

The Brazilian Review

VOL. VII

RIO DE JANEIRO, TUESDAY, FEBRUARY 2ND, 1904

No. 5

Offices: RUA DO OUVIDOR No. 109

P. O. Box. 472, RIO DE JANEIRO

Telegraphic Address — "REVIEW"

RIOJANEIRO

All literary matter to be addressed to THE EDITOR.

All Business communications to be addressed to THE MANAGER.

Advertising rates furnished on application to our Agents, or to the Head Office 109, Rua do Ouvidor, Rio de Janeiro.

NOTE—No further applications can be entertained for advertisements on the coloured cover, as this space is taken up by yearly contracts.

AGENTS FOR SALE OF THE "BRAZILIAN REVIEW"

Rio de Janeiro. Crashley & Co., Rua do Ouvidor 36.
Rodrigues & Co., Rua do Ouvidor 59.
São Paulo. Harris & Co. 2 Rua Quitanda.
London. G. Street & Co. 30 Cornhill.

New York. The Tea and Coffee Trade Journal 7 & 7.
Park Place.

Hamburg: J. Basedow, Brod-schrauzen.

Separate copies of the "Brazilian Review" are sold at Crashley & Co., Rua do Ouvidor, 36, and at Rodrigues & Co., Rua do Ouvidor 59 and of all other Agents. Price 1\$200. Announcements of births, deaths and marriages concerning subscribers and friends are inserted in this Review free of charge.

TERMS OF SUBSCRIPTION:

60\$000 or £3 per Annum, Post Free, Payable in Advance.

SINGLE COPIES 1\$200, or 1s.2d.

MAIL FIXTURES

DATE	NAME	COMPANY	DESTINATION
1901			
FOR EUROPE & THE STATES			
Feb.	2 ^d <i>Ryton</i>	Lampert & Holt	New York
	2 ^d <i>Thames</i>	Royal Mail	Southampton
	2 ^d <i>Amazon</i>	Messageries Maritimes	Bordeaux
	11 <i>Orita</i>	P. S. N. C.	Liverpool
FOR THE RIVER PLATE AND PACIFIC			
Feb.	1 <i>Magdalen</i>	Royal Mail	Buenos Aires
	3 <i>Orissa</i>	P. S. N. C.	Valparaiso
	11 <i>Cordillere</i>	Messageries Maritimes	Buenos Aires

CONSULAR INVOICES

The New Regulations and Nomenclature for use with Consular Invoices are now in the press and can be ordered at the offices of the "Brazilian Review", price 10\$000 or 10s.

As there are a great many alterations, and the nomenclature for description of the goods is now quite different, it is advisable that copies in English should be sent by merchants here to their correspondents abroad.

Notes

Sugar in São Paulo. There are ten sugar mills in the State, four of which belong to the *Societe Amazonie de Sucrerie* with a capacity of 2,469 tons per annum. They are provided with the most modern machinery, chiefly French, and represent a capital of over 7,000,000\$. Besides, there is a large number of *engenhoes*, nearly 3,000 it is said, that turn out sugar and rum for consumption of the estates and are estimated to utilize 1,150 tons of cane. The ten central factories have not worked up to their full capacity, and their output may be reckoned at an average of 9,055 tons per annum which with 56,606 tons, the estimated yield of the small private mills, gives 65,661 tons for the total output of the State in 1901 and 1902. Besides local production, 52,000 tons were imported, bringing up the consumption to 117,660 tons per annum, which for 2,520,000 inhabitants is equivalent to 46.7 kilogrammes per head per annum.

Cotton Mills. According to returns published in São Paulo, there are 143 cotton mills in Brazil of which 75 both spin and weave and 68 for weaving only. The 18 mills in the State of São Paulo represent a capital of 20,000,000\$ (£1,000,000) and run 55,406 spindles which use 7,160 tons of cotton per annum with a production of 34,270,000 lineal metres of textiles, the cost of which is estimated at 4,463,000\$, or on an average 130 réis or about 1½ d. per metre. The largest mill is that of George Oetterer & Co, with 16,000 spindles and 426 looms. It employs 450 hands, consumes 720 tons of raw cotton and turns out 4,800,000 metres of finished cloth at the cost of 288,000\$ per annum, or 55 réis, equivalent to 0.66 pence, per metre. There seems to be great differences between the cost of manufactures by different mills, as for the next biggest mill belonging to Weissohn & Co, with 10,000 spindles and 400 looms, the cost is 133 réis, or 1.6d. per metre. The consumption tax is 20 réis per metre of dyed and 10 réis for unbleached. Most of the output is of unbleached. Cotton grows well in the State and at one time was an important article of export, but has been lately neglected for coffee.

British Capital in Brazil. Who is *Argus* who writes to the South American Journal so feelingly *à propos* of cold-storage? "British capital, he says, should be managed by British representatives and managers have good incomes to keep them out of the hands of local money lenders who know how to put on the screw. Once a British employé gets into the hands of the Portuguese money lenders, he is worse than useless and should be discharged, as he only exists to intrigue and follow out anti-British directions of the native Brazilian".

More Recissions. The *Pull Mall Gazette* says that arrangements are completed for the possession of the Great Southern [Rio Grande do Sul] Railway on a basis that will give £15 to £16 per £20 shares. This was originally a French concern but was turned into an English company in 1880 with a share issue of £600,000 and £1,067,965, 6¹/₂ debentures. For a long time it did not pay, or scarcely paid working expenses, but lately prospects have improved. The difficulty in the way of recission was the very large amount of debentures outstanding, that had to be provided for before the shareholders could get anything. This led to the failure of the first negotiations in 1901, but now that the prospects of the line and quotations of *Recissions* have improved so much, Government has raised its offer and brought it up to a more equitable figure, that may be well worth the shareholders' consideration. At present, shares are quoted at £14 to £15; but only a year ago they stood at £10 1/2.

Revenue. We understand that the statement for 1903 will show a growth in that, derived from customs and consumption dues of over 8,000,000\$, gold and paper.

CONGRESS

The treaty with Bolivia was approved by the Chamber of Deputies on Monday by 118 votes against 13. The *votes* were, Srs. Thomaz Cavalcanti, Brício, Felisbello Freire, Costa Netto, Benedicto Souza, Lindolpho Serra, Soares dos Santos, Juvenal Muller, Barbosa Lima, German Hasslocher, Angelo Ribeiro, Diogo Fortuna and Homen de Carvalho.

THE PORT WORKS

Unlike the Avenue, expropriation of the land and houses required for the port seems to lag. So far, no arrangement, we understand, has been come to with any of the big proprietors on the route of the quays, some having refused even to entertain proposals on the basis of 12 1/2 years purchase and stand out for twenty years and 10% allowed under the old law, a pretension that we believe in the case of foreigners will be backed by diplomatic action.

THE ISSUE OF TREASURY BILLS

The semi-official explanation of this issue is that it was to supply money (10,000,000\$) for expropriations connected with the Avenue. This explanation was promptly repudiated, apparently by another department, which declared that the money for expropriation has been provided from the London loan, and that whilst the issue is for 12,000,000\$ the sum advanced to the Port Works committee, does not, so far, exceed 2,000,000\$! It is a pity that Government did not make a statement of its motives at the time of issue. With such heavy extraordinary expenditure to satisfy, it would be no wonder if revenue had run short for a time; but for that, the market is prepared, and would make allowance if frankly admitted. It is the mystery with which government has chosen to surround the matter, not the issue itself, that is doing the harm.

The Brazilian Review

RIO DE JANEIRO, TUESDAY, FEBRUARY 2nd 1904.

HISTORY, ANCIENT AND MODERN

Brazil, says *Chamber's Concise Gazetteer*, is little less in area than Europe, and nearly half of South America. But in spite of its size and importance very little is really known about it by the outside world.

The Amazon was discovered by Vicente Pinzon in February 1499 and the east coast by Pedro Alves Cabral in April of the same year, who took possession in the name of the King of Portugal.

Brazil was visited by Hawkins in 1530, and in 1549 the town of São Salvador, now called Bahia, was founded. By 1553 settlements had been extended all along the coast as far as the Plate, and European nations were already disputing for supremacy. The French Huguenots obtained a footing but were driven out or massacred in 1590, and about the same time an English expedition likewise proved a *fiasco*. The Dutch were more successful for a time and in 1630 seized Pernambuco, which they held until 1661. They, however never even in those early times succeeded in penetrating far into the interior, perpetual guerrilla war being kept up for over thirty years, that finally obliged them to abandon the enterprise. In 1651 free trade was opened with England and the foundations of an important and constantly growing trade thus securely laid to the advantage of both countries. It was not until 1763 that the seat of government was moved from Bahia to Rio. In 1808 the Portuguese royal family took refuge in Brazil from the French invasion, where they remained until 1821. The presence of the King Joao VI, does not seem to have proved an unmixed blessing, having been accompanied by unlimited issues of debased coin and revolutions at Paris, Pernambuco and Bahia even during his residence. As soon as he withdrew from the country, independence was declared, Dom Pedro I, his son, being acclaimed emperor.

Independent it might be, but not free yet, because slavery continued to exist until 1850 when it was finally abolished by a decree of the Princess Isabel, and the downfall of the Empire thus prepared.

Up to this point foreign gazeteers are tolerably accurate, but when they venture on more recent history they, generally, make a lamentable mess of it.

The Encyclopaedia Britannica even in its newest edition does not attempt it, but brings the history of Brazil to a close with the Empire.

All the same, a few things have happened that, in a country the size of Europe, should interest someone besides ourselves.

All *Chamber's* has to say of the last fourteen years of our history is as follows:—

"The Emperor was expelled in 1889 and a Republic established which has been much perturbed by revolutions. Since 1871 civil war has been going on desultorily in some parts of the Republic, especially round Rio de Janeiro, in the province of Rio Grande, and in Minas Geraes, which in 1902 declared itself a separate State under the name of the *Republica Transatlantica*. In 1893, the civil war reached a more acute stage, the capital was bombarded by the navy in rebel hands, and the rebels were believed to aim at a restoration of the monarchy".

