest.

VIII

The contractors must immediately place their orders for the material required for all the installations, and must take all the necessary steps to commence work not later than the 31st day of March, 1904, and that all the work embraced in this contract shall be terminated by the 30th day of June, 1910, inclusive.

IX

If, within the time specified in the preceding clause for the commencement of the work, the contractors should not have carried out the terms thereof, and at least commenced dredging, this contract shall be considered void and the contractors forfeit the security deposited.

X

Beyond the area to be occupied by the quays, Government shall cede to the contractors free of all incumbrance whatever a piece of land with sea-frontage of an area sufficient for

the erection of stores, dockage for vessels, workshops and other services exclusively for execution of the present contract, the contractors enjoying the use of same during the duration of this contract.

## XI

All construction and works forming part of this contract are to be considered as Federal undertakings and as such be subject to the same burdens and charges and to the same exemptions, advantages and prerogatives to which Government works are subject.

## XII

In accordance with the terms of the preceding clause, all material and accessories which may be imported by the contractors, under certificate of the Fiscal Commission for the construction and maintenance of the works herein enumerated, and of works connected with their good execution, shall be admitted free from any and all duties and taxes as in the case of similar materials imported by the Government.

## XIII

All lands to be occupied by the works and the lands of the Morro do Senado whence earth for filling is to be excavated, shall be delivered to the contractors free and unincumbered; the contracting firm, however, shall use such lands only for the purposes herein specified.

## XIV

The work of constructing the quays, and of dredging and filling shall be carried out in such a manner as to be entirely terminated within the time specified in this contract. The contractors, however, agree to complete and deliver in a state fit for immediate service the sub-mentioned sections of the quay with an area measuring not less than 100 metres in width from the quay shore-wards completely filled in for each section and a provisional channel at least 150 metres in width:— on the 30th of June, 1906, 500 metres; on the 30th of June 1907, 500 metres; on the 30th of June 1908, 800 metres; on the 30th of June 1909, 700 metres; on the 30th June 1910 the 1,000 metres remaining to complete contract.

## XV

In case the contractors should, through their own negligence or error, exceed any of the periods specified in the preceding clauses for the delivery of finished sections of the quay, both as regards the terms and periods stipulated in same, they shall pay per month or each fraction of month, the sum of £2,000, which amount shall be deducted from the first payment due or from the security in deposit. This fine shall be levied, without appeal, by the Minister of Industry and Public Works, on proposal of the Fiscal Commission.

## XVI

Up to and including the 1st of January, 1904, the Fiscal Commission shall deliver, free and unincumbered, to the contractors 600 lineal metres, at least, of quay frontage, and from that date forward, shall deliver annually under the same conditions an equal length, so that the total frontage contracted shall be handed over by June 30th, 1908, inclusive.

## XVII

Should it be impossible for the Fiscal Commission to deliver the quay frontage for the construction of the works in accordance with the conditions of the preceding clause, and the works should be delayed from this cause, or if for any other reason the Government should order the suspension of the works for a period exceeding one week, the contractors shall have the right to claim an extension of time indicated in Clause XIV corresponding to the delay in the above mentioned delivery, and, in addition, to claim compensation at the rate of 10% per year on the value of the plant thus rendered inactive or idle; this amount, it is understood, shall correspond to the expense of maintenance and care of the plant.

## XVIII

All work executed by the contractors shall be under supervision of employes or representatives of the Fiscal Commission to whom the contracting firm shall afford every facility for the thorough execution of their mission.

## XIX

All orders, instructions, and, generally, every kind of communication in relation to the service between the Fiscal Com-

mission and the contractors shall invariably be in writing, and in the Portuguese language. Allegations by either party of verbal instructions or declarations shall not be admitted, and such verbal communications shall be of no value under this contract.

## XX

All correspondence between the Fiscal Commission and the contractors in matters relating to the service, shall be delivered by both parties hereto against receipt, and in case of such being refused, the subject matter of the correspondence must, to be made effective, be published in the *Diario Official*.

## XXI

Whenever the contractors have any claim or objection to urge against an order of the Fiscal Commission, this must be presented in writing within 48 hours, working days, counting from date of the receipt of such order or from its publication in the *Diario Official*.

## XXII

The Fiscal Commission shall retain the right to exact from the contractors the dismissal and withdrawal from the works of any employe of said contractors who may impede the fiscalization of the works.

## XXIII

The materials employed in the work shall be invariably of first class quality, and no material can be utilized without previous examination and approval by the Fiscal Commission. Such materials as may be rejected by the Commission must be immediately removed from the premises.

