

The Brazilian Review

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DATE	NAME	COMPANY	DESTINATION
FOR EUROPE & THE STRAITS			
1901			
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23	Orissa	P. S. N. C.	Liverpool
25	Atlanta	Messageries Maritimes	Bordeaux
29	Nile	Royal Mail	Southampton
Apr. 2	Byron	Laqueet & Holt	New York
7	Oruba	P. S. N. C.	Liverpool
FOR THE RIVER PLATE AND PACIFIC			
Mar. 23	Orissa	P. S. N. C.	Valparaiso
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WANTED. An English-speaking person of education to help take charge of children and assist also in light house-work.
Required also a general servant.
Apply giving references 91, rua V. Rio Branco, City of São Paulo.

PETROPOLIS.

TO BE LET — Well furnished house, from May to December, 5th from Railway Station, situated in best neighbourhood. For further information apply to Messrs. CRASHLEY & Co., Rua do Ouvidor 36.

Notes

Paper Money. The value of the notes in circulation on the 28th February was 671,666,321\$, during that month 361,806,500 having been withdrawn. On 31st August 1898, the circulation was 788,364,914\$ and 113,698,293\$ or 14.3% have, consequently, been withdrawn since that date, equivalent at 12d. to 45,666,824, meanwhile the gold value of the currency has doubled!

Cotton. A telegram to the *Journal do Commercio* quotes cotton firm at 198 *per arroba*.

Duties on Rice. Alvares Polley & Co., in a letter to the *Journal do Commercio* point out that, should the surtax of 2% be calculated on the duties for rice imported in the provinces and not on the official value, as at this port, there will be a difference which will amount to 2\$190 per bag and put a stop to imports at this port. With only 1 1/2% charged for port works, as at present, the difference would be 1\$580.

Guaranteed Railways. The success of the Rescission operation has suggested to certain railway concessionaires who find some difficulty in getting their capital in Europe, to induce government to rescind or commute their guarantees, too, and then contract with them for completion of the lines, taking payment in bonds. There are said to be contractors in Europe ready to undertake the job on these terms, to which however, there seem several serious objections.

In the first place it is almost certain that Rothschilds would have nothing to do with such an issue, and that other agents

would have to be arranged, which would alone be fatal to success. The public in England and France expect Rothschilds' endorsement to every Brazilian issue and will be shy of any that does not bear it.

Besides, though it may be an excellent business to issue bonds at 73% or even less, to buy up railways already working at a big discount on their original cost, as was the case with the rescission operation, it is very difficult to issue them at such rates for construction of new lines and payment to contractors who must, if they are to carry out their engagements, make up for the difference between the real and nominal price of issue in their charges.

It is true that the State is liable already for the guarantee and that so long as the interest on the bonds did not exceed it, there would be no loss on that account. But even so, the lines would have to be worked when complete, and any loss would then fall on the State. How many more millions would the guaranteed lines have cost it, instead of guaranteeing the interest, the State had contracted for the construction of and worked the lines, mostly at a dead loss, for the last thirty years?

The Santos City Improvements. In an able speech, Mr. D. M. Fox, the chairman of the Santos City Improvements, set before his shareholders the great advantages that were to be looked for from the purchase of the tramways and electric lighting concession for that city. The price to be paid is £115,000, part in shares and part in cash, for which the company will obtain a virtual monopoly of lighting and power undertakings for the next twenty years in one of the most progressive and developing towns on the coast. The future of Santos as the feeder of the immense *hinterland* stretching to the Paraná and beyond Bolivia, is secure. There is no other port near to compare with it with a similar system of railways radiating to the West, that has only to be extended to embrace the whole area between the coast and *cordillera*. With expanding trade and population, Santos must expand too, and grow from a comparatively small provincial town into a great city. The City Improvements Co. has been identified with Santos for many years, but unlike some others, content to do as little and charge as much as possible for it. The Santos Imps. Co. have always, as Mr. Fox neatly put it, acted up to their style and title, and marched with the times. Consequently, they are as popular there as their namesake is unpopular here.