Thus is history written by *Concise Gazetteers*.

To judge by this description the general opinion must be that since the declaration of the Republic, it has lived in a state of chronic revolution. Whereas, in point of fact, in few if any

countries has so fundamental a change as that from the Empire to the Republic been effected with less disturbance or bloodshed.

The movement of 1889 that upset the Empire was not a revolution but a *coup d'Etat*, that served, however, to show how slight the root that monarchical institutions have taken to be so easily overturned. Neither then or since has there been any real attempt at resistance or restoration, however discontented people may be with the Republican administration.

The change of *régime* itself was bloodless, the trouble coming when new institutions had to be organized and the old centralized system of government to be substituted by new, untried methods of federation.

The re-organisation not only of the central power but of local and municipal government in twenty almost independent states was no mean task, and bound to stir up the fiercest and most uncompromising local rivalries, that led often to bloodshed. At the centre, things for a time were not much better and rival factions strove incessantly for the upper hand. Throughout it all, however, the idea of a federative Republic was maintained and each settlement was in reality a conquest for liberal and progressive principles.

But has there been so very much disturbance and bloodshed after all?

In 1900 a soldier, General Deodoro, was elected President and, barring some squabbling and struggling amongst politicians in the provinces, there was no disturbance worth speaking of until 1891, when Deodoro, quite illegally, dissolved Congress and was deposed in consequence and succeeded by another soldier, Floriano Peixoto.

The change in the central authority naturally led to changes in the States, but there was really next to no fighting until 1893 when the old liberal party headed by Silveira Martins made a desperate attempt to recover their lost power by force, and were joined by the navy, which revolted at Rio de Janeiro, and for a whole year maintained that State and the Bay of Rio in a turmoil.

The amount of damage done in proportion to the uproar, was, however, ridiculously small, and the retirement at the end of 1894 of General Floriano Peixoto and the election of the first civilian president, Dr. Prudente de Moraes, was the signal for general pacification.

Since then, there has been no serious attempt to disturb the peace, though political intrigue is incessant and unscrupulous as ever.

The *Transatlantic Republic* was started in Matto Grosso, and not in Minas Geraes as *Chamber's* states, and lasted about a week!

Since 1895, with the exception of some fresh squabbling in Matto Grosso, and the expedition against Antonio Conselheiro's religious fanatics at Canudos, the general peace has not been disturbed for nine years and will, it is to be trusted, be lasting.

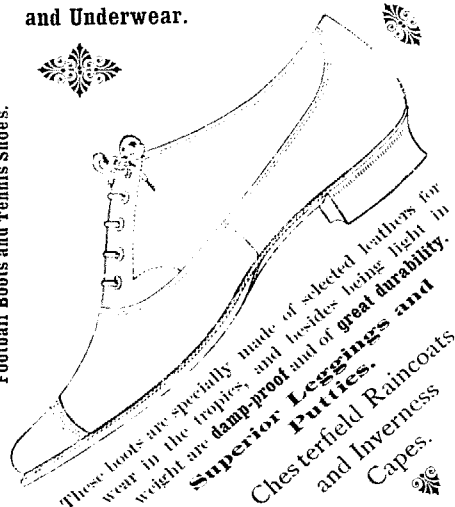
So radical a change in the institutions and form of government could scarcely have been effected anywhere without struggles for individual supremacy whilst reorganisation was in process.

But now that is over, and as positions are definitely taken up, it may be expected that parties representing distinct principles and programmes will be organised and that individual ambition will be restricted within the ample limits of the Constitution. Most free countries have at some period gone through similar social and political upheavals, and if we, here, get off with only fifteen years of unrest and agitation, Brazil will be more fortunate than most of its predecessors.

"Superaris" NOT the best thing in a BOTTLE—not YET.

Superior British Hosiery
and Underwear.

Football Boots and Tennis Shoes.



These boots are specially made of selected leathers for wear in the tropics, and besides being light in weight are damp-proof and of great durability.

Superior Leggings and Putties.

Chesterfield Raincoats and Inverness Capes.

Clark & Co.

The Leading Boot & Shoe Dealers in Brazil.

AGENTS IN ALL THE PRINCIPAL CITIES.

Rua do Ouvidor No. 67, B

RIO DE JANEIRO

RUA DE S. BENTO No. 8

S. PAULO

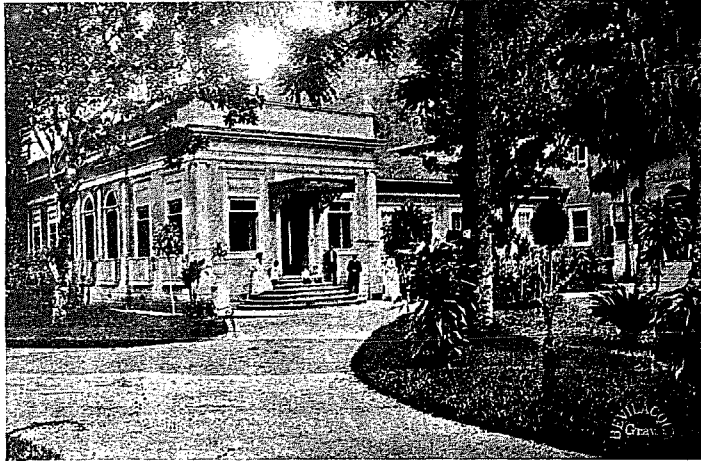
: Bahia and Pará :



GRAND HOTEL WHITE

THE FORMER RESIDENCE OF COUNT ITAMARATY
ALTO DA TIJUCA RIO DE JANEIRO

The Paradise of Brazil



Managed by the proprietor. —MARTIN.—

The building has been entirely renovated and contains fine saloons and rooms as well as an excellent Restaurant à la Carte and good cuisine, and the celebrated "ZÉZÉ" spring water for use of the guests.

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

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

TELEPHONE NO. 1094.

General News

Local Items. The returns of the Director General of Public Health for week ended 24th January are as follows:—Yellow fever, 1; bubonic plague, 6; small-pox, 27; measles, 1; influenza, 8; typhoid fever, 4; dysentery, 3; beriberi, 3; erysipelas, 1; diphtheria, 1; whooping cough, 2; marsh fevers, 11; pulmonary diseases, 66; other contagious diseases, 18. Total, 115. Violence, (including suicides) 7. Non-contagious diseases, 210. Total deaths from all causes, 371; equal to an annual death rate of 24.40 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 38.81%. Under treatment in hospitals: yellow fever, 1; small-pox, 59 and bubonic plague, 24.

Barrão Rio Branco is now convalescent and has returned to Petropolis after his slight attack of fever, which, though it confined him to his rooms, did not prevent him from working.

Obel Cardoso was a false friend and unfaithful steward. Entrusted with a large number of *apólices* to dispose of, he sold them but kept the money and thus spoilt the *passiva* of his friend and patron, Lúis Soares, to Buenos Aires. For a wonder, however, he was caught, tried and condemned to three years imprisonment. But even that seems to be made easy here to those who rob unwisely, perhaps, but well, and so he kept apart from the common crowd and was lodged in what is called the rich men's quarters *das abastadas*. But confinement is irksome and after a bit he pined for love and liberty and evolved a plan of escape that proved a complete success. It was, like all great plans, simplicity itself, the only difficulty being to get outside the prison. This he managed by getting his lawyer to summon him to make fresh depositions before the Judge. A carriage was hired for him and he went in state accompanied by two policemen, but instead of driving to the Court, he went, policemen and all, to his mistress', left the policemen in the *gata* drinking beer and gently retired by the back door—*dur fœmina facta*! What arguments he used to mollify his carceruses (or should it be 1?) has not transpired, probably golden, but now he is being anxiously enquired for with a price on his head, and his mistress, the policemen and cabmen, with mules and carriage are in the lock up!

During 1896 the *Companhia Nacional de Loterias* in one form or another paid 2,566,193 to the fiscal. Lotteries are not what they were, and what with taxes, hard times and the *Bicho*, not much profit is left in them. The big Xmas prize was sold and left a dead loss for the company. A few more of such "great successes" and the company will be defunct. There is only one way with lotteries in this country — to make them unprofitable, and tax them out of existence. A good start has been made by Dr. Bulhões, which has only to be kept up and accentuated to get rid of this plague altogether.

The *Bicho* bankers and gamblers are also engaging the attention of the police, and quite a number have been lodged in chokey and others frightened for a time into comparatively good behaviour. This form of gambling is far more pernicious than lotteries, and far more difficult to suppress. But there are ways and means of doing most things when there is a will, the main difficulty being to settle *quis custodiet ipsos custodes?* or in plain English how to prevent the police from gambling on the *bicho* themselves!

In compliance with the conditions of its contract, the *Carris Urbaos* tramway will shortly commence a tunnel through the S. Bento hill to connect the rua Praínha with the Sando. It will cost 400,000\$. The rua da Praínha is already

widened to its junction with Ourives and, like all similar works undertaken by the Prefect so far, is both aesthetically and materially an immense improvement. The houses on the right which belong to the São Bento Monastery, are as crooked anachronisms as are the friars and their monastery itself in the very centre of a busy city and will have to come down and be rebuilt. This street is to be extended to intersect Inhaúma, which in its turn will be widened at its junction with Uruguaiana and then cut diagonally through the intermediate blocks and join the Rua Sacramento between Alfandega and Senhor dos Passos.

The Custom house is so full of goods that great delay is being experienced in the discharge of lighters and demurrage charged, in consequence, to importers. Only a short time ago the Custom house was half empty. It is to be hoped, however, that arrangements will be made at once for allowing merchandise to be discharged at some of the private *trapiches* or at the *Docas*, which are now government property, if there is no more room in the Custom house. The inspector of the Custom house has already notified the Minister; so perhaps in a year or two something will be done.