## XXIV

The representative of the Commission appointed to inspect each section shall give immediate notice to the employe of the contractors in charge of any irregularity, imperfection or defect which he may notice, either in the construction or materials. In case such complaint receive no attention, the technical director shall make same in writing in order that the contractors may correct the defect reported, and, so long as such defect is not corrected, the corresponding defective section of wall shall not be accepted for effects of Clause XXX; that is, it will not be included in the measurement for payment so long as it does not satisfy the Fiscal Commission.

## XXV

For the work in conformity with this contract the prices are to be as follows:

- I. Dredging, per cubic metre 2 6.
- II. Filling, per cubic metre 3 6.
- III. Rock, removal from the sea bed per cubic metre, £2.
- IV. Quay wall, as per plans, per lineal or running metre, £450.

a) Price No I includes the excavation and removal of material, not rock, which can be removed by means of claw scoops. If the hardness of the material should be such as to reduce the ordinary output of the dredger as verified in sand to less than 50% the Fiscal Commission shall fix a percentage corresponding to excavation in rock to compensate for the difficulty encountered. Price No I also includes the transport of the material dredged to the locality where it is to be dumped, beyond the Ilha Rasa. The measurement or cubing of the dredged matter shall be made in the scows upon leaving the dredge side and without any deduction whatever in the volume of the matter.

b). Price No II, includes filling between the shore line and the quay, with earth from the Morro do Senado and clean sand, dredged from the Bay, in the proportion of two parts of the former to three of the latter; if in the final measurement of the filling, on the conclusion of this contract, the above proportion should not be verified, the difference shall be paid at the rate of 2s 6d. per cubic metre if the excess be of sand, and 5s. if the excess be of earth from the Morro do Senado. Price No II includes the extraction of the material, transport to the locality where it is to be utilized and the levelling of the filling, the sand being deposited at bottom of filling, and the earth from the Morro do Senado reserved for surface filling. The measurement or cubing of the earth used for filling shall be made in the transport waggons which will be properly filled and checked at the time of unloading; that of the sand shall be made in the scows in the same way as for dredging measurement. The sand for filling may be dredged from the channel, if approved by the Fiscal Commission, and in such case the amount so used shall be deducted from the amount dredged and paid for in accordance with price No II; or such sand may be taken from banks in the Bay, as designated by the Fiscal Commission; dredging for same, however, shall not be done at a greater depth than 10



metres below mean tide. For the conveyance of the earth from the Morro do Senado the Government shall obtain the necessary authority from the municipal authorities for the passage of wagons through the public streets or for such other means of transport as may be most suitable, the contractors agreeing hereby to submit to such regulations for public safety as they may impose; the Government shall in no case be responsible for obstructions, difficulties or drawbacks resulting from the public transit.

c) Price No. III includes the removal of rock from under water at a maximum water-depth of 10 metres at mean tide, and the transport of same, the contractors being permitted to make use of the rock for the dry rubble backing of the quay wall on approval and authorization of the Fiscal Commission. Measurements shall be made by cubing from the section given by soundings.

d) Price No. IV includes the entire construction of the quay walls in accordance with the plans, of which copies duly signed by the parties hereto are attached to and form part of this contract, as also the following in accordance with the specifications in Clause LIV: (1) Mooring bits, as per the approved design, drawings of which are also annexed and form part of this contract shall be located at distances of 50 metres one from the other; (2) Fourteen iron, single landing steps for sailors' use, as shown in same design above referred to. (3) Seven stone, double landing steps as indicated in same design, to be located at such points as may be designated by the same Commission. The price mentioned does not include the excavations necessary for foundations, should these be in rock, in which case they will be paid for separately, at price No. III. They shall, however include excavation when not in rock. Measurement for payment shall be made following the line that divides the top of the wall equally, 1m75 from the vertical face of the coping.

e) The height of the wall as shown in the plan from the level of the coping to the base of the foundations shall be 14m.90. When it is necessary to give a greater depth to the foundations, with the same thickness of 6m.60, the actual increase, for each metre in depth shall be paid at the rate of price No. IV per running metre, as follows; for the first metre increase, £40; for the second metre increase, £45; for the third metre increase, £50 and so on, increasing the price at the rate of £5 sterling for each metre in depth, consecutively. If from a certain depth downward the Fiscal Commission should decide that the width of the foundations should also be further increased, the prices for such increase shall be agreed upon between the Fiscal Commission and the contractors. Should they fail to come to an agreement, it shall be decided by arbitration. Where the ground is of rock or sufficiently solid, in the opinion of the Fiscal Commission, the height of the quay wall shall be reduced by diminishing the depth of the foundations, whilst retaining the same width at the base and at the lowest tide level thus increasing the inner batter. Such reduction of the height, however, in no case shall exceed two metres and shall be discounted from price No. IV in the following ratio: for the first metre reduced, Forty pounds (£40) sterling; for the second metre, Thirty-five pounds sterling (£35). The fractions, either in case of increase or reduction, shall be paid proportionately to the respective price.