THE ACRE

A single foreign firm claims 1,000,000\$ for damages due to the suspension of guarantees in the Acre district.

MUNICIPAL AFFAIRS

The Prefect is bent on beautifying, if he can't cleanse, the city of Rio, which depends on other people—City Imps', Drainage Commission and so on—and wants Government to let him have the old Gloria market to pull down and turn into a park and thing of beauty. At present it is an eyesore and reproach. By the by, what has become of the cold storage scheme of Mr. Reidy?

The scarcity of water extends now even to suburbs like Tijuca and Ipanema, where such a thing was never heard of before.

"SUPERARIS" CREATES happiness.

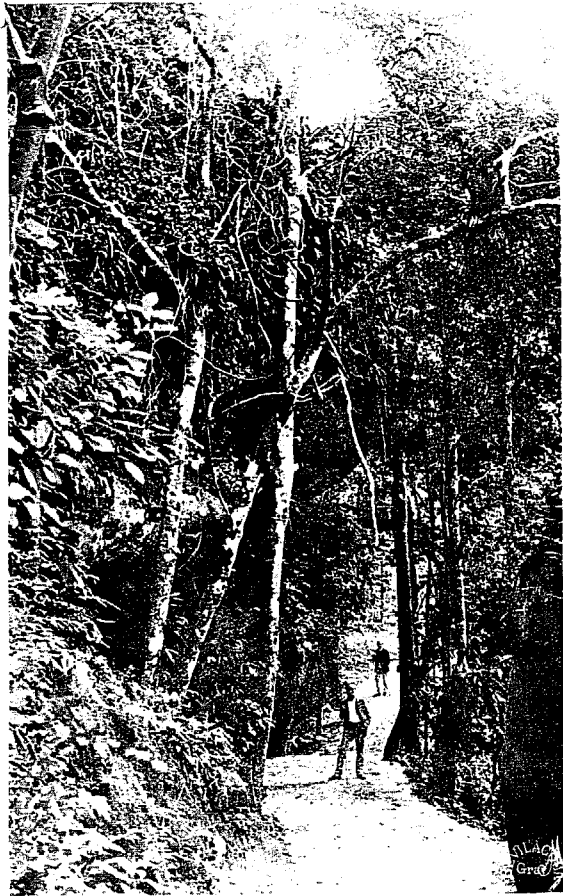
Companhia de S. Christovão

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!



IN THE FLORESTA.

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 S. Christovão mule car at the São Francisco square, at the head of the Rua Ouvidor, to the junction with the electric railway, which can't be missed, and then in one half hour's delightful ride in the electric car to the top of the hill! There a good hotel will be found and carriages to carry visitors to the different points of interest.

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

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

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

Some of the points well worth visiting in the neighbourhood are:—the "Chinese View", the "Emperor's table", Cachoeira or greater Cascade; Cachoeirinha or little cascade; the 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 (1\$000, worth just one shilling). This is subdivided into fractional nickel coins of 100, 200, and 400 réis, worth 1 1/4 d., 2 1/2 d., and 5d., respectively. Travellers had better change some gold at a money-changer's—a respectable house will be found at 17, E 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 1\$000 per head without wine. For carriages to visit the different points of interest charges are at the rate of 3\$000 per hour. Saddle horses cost 15\$000 per day but are difficult to obtain.

As the electric cars only run on week days at stated intervals and there are none between the hours of 11.01 a.m. and 2.16 p.m., if the 11.04 car be missed it will be advisable to order a special by telephone, for which the charge is very moderate, only 25\$000 for 20 persons for the up journey.

Fares by mule tram to the junction with the electric railway are 200 réis each, and thence by the electric railway a return costs, 28\$500 or 25. Roughly, one mil-réis goes about as far as 6d. would in England.