Sunday the 24th was terribly hot. Even at Tijuca, the thermometer went up to 89° in the shade, whilst, below, the stifling city broiled and steamed. As many as could fled to the hills and piky-nyked about the Floresta and at the Cascatinha, the only real cool spot near Rio on that sweltering day. In the afternoon a gentle breeze from the Heaven at the tip top of the Tijuca peak blew and refreshed humanity to such an extent that they forgot their sweatings, and turned up spiek and span at Passos' Park to listen to the interpretation of Tannhäuser by a very indifferent band. The promenades were full of pretty girls and looked lovely amongst those wonderful surroundings when the still stars crept out and lighted up the silent sky whilst, the shadowy peak and darkling woods seemed to hang, full of mystery, midway between them and the brilliant, moving scene below!

Messrs. Brito and Co. of restaurant fame have made the genial proposal to serve coffee in the cup *gratis* to the passengers, officers and crews of all steamers entering this harbour, with the object of popularising the use of this incomparable beverage and encouraging consumption. The idea is doubtless original, but still more so is the request of a subvention of 230,000\$ for the service, which the Minister of Public Works has declined with thanks. Messrs. Brito should now apply to the *Sindicatos*.

Supply of lubricating oils for the Central Railway has been contracted for the current year with three firms, Behrend Schmidt & Co., Eisengarten, and Hermann Stoltz & Co.

Everything good, from beer to presidents, comes to us from S. Paulo where things seem to be done better and quicker than here. It does not, therefore, surprise us to hear that, whilst our own Preparatory Exhibition proved a most dismal failure, that in S. Paulo, is a great success, and will go a long way towards redeeming the Brazilian name at S. Louis from the reproach that our slipshod methods threatened to bring upon it.

But after all, the great exhibit even of S. Paulo will be coffee, the only product that we produce as good as anyone and probably better than most. In coffee growing we can give lessons to the world, but that's about all. In manufactures, we are nowhere. Thanks to the Light and Power Co., S. Paulo has something else to be proud of—the best tramway system certainly in South America, and as good as any in the world. There is some talk of the company taking up our Rio system unifying it, and substituting electric traction for the present one horse arrangements. Then life will be worth living for those who are not killed by the cars, and Tijuca be brought within visiting distances and hermits have to move further off.

Companhia de S. Christovão

TIJUCA

HOW TO GET THERE AND WHAT TO DO WHEN THERE

ADVICE TO VISITORS AND TOURISTS

THE 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 1/2 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 Grotto of Paulo and Virginia; Excelsior View, and if possible the peak of Tijuca itself. Most, if not all these points, with the exception of the peak, can be comprised in a circular drive of 2 to 3 hours through delightful woods. But should the visitor desire to visit the peak itself, saddle horses, which are not always obtainable, must be ordered in advance by telephone.

The Peak is 3,608 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 (18000, worth just one shilling). This is subdivided into fractional nickel coins of 100, 200, and 400 réis, worth 1 1/2 d., 2 1/2 d., and 5d, respectively. Travellers had better change some gold at a money changer (a respectable house will be found at 17, F. de Março 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.



The Electric Tramway L'ne.

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 train to the junction with the electric railway are 200 réis each, and thence by the electric railway a return costs, 25\$000 or 25. Roughly, one mil-reis goes about as far as 6d. would in England.

TIME TABLE

WEEK DAYS

FROM LARGO DE S. FRANCISCO DE PAULA
A. M. 5.04—6.24 (from rua da Conceição luggage and passenger cars) —6.30—8.16—9.28 and 11.04
P. M. 2.16—3.23 (from rua da Conceição luggage and passenger cars) 3.28—4.16—4.25—5.28—5.40—6.49 and 9.04.

FROM ALTO DA BOA VISTA
A. M. 6.49—8.01—(8.40 luggage and passengers cars)—10.00 and 11.10.
P. M. —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
A. M. 5.04—5.52—6.28—7.04—7.28—7.52—8.28—8.52—9.16—9.52—10.16—10.40—11.16—11.40.
P. M. 12.04—12.40—1.04—1.28—2.04—2.28—2.58—3.28—3.52—4.16—4.52—5.16—5.46—6.16—6.40—7.04—7.40—8.04—8.28—9.04.

Departure from the Alto da Boa Vista for the Largo de São Francisco de Paula
A. M. 6.45—7.41—8.09—8.37—9.08—9.33—10.01—10.29—10.57—11.25—11.53.
P. M. 12.21—12.49—1.17—1.45—2.13—2.41—3.09—3.37—4.05—4.33—5.01—5.29—5.57—6.25—6.53—7.21—7.49—8.17—8.45—9.13—9.41—10.09—10.37.

FARES

By horse cars from the Largo de S. Francisco to the Rua Uruguaçu, 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> <tr><td>Ordinary cars ..</td><td>500 réis</td></tr> <tr><td>Special cars....</td><td>500 réis</td></tr> </table>	Ordinary cars.....	200 réis	Special cars ..	500 réis	Ordinary cars ..	500 réis	Special cars....	500 réis
Ordinary cars.....	200 réis								
Special cars ..	500 réis								
Ordinary cars ..	500 réis								
Special cars....	500 réis								
Electric cars from the Junction to the Usina.....	500 réis								
..... Usina to the Reservoir.....	500 réis								
..... Reservoir to the Alto da Boa Vista.....	25\$00								
Return ticket from the Junction to the Alto da Boa Vista.....	30\$000								
Book of 30 tickets available between the Junction and the Alto da Boa Vista.....	15\$000								

Rio de Janeiro. The concession granted to Manuel Escobar in 1902, for drainage and improvement of the low lands (*Boicados*) about Niteroy, has been cancelled by the present government.

— The tenders for running lotteries in this State, have likewise been all rejected, the proposals not being sufficiently favourable.

Minas. Sometime ago, we referred to the alterations of the bye-laws of the State of Minas revising the conditions under which diamond claims may be held and worked. Most of these claims were granted years ago, and rights in them have become vested. By the new rules, which are to be made retro-active, the owners are subject to conditions not stipulated in their original contracts, without right to compensation if surrendered. This naturally, gave rise to great discontent and on the 29th inst., a crowd collected before the office of the *Collector of Diamantina*, whom they ejected, and carried off his books and other documents.

S. Paulo. *O Estado de S. Paulo* says that the claims of several creditors, who protested against the reorganisation of the Banco Credito Real and had taken, or were about to take, judicial proceedings, have been settled.

Naturally the action of the Banco de Credito Real in paying its troublesome creditors to keep them quiet has produced its inevitable result, and petitions for its liquidation are pouring in!

— The country committees of the "Republican" party have almost all voted for the candidature of Dr. Jorge Tibiriçá for president and Colonel Baptista de Mello Oliveira for vice-president during the coming *quinquennium*.

— Messrs. Gastão Goetz, Feo Hayden, C. F. Lima, Wallace Simonsen, Gel Rodriguez, B. Stauder, A. P. Müller and H. Tross have been elected officers of the Santos International Athletic Club, George Cox and Walter Grim-ditch being named captains of the football team.

— At a meeting of the *União dos Intelectuais* it was decided to re-organize the Syndicate, full powers being granted to prosecute the ex-directors. Sr. Carlos Oliveira de Mello Franco, Opozembo de Amaral and Barão Riberio Barbosa were elected directors. It is, however, said that some shareholders will ask for judicial liquidation.

— It seems likely that Glycerio, who but a short time ago seemed condemned to life-long political ostracism, will, before long, be the accepted director of the dominant party at São Paulo, and once again become an important factor in National Councils.

— General Glycerio has proposed to the Paulista *Intelectual* that the last speech of deputy Alvaro Machado shall be printed in gold. Speech, we have heard, is sometimes silver, but it is silence, not eloquence, that is golden!

— The 25th was the anniversary of the founding of the city of São Paulo by Aspiendita Navarro and the padre Anchieta, to whose inspired utterances the wondering Indians, and even the birds and the beasts, flocked to listen, and were converted in a language they did not understand!

— According to the statistics of *O Estado de S. Paulo*, though our legislators are the dearest of any, they do less work and take longer over it than in any other country.

In France and Austria, they receive only 208000 per diem; in Denmark, 148520; in Switzerland 108 and Germany only 98. In Sweden, they get 1,3378000 for four months' session, and are fined 1180000 per diem for absence; whilst in Belgium, deputies are paid 3368 per month, in Greece 4008 for senators and 2008 for deputies and in Portugal, 1,3408 per annum, Italy and Great Britain don't pay them at all, and in Brazil members of the Federal Congress get 708000 and of the S. Paulo Legislature 508 per diem, and grumble at that!

Paraná. A syndicate has been organized at Curitiba for lease of the Paraná railway.

The Stevedores' strike, after all, was short lived and finding that *gato* or *no gato* the ships were unloaded, the men returned to their work.

During the past year forty cases of homicide (*vandália*), murders, eight attempts at "homicide", eight cases of burglary, three of larceny and forty-two assaults were reported in the whole State, which is about as big as France.

Rio Grande do Sul. The stevedores' men at Rio Grande have struck for an increase of wages to 78000 *per diem*. The Lloyd S. S. *Rio Paula* was delayed by the strike but managed to get off on the 26th.

— The *Sabão* season has opened and killing commenced at S. Gabriel, Bagé and Pelotas. Owing to the revolution in Uruguay, the Rio Grande season this year promises to be a good one, 15,270 head having entered Bagé up to the 9th inst. and 15,799 at Pelotas. Prices are ruling from 458 to 758.

— Arrival of the exhibits for S. Louis have been delayed by heavy rains, and just missed the steamer, *Victoria*. Dr. Carlos Carvalho wanted to stop its sailing, but tide and Lloyd steamers wait for no man except deputies or senators. So it sailed as usual and the exhibits must wait a wee.