#### XXVI

The contractors must, at their own cost, provide all quarries, means of transport, machinery, buildings, materials, and all else requisite for the execution of the works under this contract, all of which are already included in the price as determined in Clause XXV, which prices embrace not only all expenses for material and workmanship but also administration, eventual expenses and the profits of the contractor; there being, therefore, no further percentage to be added.

#### XXVII

As regards the complementary works and equipment of the quay, such as: construction of warehouses, deposits and other buildings, the furnishing and erection of bridges, railways, fixed and moveable cranes, or power stations, special arrangements may be made at the proper time with the contractors for the execution of these works and for furnishing of the materials referred to. If, however, no arrangement should be come to between the Government and the contractors for all or any of the above mentioned works or material, they shall be executed by the Fiscal Commission. For such purpose the contractors shall deliver to said Commission free and unencumbered the sites and lands on which such buildings or constructions are to be raised; whilst the Commission in executing this work must carry it out in a manner not to embarrass or impede the work of the contractors.

#### XXVIII

The quay walls shall rest on sand, argil or rocky ground of sufficient solidity and resistance. Nevertheless, the construction of such foundations must not be commenced before the ground has been prepared and previously levelled, and has been ex-

amined by the Fiscal Commission and authority granted for laying of the concrete. The agent by whom such examination is to be made, shall do it promptly in order that there may be no loss of time between the preparation of the ground and the laying of the concrete.

#### XXIX

The Fiscal Commission may order the contractors in writing to construct foundations on whatever ground appears to them to be suitable.

Should the contractors differ in opinion, they shall present in writing their objections in detail, within 48 hours, and should the question not be decided by agreement, it shall be settled within 48 hours by two technical arbitrators, each party hereto appointing one. In case of the arbitrators failing to come to an agreement, each of the parties hereto shall nominate a third arbitrator one of whom shall be chosen by lot. The contractors shall submit to the decisions of the arbitrators for all the effects of this contract.

The Commission, however, even should the decision be against them, shall have the right to insist upon the construction of the foundations in accordance with the order originally issued, and if objected to by the contractors they shall, in this case, be exonerated from the responsibility stipulated in Clause XXXIX for the section under protest.

#### XXX

Payment for the quay wall shall be made monthly as the work proceeds, up to and including the last day of the preceding month, and be accepted provisionally by the Fiscal Commission at the price determined in clause XXV (£450), per lineal metre of wall, complete and ready, in accordance with the plans and specifications.

#### XXXI

Partial payments on account of the total price of £450 for unfinished portions shall be allowed in the monthly measurements as follows:—

1st. Per running metre of compressed air caisson placed in position, 20% of the price mentioned in the preceding clause, or (ninety) £90, sterling; 2nd. for running metre of finished wall up to lowest tide level, with foundations complete, 40% additional, or £180 one hundred and eighty sterling; 3rd. It is understood that these partial payments will only be made for a maximum length of 200 metres of unfinished wall.

#### XXXII

Dredging and filling measurements shall be made in accordance with the dispositions of Clause XXV and the respective memoranda, after being examined and passed by both the parties hereto, shall be immediately registered in duplicate, the representative of each party hereto signing the copy in the hands of the other. Upon this being done, the measurements of each scow or wagon shall be considered as definite, and shall be good for the compiling of the monthly accounts; such measurements not being open to any further objection or protest from either side. Should any question arise regarding the measurements and either party refuse to sign the register, the scow or wagon under protest shall be detained until the matter is decided by other representatives of both.

#### XXXIII

The monthly measurements of the length of quay constructed and provisionally accepted by the Fiscal Commission, shall be made in the presence of the contractors and in the manner specified in Clause XXX, within the first three working days of each month, and be registered in a special book which the contractors shall sign, and make any declaration or claim at the time.