Bahia. The admirers of the late ex-governor, Rodriguez Lima, propose to place his bust in the *Largo dos Afflictos*.

Pernambuco. During the month of December, exports of sugar to foreign countries were 81,690 bags, of which 64,164 went to New-York and only 17,526 to England. Cotton amounting to 1,360,650 kilos was shipped, all of it to Liverpool.

— The *Associação Commercial Beneficente* of Recife has memorIALIZED the Union government asking that arrangements be come to with Portugal to favour consumption of our sugars. Sugars, classed as "superiors" in Portugal, pay 28400 per 15 kilos, and "inferiors" only 28025. Sugars of second and third qualities

from Pernambuco are classed as "superiors" and consequently pay the highest duties, which the *Associação* considers unjust. The balance of trade between the two countries is immensely favourable to Portugal, whose exports to Brazil in 1902 amounted to £1,612,968 against goods imported from Brazil of the value of only £244,549.

Tenders for Street Paving. The date for presentation of tenders at the *Prefeitura* has been extended to 31st March.

Calls for Tenders and Contracts

CALL FOR TENDER OF

250,000 GRANITE AND ASPHALT PAVING BLOCKES

THE PREFEITURA OF THE CAPITAL (districto federal) hereby invites tenders for the supply of two hundred and fifty thousand Granite and Asphalt paving blocks to be presented at the Directory of Works and Roads (Directoria de Obras e Viacao) on the 1st March 1904 up to 2. p. m. The blocks shall be similar or superior to those employed on the RUA L. DE MARÇO, preference being given to such as measure thirty centimetres in length, twelve centimetres in width and eight centimetres in height. Tenders must be presented in closed envelopes, duly stamped, in which the price per thousand (1000) paving blocks must be stated in figures as also the address of the tenderer in full. The whole of the paving stones shall be deliverable in one lot at the stores of the Prefeitura in the RUA GENERAL CAMARA. At the same time, three sample paving blocks must be presented to the Committee and certified particulars regarding their employment by other cities. On presentation of the tender, the sum of 500\$ shall be deposited as security for signature of the contract, a duplicate receipt for which must be attached to the tender.

22nd December 1903. — Chief of Section. — Signed JOAQUIM PEREIRA DE SOUZA CALDAS.

Prefeitura do Districto Federal. (Directoria de Obras e Viacao.)

By order of H.E. the Prefect I hereby give notice that on 31st March 1904 at 2 p.m. tenders will be received at this office for paving an area of 25,000 metres with "Bituminous Cover" asphalt on the following conditions:—(1) A trial pavement of two thousand square metres 2,000 shall be made at places to be indicated. (2) If after three months' trial the paving should prove satisfactory as regards strength, resistance, safety of traffic and climate, the area shall be increased to twenty-five thousand square metres, (25,000) to be constructed at the rate of one thousand (1,000) to two thousand 2,000 square metres per month, which at the Prefect's option, may be doubled, during the current and following fiscal year. (3) If the trial prove unsatisfactory, the contract shall be at once cancelled and the contractor paid for the work executed by him without claim to any further indemnity. (4) The streets and squares to be paved shall be designated by the Prefeitura. (5) The kerbstones shall be furnished by the Prefect at the site of the work, and be set by the contractor. (6) Old paving stones taken up may be utilized for making concrete. (7) For the trial paving the Prefeitura shall loan its steamroller, cost of working same as also of maintenance and repairs being on account of the contractor. (8) The paving shall be executed in accordance with the specifications already drawn up by the Directory of Works and Roads (Directoria de Obras e Viacao). (9) Work shall be commenced within ninety days of the signature of the contract. (10) Tenders must be presented personally or by power of attorney in closed envelopes and be written out in Portuguese without erasures or corrections, all quantities and prices being stated at length and tenders be accompanied by an acknowledgment of the sum of 500008 (five contos of reis) having been deposited at the competent department as security, which security shall be raised to 1000008 (ten contos) on the occasion of the signature of the contract, and to twenty contos (2000008) if the trial prove satisfactory and the area to be paved be raised to twenty five thousand square metres. Said deposits may be made either in cash or in Municipal or Federal bonds. (11) Should the proponent selected fail to sign the contract within five days of being notified to that effect, he shall forfeit his security which shall revert to the municipal treasury. (12) For infractions of the conditions of the contract, bad quality of materials or imperfect work, the contractor shall be liable to fines of one hundred mil reis to five hundred mil reis at the discretion of the Prefect, besides being obliged to make good corresponding defects, and, in case of the dates fixed for the work being exceeded or further infringement of the contract, or proof of incapacity to carry it out on the part of the Contractors be proved, the contract shall be rescinded. (13) Rescission of the contract shall entail total loss of the security which will revert to the Municipality except in the case stipulated in clause three (3) when it will be returned. (14) Competition shall turn on the standing of the proponents, the prices stated in Brazilian currency, per lineal metre for curb laying and per square metre for paving and the period during which maintenance is undertaken, that must not be less than three years. (15) The standing of the proponent must be duly certified by the municipal authorities of other cities where similar works have been carried out by the proponents and the certificate be legalized at the respective Brazilian Consulate.

Given at the Directory of Works and Roads of the Prefeitura of the City of Rio de Janeiro (the capital) on 21st December, 1903.

Signed, C. A. Nascimento Silva.

Conditions of the Work to be Executed

1. Preparation of the bed, including the removal of material to places to be designated by the Fiscal Engineer, transportation of materials and rammimg the sub-soil.
2. Preparation of the concrete and laying same.
3. Preparation of the asphalt and laying of same, as stipulated in contract.
4. The paving shall be in accordance with the specifications (plans, profiles, sections, etc.) as approved by the Directory of Works and Roads, and the date of commencing the work be determined by a Service Order to be issued by the Fiscal Engineer after which a penalty of 100\$000 fine shall be incurred for each day's delay.
5. The maintenance of the paving will be undertaken by the contractor for the term of three years, who binds himself to maintain it in perfect condition.
6. The area to be paved shall be begun in sections, as decided by the authorities, the Fiscal Engineer successively indicating the sections selected. The contractor immediately upon the receipt of such section, shall start work by the removal of the useless materials from the site of the work to such place as may be designated, within the space of three days, under a penalty of 100\$000 fine for each day's delay.
7. As soon as the preceding clause is complied with, the Municipal Authorities shall order the necessary culverts and underground works to be undertaken in each section and completed within a convenient period without right of interference on the part of the contractors with same.
8. Upon the termination of the underground work the contractor shall be notified by a Service order to continue the paving work, which order must be obeyed within the space of 24 hours, under a penalty of 100\$000 fine for each day's delay.
9. The bed shall be carefully prepared and the ground rolled to the satisfaction of the Fiscal Engineer. The steam road-roller shall be furnished by the Municipality for experimental work, its maintenance, repair and working expenses, however, shall be borne by the contractor. For the actual carrying out of the contract, the steam road-roller is to be furnished by the contractor. The concrete shall be laid only after the Fiscal Engineer shall have examined and approved of the bed, to a uniform thickness of 0m,12, with its surface parallel to that of the revetment.
10. The Board of Works and Roads will furnish the specifications for the setting of the kerb stones.
11. The concrete shall be composed as follows: —
1 of cement, 3 of sand and 5 of broken stone, the mixing to be done with the necessary care, as per contract.
12. In the streets without tramway lines, the concrete to be laid from kerb to kerb. Where tram lines exist, from the kerb to the rails, from one rail to another, and from this to the other kerb. The concrete to be laid immediately upon mixing and well rammed.
13. Samples of cement, as well as of all other materials to be used, shall be submitted for approval to the Prefecture, at least 30 days before commencing the work.
14. In case it should be found by the fiscal engineers that the cement or other materials used, are damaged, or different to the approved sample, the contractors shall be liable to a fine equivalent to the value of the materials rejected, which must be immediately removed by the contractors under penalty of their being removed to a public deposit at their expense.
15. The Fiscal Engineer will examine the quality of sand to be employed and see that same be free from impurities.
16. The layer of concrete, of the thickness stipulated, in the contract, after being laid and rolled, will be examined and approved of by the Fiscal Engineer, before laying of the asphalt is commenced.
17. Upon the concrete there is to be laid an intermediary layer composed of broken stone and asphalt cement, the stone being entirely covered by the asphalt cement. This layer shall be of a uniform thickness, after rolling, of 0m,04 and be spread over the cement with heated forks, having, at the time of spreading, a temperature of at least 120° centigrade.
18. Upon this intermediary bed, after acceptance by the Fiscal Engineer, the finishing layer of asphalt shall be laid, in the manner and of the composition provided for in the contract.
19. This layer, after being rolled to the satisfaction of the Fiscal Engineer, shall have a thickness of 0m,05.
20. The contractor must not, in any manner, obstruct the Prefecture in the inspection of the material employed at the works and shops, by such inspectors as may be deemed necessary for the proper fiscalization of same.
21. The material to be used in the intermediary bed, shall be approved within 10 days prior to the commencement of the work.
22. Any section not made in conformity with the contract, shall be demolished by order of the Prefecture; the contractor being obliged to begin its reconstruction within the space of three days, under a penalty of a fine of 100\$000 for each day's delay.
23. In case the contractor should fail to carry out the contract, the Prefecture shall cancel same and may continue the work on its own account, without the contractor having the right to lay any claim whatsoever.
24. Each block of 100 lineal metres shall be completed in the space of fifteen working days after receipt of the second notice, as per Clause 8, under penalty of a fine of 100\$000 daily, excepting in cases of *force majeure* duly proven to the satisfaction of the Fiscal Engineer.
25. Should the contractor be obliged to allege this excuse, he shall give previous notice to that effect to the Fiscal Engineer.

26. The Prefecture can order the commencement of the work at three points simultaneously, should it seem fit.
 27. Upon the completion of each block it shall be examined, measured, etc., and should any irregularities be found, these shall be corrected at the contractor's expense.
 28. Upon the approval of the paving, made in accordance with the contract, it shall be accepted within the space of 48 hours, and the bills for same be presented within eight days after such approval.
 29. Payments shall be made in the following manner: 90% after delivery of the work and 10% three years thereafter.
 30. During the period determined for the maintenance on account of the contractor, the paving shall be preserved in perfect condition, and the repairs caused by openings rendered necessary for access to the mains or culverts, be executed by the contractor.
 31. The work mentioned in above Clause 30 shall be paid for as may be stipulated in the contract.
 32. The material necessary for the paving shall be deposited at the site of the work in such quantities as may be deemed necessary by the Fiscal Engineer, and any such as may be condemned, to be removed within 24 hours after notification. Should the contractor not remove same, the Prefecture will cause its removal to the public deposit, at the contractor's expense.
 33. Necessary excavations or fillings for the work, shall be paid for separately, and at the prices stipulated for in the contract.
 34. The kerb stones shall be set by the contractor and be either furnished by him or by the Municipality. Whatever may be decided in this respect shall be stipulated in the contract.
- Vised, 23-12-03, signed *Nageima do Silva*, Approved, 23-12-03, signed *J. P. Passos*, Vised, 23-12-03, signed *J. E. Pereira*.

"Superaris" The JOY of living, eating, DRINKING — "Superaris".

Money Market

LATEST CABLE QUOTATIONS

	1904	1903
Rio de Janeiro 90 d's closing Bank Rate, Jan. 30, 1904	12 3/16	11 8/16
Nº. 7 New York type of cable, Jan. 29 per 10 kilos	73 1/2	74 1/2
do do do do 25 Spot	5 1/2	5 1/2
do do do do Mar. options	8, 10 c.	4, 30 c.
Rio de Janeiro 5% A. Apolices (internal), Jan. 30, 1904	95\$000	95\$000
Bank of England Rate	4 1/2	4 1/2
Open market Rate London 3 months	2 15/16	2 5/16

London Quotations:

Bonds 1889, 4%	77 1/2	75 3/4
" 1896, 5%	92 1/2	90 3/4
" 1903, 5%	50 1/2	50 1/2
Funding loan, 5%	102 1/2	101 1/4
West. Minas, Ry 9%	85 1/2	87 1/4

"Superaris" Is GOOD, but it's best goodness is its purity.

THE BRAZILIAN REVIEW

Saturday, January 30th, 1904.

Ninety days' Bank rate on London opened on Monday, 24th inst. at 12 3/16 d. rose to 12 1/4 d. on the 29th ulto, and closed this evening firm at 12 3/16 d.

The supply of both rubber and coffee bills is ample for the requirements of the market and, as all danger of Government taking for the Bolivian indemnity is past, now that it is decided to utilize the guarantee fund for that purpose, there seems no reason why rates should not continue to rise, so long as the Bank of the Republic chooses.

The Bank is reported to have been drawing heavily, which coupled with the issue of Treasury bills and the imminence of the judicial sale of the *Sorocabana*, leads to the supposition that the real object in piling up such immense deposits is to provide resources for its purchase outright, instead of repeating the manoeuvre of the *Lloyd Brasileiro*, of unhappy memory. It may be so, and this in its turn be but a preliminary, as is to be devoutly hoped, of the sale of the *Sorocabana* to one of the two foreign syndicates said to be negotiating for its purchase. But, as a matter of fact, nothing is known for certain and the oracle that can speak only opens its mouth to mix things a little more.

Exclusive of the exchange account, Government deposits at the Bank on 31st December, summed up to the not inconsiderable figure of 40,315,761\$ whilst the Bank's account with its agents showed 68,186,608 to its credit!

Unless for some extraordinary operation it is difficult, therefore, to believe that Government can be in want of money or with 39,000,000\$ in cash that the position of the Bank could be such as to force it to draw. The perplexity of the market to account for the change of front is complete, and, whilst some think the object is to get money at any price; others put it down to a deep scheme to boost rates up in order to take! Certainly, if the object is to draw, it does not seem the best plan to do it is to push rates up recklessly; and if in order to take, as much

CHANGES IN BANKING CIRCLES

Mr. M. H. Tostall, who for eighteen years was manager of the London and River Plate Bank at Paris, has retired and will move to London. His place has been taken by Mr. K. S. Douglas an old employe of that branch.

In the London and Brazilian Bank there are changes too. Mr. John Gordon, who was manager here many years ago and afterwards manager in London, has after long and laborious services, retired and his place has been taken by Mr. E. A. Genn, equally well known in this market.

Mr. Richard Hart Noble retires from the board of the British Bank of South America, Limited, owing to advancing years, but a resolution will be proposed at the next general meeting of shareholders to appoint him an honorary director. Mr. Francis Mackenzie Ogilvy, of Foulmer's Court, E. C., has been appointed to the seat at the board vacated by Mr. Noble.

"SUPERARIS" Is a water of quality.

Coffee Market

COFFEE ENTRIES

	FOR THE WEEK ENDED			FOR THE CROP TO	
	Jan. 20 1904	Jan. 22 1904	Jan. 30 1903	Jan. 20 1904	Jan. 30 1903
Rio					
By Central R'y.....	13,882	30,754	3,136	2,249,325	1,368,903
Methuamantos R'y.....	37	35	91	22,111	2,574
Leopoldina R'y.....	—	—	—	—	—
Per Trappelle Vapor.....	3,258	3,846	7,658	17,813	446,276
Perry.....	942	682	609	24,622	20,639
Pharon.....	—	—	—	4,086	2,891
Conswise, discharged.....	16,215	3,018	3,105	217,426	233,798
Total.....	20,611	44,147	11,940	2,982,363	2,671,377
Transferred from Rio to Nietheroy.....	1,439	2,773	2,522	58,376	42,991
Net Entries at Rio.....	19,172	41,374	12,418	2,924,017	2,628,386
Conswise, in transit.....	—	—	7,500	130,171	113,295
Nietheroy from Rio & Leopoldina R'y.....	1,923	2,773	2,614	104,002	51,277
Total Rio including Nietheroy & transit.....	21,095	44,147	22,532	3,158,190	2,791,958
SANTOS:	32,000	20,431	121,797	5,421,455	6,191,531
Total Rio & Santos.....	123,098	94,778	174,229	8,579,645	8,983,489

The coast arrivals for the week ended Jan. 29th, were from:—

S. Joao de Barra.....	6,834	bags
Caravellas.....	8,974	"
S. Mathias.....	131	"
Benvenuto.....	79	"
Piama.....	197	"
Total.....	16,215	bags

The total entries by the different S. Paulo Railways for the Crop to Jan. 29th, 1904 were as follows:—

	Past Jundiahy	Per Sorocabana and others	Total at S. Paulo	Total at Santos	Remaining at S. Paulo
1903/1904:	4,435,431	937,111	5,372,542	5,421,455	nil
1902/1903:	4,748,289	1,410,530	6,158,819	6,194,334	"

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1904 Jan. 29	1904 Jan. 22	1903 Jan. 30	1904 Jan. 29	1903 Jan. 30
Rio.....	37,085	61,510	80,222	2,849,286	2,694,726
Nietheroy.....	8,500	—	2,500	39,131	52,070
In transit.....	—	—	7,500	139,171	113,295
Total Rio including Nietheroy & transit.....	45,585	61,510	90,222	3,027,588	2,860,091
Santos.....	153,764	116,149	40,451	5,028,277	5,822,211
Total Rio & Santos.....	219,349	177,659	130,673	8,055,865	8,682,302

Saturday, January 30th, 1904.

Joint entries during the week ended January 29th, took a spurt again and were 28,320 bags more than for the previous week and 51,141 bags less than for the corresponding week last year of which they represent 70.6%. Fine weather ruled throughout the week and, we suppose, accounts for the little spurt in entries, almost wholly at Rio.

Shipments (embarques) were large, being 42,690 larger than the previous week's, and 39,676 more than the corresponding week's last year. Stocks, consequently, fell off again, and on the 29th inst. showed 76,611 bags less than on the previous Friday, and 35,896 less than on the corresponding date last year. Sales were not so active, being 12,000 less than the previous week's and 33,000 less than the corresponding week's, last year.

Prices, in spite of higher entries, kept on their upward course, and closed this evening firm at 78300 to 78400 for Rio No. 7

the average for the week having improved from 68890 to 78372 per 10 kilos, as against only 48391 last year. At New York, prices likewise continued to rise. Spot No 7 closing this evening at 9c whilst the average for the week rose from 8.13 to 8.79c. As to the future of coffee prices it is idle almost to conjecture; they are in the hands of speculators who can carry them up to any point they choose, so long as their money lasts. But the reaction must come some time, and with European prices so much under New York's and our own so much above, may not be long in coming. Here, prices are already almost prohibitive, and should exchange continue to rise we may be shut out from consuming markets altogether. At the same time it seems that a rise in exchange, if inconvenient from one point of view, would tend to level European prices up to New York's, and steady them generally, though later on, the lack of coffee bills would certainly react on exchange here, and probably on prices abroad.

Santos, January 30th, 1904.

As was to be expected coffee kept very firm with an upward tendency. Some premature telegrams were sent both from Rio and Santos. A Rio cable advised temporarily larger receipts and a Santos telegram spoke of a larger crop in the North and Sorocabana lines. The slight increase of receipts during the last few days has had no effect on our market as receipts of 14,000 bags for a day or two in January cannot be considered large, and the reason for such larger receipts has been explained already in my report of the 16th ult. That the next Santos crop will be larger than the present one nobody will deny, and even if the next Santos crop gives even 25% more than the present one, the total Brazilian crop will still have to be considered a small one, and present prices, with European consumption badly supplied, cheap ones. The outlook for currency prices for the next five months has not been so good for years. Commissioners have been willing sellers at the advance and will continue so, but they will not sell cheaper for months to come. Their financial position is stronger than ever; their advances to planters are insignificant and their holdings may amount to 400,000 bags with the certainty they they will receive very little coffee until the end of the crop year.