#### XXXIV

With the elements mentioned in the foregoing clauses the Fiscal Commission shall organize, up to and including the 8th of each month, the accounts for payment which, after being examined and checked by the contractors or their representative, shall then be registered in a special book, in which they shall certify same to be correct.

#### XXXV

On the 15th of each month the contractors shall be paid, by a telegraphic order at sight on the Brazilian Financial Agents in London, the value of the work executed during the previous month as per the respective account duly legalized in the form stipulated in the preceding clause.

#### XXXVI

As the dredges, floating material, machinery and other material for execution of the works are received, the contractors shall

submit to the committee the corresponding invoices and bills for freight and insurance and cost of mounting same for calculation of their cost. Upon the completion of the work, the Government reserves the right to retain such material, either in whole or in part, as it may be selected, paying for same at a reduction of 50 % on the prices so determined in case the whole should be retained, or with a reduction of 34 % from the calculated cost in case only a part of same were wanted. In case of the rescission of this contract the Government shall retain this right of purchase, but shall pay for the material a reduction corresponding to the time of service, at the following rates:—

8.1/2% (eight and one half per cent) for one year's use, should all the material be retained and 5.1/2 % (five and one half per cent) retaining only a part of same.

## XXXVII

As a guarantee for the faithful execution of this contract, in addition to the guarantee contained in Clause VII, the contractors shall give as security at the valuation of one hundred and twenty five thousand pounds (£125,000), all the apparatus, machinery, floating material and installations referred to in the preceding clause. With this end in view, the above mentioned materials, as they are received or furnished by the contractors and the respective cost is settled shall be considered, without further formalities, as hypothecated to the government, and the contractors, therefore, shall be incompetent to transfer or otherwise dispose of them, whilst undertaking to keep them in perfect condition, and replace any which may be worn out in the service, if necessary. Upon the conclusion and delivery of all the works contracted for herein, the value of the security shall be reduced to a sum corresponding to 10% of the value of the sections of the quays for which the contractors remain responsible for the duration of such responsibility.

## XXXVIII

The contractors have a perfect knowledge of the project, and are responsible both technically and professionally for its execution; and they must during the construction oppose any detail or condition of execution that may seem to them prejudicial to the solidity or stability of any part of the work.

## XXXIX

The contractors assume the entire responsibility for the preservation and stability of the quay walls, not only during construction, but for the space of two years, counting from the date of the conclusion and acceptance of each one of the sections to which Clause XIV refers, and moreover shall undertake such work of repairs and preservation as may be necessary, even should the cost of such work amount to more than the amount retained as security. Should the contractors refuse to make such repairs within a reasonable time, the Government shall proceed to execute the work for account of the contractors and shall deduct the value thereof from the respective deposit; in case of this deposit being insufficient, the contractors shall make good the difference. Damages through accident caused by *force majeure* which do not arise from defects either in the plans or in construction, are not included in this clause.

## XL

In compliance with the preceding clause, the Government within thirty days of the termination of the work shall decide with regard to the acquisition of the material in accordance with the terms of Clause XXXVI. If the value of such acquisitions should not be sufficient to complete the security stipulated in the final part of Clause XXXVII, the contractors shall deposit the difference in the National Treasury.

## XLI

Upon the termination of the period of liability indicated in Clause XXXIX, the whole of each section of the quay shall be examined by the technical director of the Fiscal Commission, accompanied by the representative of the contracting firm, and be definitely accepted. If it be found in perfect state of preservation and solidity, a deed of definite acceptance shall be then drawn up, which shall be signed by the technical director and said representative, the contractors being, thereupon, exonerated from any further responsibility for this work.

## XLII

For the non-observances of the clauses of this contract or through failure to carry out the orders or instructions regarding the works issued by the Fiscal Commission, when not in contravention to the terms of the contract herein, the contractors shall be liable to fines of from £25 to £450 sterling, which may be imposed by Commission, and of £500 sterling to be imposed by the Minister of Industry and Public Works on proposal of the Fiscal Commission, the contractors having recourse with regard to the former to appeal to the said Minister. In case such fines are not

paid by the contractors within 8 days from the date of receipt of the notice, the amount thereof shall be deducted from the guarantee or from sums already due the contractor.

## XLIII

This contract may be legally rescinded for the following causes:

1st. For irregularity and lack of activity in carrying on the works, in consequence of which they be suspended for more than two months; or by notorious delay prejudicial to the construction of any of the different quay sections referred to in clause XIV, due to culpability or negligence of the contractors.

2nd. In any case in which the contractors fail to comply with the conditions of this contract after the maximum fine of £500 has been more than once previously applied.