The next crop will undoubtedly be considerably later than the present one. First of all, the berries are not as far advanced as last year. Then one has to know our planters; even those that are hard up will try to delay their remittances of coffee as long as possible, as they saw that those who waited this year had the better of it. The common farmer always forms his opinion on how the market ran during the previous year. If however, the prospects for the 1905-6 crop prove very good in July and August, then we may see during the months of August and September very large entries.

A large business has been done again with the United States, steamers for New York having been filled up. The despatches on Saturday last amounted to 190,000 bags and it is evident that we shall have our stock down to below a million bags in a few days. Santos stock to-day is 1,030,047 bags.

Primes down to Regulars were in good demand, the former being sold at 78300 to 78500, Superiors 68900 to 78100, Goods 300 réis below, and Regulars at 68100 to 68400, according to quality. Peaberies had also a better market, Superior Peaberies fetched up to 78500. Primes have been sold at 88000, washed coffees are neglected and Old Yellows were slightly better.

The *pauta* was put up on Saturday to 700 réis, a very heavy rise, which corresponds to about 40 réis per cwt. c. and f.

"SUPERARIS" Is a BLUE ribbon water.

MANIFESTS OF COFFEE

During the Week ended January 29th, 1904
RIO DE JANEIRO

DATE	NAME OF VESSEL	DESTINATION	SHIPPERS	BAGS	TOTAL
Jan. 22	<i>Columbia</i>	New Orleans	J. W. Doane & Co.	10,000	
"	do	do	Ornsteln & Co.	4,718	
"	do	do	E. Johnston & Co.	3,180	
"	do	do	Theodor Wille & Co.	3,000	
"	do	do	Hard, Rand & Co.	250	21,118
" 24	<i>Haban</i>	Rio Grande	Sundry	55	
"	do	Pelotas	do	30	85
" 26	<i>Calderon</i>	New York	W. F. McLaughlin & Co.	7,000	
"	do	do	J. W. Doane & Co.	5,500	
"	do	do	Ornsteln & Co.	1,500	
"	do	do	Theodor Wille & Co.	3,000	20,000
" 26	<i>S. Luiz</i>	Pernambuco	Pinto & Co.	1,000	
"	do	Maceio	Sundry	20	1,020
" 28	<i>Italia</i>	Marseilles opt.	Theodor Wille & Co.	250	
"	do	Marseilles	Sundry	144	
"	do	Constantinople	Hard, Rand & Co.	125	
"	do	do	Rich. Riener & Co.	125	
"	do	do	Gustav Trinks & Co.	125	760
" 28	<i>Dulon</i>	Buenos Aires	Pinto & Co.	550	
"	do	do	Sundry	1,118	1,668
" 29	<i>Maranhão</i>	Para	do	300	
"	do	Manaos	do	185	
"	do	do	Pinto & Co.	80	
"	do	Maranhão	do	350	
"	do	Pernambuco	Sundry	30	
"	do	Maceio	do	40	1,525
					46,515

SANTOS

Table with columns: DATE, NAME OF VESSEL, DESTINATION, SHIPPERS, BAGS, TOTAL. Lists various vessels and their cargo details.

Quadrimestral has fixed the export duty on coffee at \$1. gold per 100 kilos, equivalent at 12d. to about 2500 of our money, per bag.

The coffee sailed during the week ended Jan. 29th, was consigned to the following destinations

Table with columns: UNITED STATES, EUROPE & MEDITERRANEAN, RIVER COAST PLATE, CAPL, OTHER PORTS, TOTAL FOR WEEK, CROP TO DATE. Shows coffee export destinations.

VALUE OF COFFEE CLEARED FOR FOREIGN PORTS Week ended

Table with columns: Jan. 29, Jan. 22, Jan. 29, Jan. 22, Crop to Jan. 29. Shows coffee value cleared for foreign ports.

LOCAL STOCKS (brokers' stocks)

Table with columns: Jan. 29/1904, Jan. 22/1904, Jan. 30/1904. Shows local stock values for Rio and Santos.

OUR OWN STOCKS

Table with columns: RIO, SANTOS. Shows our own stock values for various locations and dates.

FOREIGN STOCKS

Table with columns: Jan. 22/1904, Jan. 15/1904, Jan. 23/1905. Shows foreign stock values for United States Ports, Havre, etc.

COFFEE PRICE CURRENT For the week ended Jan. 29th, 1904

Table with columns: DESCRIPTION, Jan. 24, Jan. 25, Jan. 26, Jan. 27, Jan. 28, Jan. 29, Avere. Shows coffee price current for various grades and locations.

SALES OF COFFEE for the week ending

Table with columns: Jan. 29/1904, Jan. 22/1904, Jan. 30/1904. Shows coffee sales for Rio and Santos.

HOURS OF RAINFALL By favour of the Leopoldina Railway

Table with columns: DECEMBER, STATIONS, Heavy, Light. Shows hours of rainfall for various stations.

Shipping

SAILINGS FROM THE PORT OF RIO DE JANEIRO
During the week ended January 30th, 1904

ARRIVALS AT THE PORT OF SANTOS
During the week ended January 29th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, FROM. Lists arrivals at Santos from Jan 21 to 29, including vessels like Itapacy, Bellagio, Calderon, etc.

SAILINGS FROM THE PORT OF SANTOS
During the week ended January 29th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, FOR. Lists sailings from Santos from Jan 21 to 29, including vessels like Seta, Kromm, Fremont, etc.

ARRIVALS AT THE PORT OF RIO DE JANEIRO
During the week ended January 30th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, FROM. Lists arrivals at Rio de Janeiro from Jan 21 to 30, including vessels like Rio Amazonas, Magui, Beberibe, etc.

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, FOR. Lists sailings from Rio de Janeiro from Jan 21 to 30, including vessels like Itapacy, Bellagio, Calderon, etc.

"SUPERARIS" THE TASTE TELLS.

FOREIGN VESSELS AFLOAT

IN RIO DE JANEIRO HARBOUR

on January 30th, 1904

Table showing foreign vessels afloat in Rio de Janeiro Harbour, categorized into Steamers and Sailing Vessels. Lists vessel names, tonnage, and companies.

IN SANTOS HARBOUR

on January 29th, 1904

Table showing foreign vessels afloat in Santos Harbour, categorized into Steamers and Sailing Vessels. Lists vessel names, tonnage, and companies.

The Hamburg-American Packet Company has ordered to be built at Hamburg a new steamer of about 6,000 tons gross for the Kosmos service on the West Coast of America...

Two new twin-screw steamers have recently been launched at Hamburg for the Hamburg-South American Steam Navigation Company, each of 7,500 tons deadweight. They are named the Cap Blanco and the Cap Orange.

During the year 1903, there were 14,028 arrivals of vessels in the port of Hamburg, the total net tonnage being 9,156,000 tons. The figures for 1902 were: 13,297 ships, and 8,727,000 tons net.

The Royal Mail Steam Packet Company, after a service of 52 years, during 40 of which he has been secretary of the Company, Mr. John Manning Lloyd retired at December 31 last, and the directors have appointed Mr. R. L. Forbes to be secretary in his place.

Advertisement for SUPERARIS featuring a large star logo and the text 'SUPERARIS Trade mark - The GREEN Star'.

THE FREIGHT MARKETS

British. The principal feature of the freight market, says *Journalist* at 7th January, has been the situation in the Far East to which the falling off of chartering is to be attributed, owners holding back in hope of higher rates, should war break out.

21 to 25s. have been paid for coal to Japan, and 29s. for the British Admiralty to Hong-Kong.

The River Plate market has been very firm and an enormous amount of chartering has been done, 21s. having been received for February loading. Coal rates from S. Wales to Rio de Janeiro were quoted 28s. 6d. and to Pernambuco 19s.

Argentina. Trade with the Brazilian Coast shows slight signs of activity. One of the regular coasting traders, the *Vision*, has now completed loading for the lower ports and other traders are fast booking all their requirements. Rates keep unaltered, 8 1/2 to Rio Grande and 8 1/4 for Paranaguá being paid from B. A., with an increase 2s. to load at up river ports. *Times & Traveller*, Jan. 14th.

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

Table with 3 columns: Port, Quantity, and Price. Includes entries for New York, Buenos Aires, and Montevideo.

“SUPERARIS” NOT sold in bottles, not YET!

CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDED JANUARY 20th, 1904

Large table of coffee freight rates with columns for destination (e.g., Antwerp, Alexandria, Bombay), quantity, and price.

Table of freight rates for various ports including Palma de Mallorca, Penang, Patras, Pireas, Port Said, Rotterdam, Rangoon, San Sebastian, Santarom, Santos, Saville, Shanghai, Smyrna, Southampton, Surabaya, Valparaiso, Varna, Venice, Vigo, and Zanzibar.

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

Market Reports

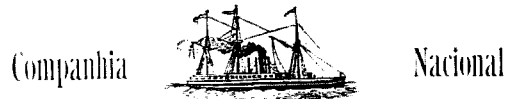
Cotton Mill Prospects. The rise in the price of cotton that has half ruined Lancashire and Boston, has been felt here at Rio too, but not so severely, as dividends of 20% distributed by some of the companies prove. Cotton has gone up from 78400 per kilo in 1902 to 182000 or over 100%...

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Table with columns: Railway, Mileage, Latest Earnings Reported, Aggregate to date. Lists railways like Braz. Gt. South, Leopoldina, S. Braz. Rio Grande.

a Earnings reported in pounds, b in mil reis.



NAVEGAÇÃO COSTEIRA

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

The Steamer

ITAITUBA

BAHIA and PERNAMBUCO.

February 6th, 1904.

Freight and parcels received through the Trapiçhe 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



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, MONTEVIDEO,
 BUENOS AYRES, ROSARIO DE SANTA FE' AND NEW YORK

Also on:

Messrs. Glyn, Mills, Currie & Co.