3rd. In case of the transfer of this contract.

4th. In case of the bankruptcy of the contractors.

It is understood that the contractors in any of the above cases shall lose the deposit mentioned in Clause VII, any balance, however, that may be left over from the deposit referred to in clause XXXVII, after deducting from it expenses for the maintenance or repair of the works indicated in clause XXXIX, shall be returned to the contractors on the termination of the period of their responsibility as established in clause XXXIX.

## XLIV

In case of the rescission of this contract, the contractors cannot claim any indemnity whatsoever for losses resulting therefrom attributable to expenditure in advance or other causes and they shall only have a right to receive the amount corresponding to the cost of the installations made for the execution of the works in accordance with clause XXXVI.

In that case a final valuation shall be made of the work effectually executed but not yet paid or agreed on including all works executed in accordance with the contract up to the date of its being cancelled; and in case of no understanding being come to as to the value thereof, the matter shall be referred to arbitration as stipulated in clause L.

## XLV

The rescission of this contract, according to clauses IX, XI, III and XLVI shall be determined by Government decree, independent of judicial action.

## XLVI

Apart from the reasons stated for rescission in these clauses, this contract cannot be rescinded without indemnity.

## XLVII

The contractors agree to give preference in the execution of the works, not only in the technical and administrative staff but as regards labour, to natives of the country and except, for reasons acceptable to the Fiscal Commission, must employ not less than two thirds of this nationality on the works.

## XLVIII

The Government reserves the right to dump on the reclaimed ground stones, earth, or other materials, derived from other works undertaken by administration.

## XLIX

All minerals, fossils or any other object of intrinsic, scientific or artistic value discovered in the excavations or dredgings shall be considered as Government property.

## L

All questions arising between the Government and the contractors in relation to the works or to the interpretation of the clauses of this contract shall be submitted by the President of the Fiscal Commission, within the space of three days, to the Minister of Industry and Public Works who shall then decide promptly.

Should the contractors not be willing to abide by said Minister's decision, the matter shall be referred, as a last resort, to arbitration, each of the parties hereto appointing an arbitrator within three days: if within three (3) days the arbitrators should not have arrived at a decision each of the parties hereto, within three (3) days, shall nominate two or more arbitrators and from amongst these four, one shall be chosen to decide the matter within three days by his casting vote.

## LI

Any other questions that may arise during the execution of the present contract, be they administrative or judicial, shall be decided by the Brazilian Courts, in accordance with the laws of the Republic.

## LII

For the effective carrying out of this contract in all matters relating to the execution of the works, the Fiscal Commission shall be represented by a technical director with powers to delegate authority to his assistants.

## LIII

It is expressly understood that any and all dates of delivery of works specified in this contract are subject to interruption by reason of *force majeure*, in which labourers' strikes are included.

## LIV

**SPECIFICATIONS. QUAY WALL.** The datum to which all levels on these works shall refer is that of the mean tide in the Bay adopted by the Commission of the City Survey.

The quay wall shall be constructed in the dry by the compressed air system employed by Hersent in the construction of the Escalada Quays at Antwerp. The foundations shall go down to solid ground at whatever depth it may be found and must have a minimum width of 6m60, and be 2m50 in height; the foundations shall remain encased within the iron caissons serving as a compressed air chamber during construction.

The height of the wall above the foundations shall be 12m40 the coping being 2m40 above the level of mean tide. Where, owing to the nature of the soil, the total height of the quay wall must be increased or reduced, such alteration shall be made in accordance with the dispositions of Clause XXV, it being understood that the height of the foundation is never to be less than 2m50, corresponding to the height of the compressed air chamber. The foundations shall be in concrete, composed of one part of first quality cement, as approved by the Fiscal Commission, two parts of washed sand, and four parts of broken stone, of a size to pass through a six centimetre ring.

The proportion of cement used in mortar shall be determined by weight, taking for basis 1,430 kilos per cubic metre.

For each length of the compressed air chamber the ground when not of a rocky nature, shall be previously levelled in order that the height of the foundations be kept uniform.

The wall shall be constructed in the dry inside the moveable coffer dam with concrete formed of one part cement, three of sand and six of broken stone, as described above, or at the option of the contractors and approval of the Fiscal Commission, with masonry of slabs or rubble, employing for each cubic metre of masonry 33 per cent of mortar composed of one part cement and three of sand. The outer face of the wall from the foundation to the level of lowest tides, which is 1m20 below level of mean tide, shall have a batter of one in ten and shall be constructed of rough-squared stone, however dressed and having sufficient dowels to secure it thoroughly to the body of the wall.

The different sections of the wall corresponding to the consecutive caissons enclosing the foundations are to be connected, adorning to the same section and type of wall, employing, however, concrete without the hammer-dressed stone face above referred to, up to the lowest tide level.

From this level up to the coping the face shall be of dressed stone bonding the sections together.

From the lowest tide level up to the coping with a height of 3m60 the outer face shall be of dressed stone laid in horizontal courses with a batter of one in twenty. The coping shall be one metre in width and fifty centimetres in thickness and be of dressed stones with the edge rounded off.

As the compressed air caissons must have a length of twenty five (25) metres, when the frontage of the wall is on a curve the foundation of the wall will be polygonal instead of curved, the curvature of the body of the wall being determined, as far as is compatible with the dimensions of the coffer dam by altering the outside batter of the wall, with approval of the Fiscal Commission but without increase of the cube of the masonry or right on the part of the contractors to claim any increase of prices for this reason.

The inner side of the wall shall be filled with dry rubble backing up to the level of the lowest tide, 3m.60 below the coping, which, irrespective of the height of the wall, shall preserve the horizontal width of three metres at lowest tide level. This dry rubble backing shall be composed of stones of different sizes and weighing from 50 to 250 kilos each.

In the upper part of the wall there shall be a gallery covered with slabs in which piping and electric cables shall be laid as shown in the design.

At intervals of 50 metres along the entire length of the quay, and at points to be indicated, mooring bitts shall be placed, as also seven double stone landing steps, and fourteen single iron ladders for sailors' use, all in accordance with the plan No. 3 annexed to this contract. The construction of the wall shall be carried on simultaneously at two or more points, with separate installations for compressed air, in order to guarantee the conclusion of the work within the specified time.

**DREDGING.** The area occupied by the wall, with its respective dry rubble backing, the contiguous area of 50 metres, taken from the wall outwards, all destined for the anchorage and movement of vessels making use of the quays, as well as the approach channel indicated in the plan in water colour, shall all be dredged to the depth of from eight to ten metres below mean tide, as may be determined by the Fiscal Commission. The clean dredged sand suitable for filling and approved by the Fiscal Commission shall be forced into place by pumps or other similar process. Such material as may not be used in filling shall be carried beyond the bar in scows and dumped beyond the Ilha Rasa some twelve miles beyond the city.

**FILLING.** All the space included between the wall and the shore line shall be filled and levelled with earth excavated from de Morro do Senado and with sand from the bay. Said Morro (hill) must be completely razed and the area levelled. The sand may, if approved by the Fiscal Commission, be dredged from the channel or from banks in the Bay, up to ten metres depth at mean tide. The sand shall be deposited in the lower portion of the filling, and above this the earth from the Morro do Senado and all be levelled to the height of the quay wall coping.

## LV

The value of the proportional stamp duty corresponding to this contract shall be charged to the contractors account, referred to in Clause XXXIV of this contract.

Whereas:— All the terms of this contract have been agreed upon and the legal authorized representative of the contractors has paid in to the Revenue Office (*recebedoria*) of the Federal Capital the fixed stamp duty corresponding to this contract, amounting to three hundred and two mil five hundred réis (3028500), as shown by the receipt from said Department bearing date of the 24th of the current month issued for such purpose by the *Directoria Geral de Contabilidade*, said document having been duly deposited in the archives, and, further, the contractors have deposited the security of twenty-five thousand pounds sterling (£25,000) as stipulated in clause VII of this contract, as proved by telegram from the Delegate of the Federal Treasury in London, under date of the 23rd of the current month, which has also been duly archived. H. B. the Minister has therefore ordered this contract to be drawn up which he now duly signs, together with Joseph Robert Walker, legal representative of C. H. Walker & Company, Limited, and the witnesses thereto Octaviano Augusto de Figueiredo and Joaquim Candido de Gouvea, after same having been duly read to the parties hereto and to witnesses herein, by me Francisco Manoel da Silva, and found to be in order by all parties hereto. Revenue stamps attached to the value of one hundred and one mil réis, cancelled in the following manner.

Rio de Janeiro, 24th September, 1903.— *Lauro Sereyano Müller*, P. p. of C. H. Walker & Co., Limited, *Joseph Robert Walker*, — *Octaviano Augusto de Figueiredo*, — *Joaquim Candido de Gouvea*, — *Manoel da Silva*.