LONDON.

Messrs. Muller Meier & Co.

PARIS.

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

HAMBURG.

Messrs. Job. Bernberg, Gossler & Co.

HAMBURG.

Messrs. Granel, Brown & Co.

GENOA.

ab-bb-ca

xx

BRAZILIANISCHE BANK FÜR DEUTSCHLAND

Established in Hamburg on 16th December, 1887 by the "Direction der Discount-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 Discount-Gesellschaft, Berlin and correspondents, Frankfurt a. M., Norddeutsche Bank in Hamburg, Hamburg.

ENGLAND... N. M. Rothschild & Sons London, Direction der Discount-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 Heine & Co., Paris, Comptoir National d'Escompte de Paris, Paris, Lazard Frère & Co., Paris, De Neulize & Co., Paris.

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

PORTUGAL... Banco Lisbon & Ayres 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-Endres
 Directors

ab-bb-ca

xx

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, MONTEVIDEO, AND ROSARIO.

Correspondents in Pernambuco, Pará, Maranhão, Ceará, Maranhão, Macaé, 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. Bernberg Gossler & Co.

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.

ab-bb-ca

xx

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.

De Rothschild frères.

PARIS.

Norddeutsche 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 and shares etc. and transacts every description of banking business.

ae-be-ca

xx

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, MONTEVIDEO, 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.

ab-bb-ca

xx

NORDDEUTSCHER LLOYD, BREMEN.

Capital.. 120,000,000 Marks
 NEXT DEPARTURES

Date	Steamer	Destination
1904		
Feb. 26	Halle	Bahia, Madeira, Lisbon, Rotterdam, Antwerp and Bremen.
Mar. 11	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

lu-bb-ca

xx

H. A. L. American Line
 (Hamburg-South American Service)

Next Departures:—

MECKLENBURG (cargo).....	13th Feb.
PRINZ WALDEMAR.....	27th "
PRINZ EITEL FRIEDRICH.....	26th March.
PRINZ SIGISMUND.....	23rd April.

The new fine Imperial Mail Steamer

PRINZ WALDEMAR

6,000 tons

expected from Santos on the 26th February, sails on 27th noon for:

Bahia, Lisbon, Boulogne and Hamburg

These magnificent and fast steamers, built especially for the Brazilian trade and fitted with the latest improvements offer to first class passengers the highest comfort.

All steamers carry a surgeon and a stewards.

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,

No. 81, Rua 1ª de Março, 1st floor
 And for passages and other information to

Theodor Wille & C.

41 Rua do General Camara, 43.

ab-bl-ee

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPOR & HOLT LINE

Passenger service for NEW YORK

The steamer

TENNYSON

4,001 tons

Illuminated with electric light sails 2nd March for

Bahia, Pernambuco and New York

Taking 1st & 2nd 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 Howden 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 depôts 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., Limited, London; Cardiff, St Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, São Paulo, Montevideo, Buenos Aires, La Plata, Rosario & Las P. Mas.

u-bb-ea

x x

Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

BAHIA

Captain Bruhn

Expected from Santos on the 5th February, will leave on the 6th February for

Bahia, Lisbon, Hamburg and Copenhagen

at 12 noon.

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

Free conveyance on board supplied for passengers and luggage.

For freight apply to the Broker.

Wm. R. Mc Niven

68, RUA 1ª DE MARÇO,

For passages and further information apply to the agents

E. Johnston & Co.

RUA DE S. PEDRO, 62

no-bb-ea

x x

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 transshipment, to all Mediterranean, East Asiatic and East African Ports.

DEPARTURES FROM SANTOS

ORION..... 6th Feb. 1904
BALATON..... 19th March "

For freight apply to the Broker

W m. R. Mc Niven,

68, RUA 1ª DE MARÇO.

For passage and further information to the

AGENTS

Rombauer & Co.

RUA GENERAL CAMARA, 21.

Rio de Janeiro.

RUA 11 DE JUNHO, 1 A.

Santos.

ab-bb-ea

x x

SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS

POITOU..... 15 Feb. 1904

for

Marseilles, Barcellona, 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

Barcellona 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

c-be-ea

x x

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.

h-bb-ea

x x

Rio de Janeiro

Lighterage Company Limited

All kinds of Maritime harbour transport.

Loading and discharge of vessels. Towing.

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 guaranteed by marine policies, which might otherwise be disputed.

Office: Rua Primeiro de Março N. 62

C. LAUFER

Manager

h-be-ea

x x

ROYAL MAIL STEAM PACKET COMPANY

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

TABLE OF DEPARTURES

Date	Steamer	Destination
Feb. 4	Magdalena	Montevideo & Buenos Ayres.
2	Thames	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 MARITIMES Comp's Steamers.

For freight, passages, and other information apply,

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

J. C. CAZALY, Superintendent.

hh-bl-ea

x x

GRAND HOTEL INTERNACIONAL

RUA DO AQUEDUCTO No. 108 — SANTA THEREZA

RIO DE JANEIRO—Telephone No. 134.

1,000 FEET ABOVE THE SEA.

Telegraphic Address—MENTGES—RIO.



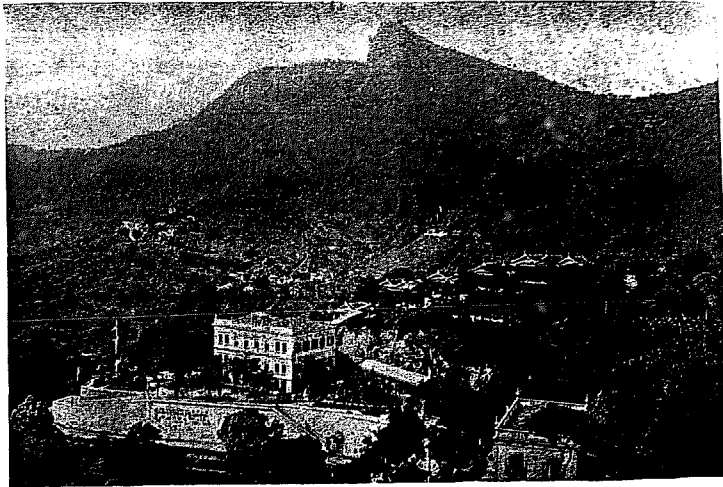
SPLENDIDLY SITUATED on one of the HIGHEST POINTS and in the HEALTHIEST PART of Rio, this ASSURING GOOD AIR and commanding THE MOST MAGNIFICENT VIEWS.

Highly recommended FIRST-CLASS AND OLD ESTABLISHED HOTEL FOR FAMILIES AND TRAVELLERS.

The ROOMS are FRESH, BRIGHT and QUIET.

Bath-rooms and showers.

Noted for its EXCELLENT CUISINE and its well SUPPLIED WINE.



Specialities—LIQUEURS, WHISKY, COCK-TAILS, BEERS and refreshing drinks of the BEST QUALITY.

All meals served at separate tables.

Spacious, bright, artistic, smoking and BILLIARD ROOMS.

ROOM FOR BANQUETS, BALLS, etc. *See also Lists.*

LIBRARY with all the principal NEWSPAPERS.

GARDENS.

Electric Trains pass the door every 20 minutes.



Also under the same management

HOTEL PAINEIRAS — CORCOVADO

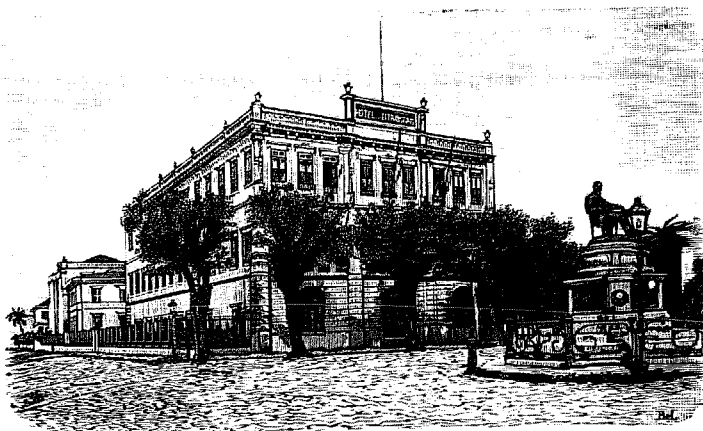
with all modern comforts for Families.

Nearly 2,000 feet above the sea. The healthiest part of Rio. Excellent kitchen and cellars. Trains pass the door.

Manager, FRANK DA COSTA.

Proprietor, FERDINAND MENTGES.

N. B.—THE MANAGER meets all the passenger steamers arriving at Rio, to see to the guests' luggage and comfort, and personally conducts them to the Hotel.



The Strangers Hotel

HOTEL

DOS

Estrangeiros

THE BEST IN RIO DE JANEIRO

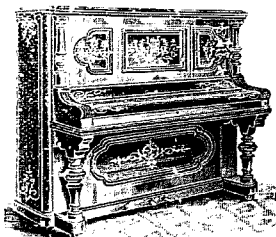
PRAÇA JOSÉ DE ALENCAR No. 1

PETROPOLIS Branch

(Formerly Hotel Internacional)

Rua Primeiro de Março No. 6

ah-ll-ee



E. BEVILACQUA & CO.

RUA DOS OURIVES No. 43

A large stock of PIANOS by the following makers always kept on hand
RONISCH, COLOMBO, PLEYEL, BOISSELOT, on hire or for sale.

PIANOS REPAIRED AND TUNED.

Any edition of MUSIC. Music engraved and printed in the best possible manner.
High Class Printing in black or colours executed with dispatch, as also illustrated newspapers, commercial forms, post or visiting cards, or any other description of typographical work.
Lithography: Music, Maps, Menu-cards, Placards, etc.
Photo-engraving in line or half-tone. Reproductions of all kinds in zinc or copper.

N. B.—Most of the blocks in this edition of the BRAZILIAN REVIEW were executed by

E. Bevilacqua & Co.

Rua dos Ourives No. 43.

CARPETS AND FURNITURE*Of our own make.***Monteiro & Co.**UPHOLSTERING IN
ALL HIS BRANCHES.

OUTANDA, 25 and 7 DE SETEMBRO 23

Rio de Janeiro

H-10-10-10

THE HARLAN AND HOLLINGSWORTH Co.

WORKS SITUATED ON THE 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.

x x x

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.

ROSARIO: 420, Calle Entre Rios.

S. PAULO: 26, Rua do Comercio

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

H-10-10-10

x x x

COMMENCES AT:

**PARQUE FLUMINENSE**

Praça Duque de Caxias 13, 15, 17 & 19



COMMENCES AT:

THE EXCELLENT SEGUIN VARIETY COMPANY

in combination with THE NATIONAL CASINO.

**GRAND PROMENADE CONCERT.**

Immense success of the JAPANESE TROUPE of equilibristas and Jugglers. The first appearance of the funny parody entitled ROMAN WRESTLING by

NANIVA**IRMÃOS NARROW**

MARIE MARION in her varied REPERTOIRE.

AND OTHER STAR TURNS TOO NUMEROUS TO MENTION.

Constant change of programme! A galaxy of variety-stars!! Every steamer brings fresh talent!!!

THE COOLEST SPOT IN RIO DE JANEIRO.**Performances every night, rain or fine: matinée on Sundays**

PRICES: First class chairs, 3\$000; Admission, 2\$000.

Other amusements in the grounds include Electric Switchback—Instantaneous Photography. American Swings and a Panorama.

N. B.—The Proprietors have decided to fix the price of the extra amusements at only 200 réls.

COME EARLY AND OFTEN, AND BRING THE CHILDREN TO THE MATINÉE

The Alexandra Hotel

RUA SETE DE ABRIL No. 23 — PETROPOLIS

This excellent hotel is situated in the pleasantest and most fashionable part of lovely Petropolis. It is sumptuously furnished throughout with a view to affording all the comforts of a refined and luxurious home.

It is unequalled in South America for its table.

The very choicest brands of Champagne, Wines, Whiskies, Table-Waters and Cigars are stocked at reasonable prices.

The gardens are spacious, shady and luxuriant, and embrace a splendid tennis court.

UP-TO-DATE DOUCHE, PLUNGE AND SHOWER BATHS.

SPECIAL ATTENTION TO THE COMFORT OF THE GUESTS IS PAID BY

The Proprietress, Miss Tait.

English, German, French and Portuguese spoken.



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 Riggenschack 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.

PETROPOLIS

Havana Cigars.

Dannemann (Bahia).

Pook & Co. (Rio Grande do Sul).

Egyptian Cigarettes.

SAME PRICE AS IN RIO

CHARUTARIA COLOMBO

114, AVENIDA QUINZE DE NOVEMBRO, 114

LEVY IRMÃOS & Co.

Rua do Ouvidor No. 109

Branches in Paris, Pelotas, Porto Alegre and Buenos Aires.

An enormous selection of

WATCHES, JEWELLERY AND PRECIOUS STONES IN

ART-NOUVEAU MOUNTINGS.

The best and CHEAPEST house in the city.

Repairs and remounting done at moderate prices. Satisfaction guaranteed.

ENGLISH, FRENCH AND PORTUGUESE SPOKEN.

Strangers Private Hotel

(PENSÃO LARANJEIRAS)

192, RUA DAS LARANJEIRAS, 192

Splendidly situated in the HEALTHIEST part of Rio, offers every comfort to visitors

ENGLISH CUISINE. Trams pass the door. Terms from Rs. 10\$000 (10-) per day.

For further information apply to the Manager

Tele. address: Azougue
Ribeiro's Code

MERCURIO

P. O. Box 70

Telephone 450

AUTHORIZED BY PATENT No. 2

INSURES AGAINST ACCIDENTS ON LAND OR SEA

Capital: Rs. 2.000:000\$000

DEPOSIT IN THE NATIONAL TREASURY: 200:000\$000

Founded by the Associação dos Empregados no Comércio de

16. RUA DO HOSPICIO

Rio de Janeiro.

Grande Hotel Metropole

RUA LARANJEIRAS, 181

The best for families and gentlemen.
Reduced price.

RIO DE JANEIRO

For Infants, Invalids, the Aged and Travellers



HORLICK'S MALTED MILK



Is indicated as a diet

In Typhoid Fever

and all gastro-intestinal disorders, as it supports strength and increases vitality, without aggravating existing symptoms.

Composed of pure, rich milk, pasteurized, combined with an extract of choice malted grain, partially predigested.

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

a-64-ea

RIO DE JANEIRO

al-6ee

RARE OLD PORTUGUESE SILVER

as well as a fine assortment of JEWELLERY of all kinds

IS TO BE FOUND AT

Rua Sete de Setembro, 40. Rio de Janeiro

I. ROSENFELD

NOTE THE ADDRESS.

lo-6ee

lo-6ee

CASA ROCHA

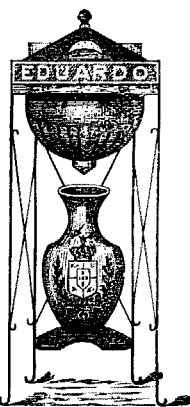
EUCLIDES M. DA ROCHA E SILVA

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.

le-6e-a



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

LIQUIDADORA

Receives by consignment all sorts of furniture for sale by auction or privately.

Undertakes packing and remitting of parcels to all parts of the Republic.

50, RUA DO PASSEIO, 50

RIO DE JANEIRO

lo-6ee

al-6ee

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

lo-6ee

al-6ee

DOMESTIC COAL

The best for family and hotel stoves, as it is the most hygienic and economical.

Sole Agents:

Francisco Leal & Co.

IMPORTERS

of all sorts of coal, coke and pig iron for foundries.

Office: Rua 1.^o de Março 67 (1st floor)

Deposit: RUA DA GAMBOA NS. 14 to 26

TELEPHONE No. 530 TELEGRAPHIC ADDRESS: LEAL, RIO DE JANEIRO

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 Hovelings'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.

PREISS, HAÜSSLER & CO.

OFFICE IN TOWN
RUA GENERAL CAMARA NO. 37

The central illustration shows a man in traditional attire riding a horse, holding a shield with a crown on top. To the left is a circular logo with 'MARCA DA FABRICA' and a building. To the right, the word 'Cervejaria' is written in a decorative script. Below that, 'CEILTONIA' is written in large, bold letters. Underneath, it says 'MENDES RIO DE JANEIRO' and 'PREISS, HAÜSSLER & CIA'. At the bottom of the frame, 'CERVEJA PILSEN' is written in a stylized font.

DEPOSIT
RUA DO LAVRADIO NO. 60

GENERAL OFFICES: RIO DE JANEIRO

This well-known Factory is situated at the Crest of the Coast range in an unrivalled situation as regards climate and purity of the water utilised for Brewing. This is collected in vast reservoirs on the property of the Company and conducted, pure and crystalline, in pipes to the Brewery. The situation and conditions under which this beer is brewed guarantee its being the best and purest in the market.



LISTERINE,

Largest Pharmaceutical Co. St. Louis, U. S. A.) the best antiseptic for both internal and external use. **Camphenol and Phenol sodique** - A powerful antiseptic, disinfectant, hemostatic and germicide preparation. **Naphthaline Tablets** against moths. **Johnson and Johnson's Baby Powder** and **Medicated Soaps**. **William's Shaving Soap**. **Pears' Soap**. **Colgate and Co's Soaps and Perfumery**. **Odol** liquid and in powder, the best for the teeth. **Javal** the best for the hair; English, French and American **Prophylactic Tooth Brushes**. **Nail, Hair and Cloth Brushes**. **Razors**. **Star Safety Razors**. **Rodgers and Vitty Cutlery**. **Sponges**. **Safety Sponges**. **Malthusian Powder Insufflators**, etc. etc. **French and English Perfumery** from all the leading manufacturers, etc. etc.

Louis Hermann & Co.

Dental and Surgical Dealers

65, RUA GONÇALVES DIAS, 65

RIO DE JANEIRO

P. O. Box 247.

Telegrams: "DEPOSITO".



LONDRINO

The great **Pectoral Syrup** elaborated by the English Physician,

Dr. Fairbairn.

Cures coughs, bronchitis, asthma, whooping-coughs, etc.

Warehouse: RUA DO OUVIDOR NO. 149 B.



RUBBER HAND STAMPS

Metal-Bodied Rubber Type and patent "Air CUSHION" STAMPS.

Metal Stamps. Wax Seals Etc.

N. B. - Special attention given to large stamps (trade-mark) and large type for marking coffee bags.

BUSINESS SIGNS ENGRAVED

S. T. LONGSTRETH Office and works: 16. Travessa do Ouvidor, 1st floor.

16-2-04

ah-hd-ca

CASA CIRIO

Grand stock of all sorts of dental apparatus and material.

CUTLERY AND THE FINEST SCENTS

JULIO BERTO CIRIO

RUA DO OUVIDOR No. 149 A

P. O. BOX No. 15 - TELEGRAPHIC ADDRESS: "CIRIO"

RIO DE JANEIRO

A Friend

desires very much to know the present address of **Mdme. Theresa de Carvalho Motta**, who keeps, or kept, a boarding house in Rio. Address X, care of "The Brazilian Review".

COMPANHIA DE LOTERIAS NACIONAES DO BRAZIL

SEDE: 38, RUA PRIMEIRO DE MARÇO, 38

Endereço Telegraphico LOTERIAS

Caixa do Correio, 41

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

Extrações diárias - RUA VISCONDE DE ITABORAHY, 9 - RIO DE JANEIRO

hh-hc-ca

xx

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.

0-0-04

0-0-04

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

he-9-en

he-b-ec