TIME TABLE

WEEK DAYS

FROM LARGO DE S. FRANCISCO DE PAULA
A. M. 5.04—6.23 (from rua da Conceição luggage and passenger cars) 6.25—6.50—7.37—8.16—9.28 and 11.04.
P. M. 2.16—3.23 (from rua da Conceição luggage and passenger cars) 3.28—3.37—4.28—5.04—5.40—6.49 and 9.04.

FROM ALTO DA BOA VISTA
A. M. 6.49—8.01—8.40 (luggage and passengers cars)—9.19—10.00 and 11.10.
P. M. 12.48—4.01—5.04 (luggage and passengers cars)—6.00—6.39 7.10—9.00 and 10.33.

HOLIDAYS and SUNDAYS

Departure from the Largo de S. Francisco de Paula
A. M. 5.04—6.26—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—3.23—3.52—4.16—4.52—5.16—5.46—6.16—6.40—7.04—7.34—8.04—9.04.

HOLIDAYS and SUNDAYS

Departure from the Alto da Boa Vista for the Largo de São Francisco de Paula
A. M. 6.45—7.13—7.41—8.09—8.37—9.08—9.33—10.01—10.29—10.57 11.25 and 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—6.55—7.21—7.49—8.17—8.45—9.13—9.41 and 10.37.

FARES

By horse cars from the Largo de S. Francisco to the Rua Uruguaçu, connecting with the electric cars.....	Ordinary cars.....	300 réis
.....	Special cars.....	500 réis
.....	Ordinary cars.....	300 réis
.....	Special cars.....	500 réis
Electric cars from the Junction to the Usina.....	.....	500 réis
.....	.....	500 réis
.....	.....	500 réis
Return ticket from the Junction to the Alto da Boa Vista.....	.....	2\$500
Book of 30 tickets available between the Junction and the Alto da Boa Vista.....	.....	30\$000
.....	.....	16\$000

The Brazilian Review

RIO DE JANEIRO, TUESDAY, MARCH 15th, 1904.

THE CENTRAL AVENUE

The new Grand Avenue, that is to turn squalid Rio from the home of fever, to a thing of beauty and a joy unto the next generation, was inaugurated on the 8th inst. by the President of the Republic, who laid the foundation stone of the new thoroughfare with a silver mallet. The spot chosen was in the *Rua Prainha* where the buildings belong chiefly to the S. Bento Monastery and are of the most wretched description.

If there is anything that could reconcile us to the idea of spending so much money on works that might well be postponed at a moment when the public coffers are none too full, it is certainly the sight of such ruinous, infected tenements as the destroying pick laid bare to the public view on Monday, the home and nursery of yellow fever and of every germ whose development is favoured by heat, filth and foul air. Now they will come down, and be a thing of the squalid past, and the winds of heaven blow where scarcely a breath of pure air had penetrated for centuries and the very stones cried yellow-fever! If only all old Rio could be pulled down and rebuilt, too! For what is one avenue amongst so many? But it is a beginning, and there are already Richmonds in the field thirsting for new streets to "avenue", and even offering to find the money!

Besides the President of the Republic, the Archbishop was there and gave his blessing, whilst at the luncheon that followed, there were a few toasts but for once, no speeches, even from the irrepressible Dr. Frontin.

The programme of the present government is sanitation and harbour works. There may be other aims but they are incidental. To make Rio healthy and beautiful, and provide a good harbour and means of expansion to the commercial quarter seawards, is in reality the watchword of this administration.

At first sight such a programme seems somewhat narrow for the government of so great a country, and Municipal rather than National. But, in fact, the sanitation of the capital is a question as truly national as any. The direct and material damage that yellow-fever epidemics have inflicted on this country is serious enough, but the indirect influence they have exercised on its fortunes and progress is graver still. Immigration has been discouraged or restricted to certain races, and the bad reputation of Rio has affected imagination to such a degree that all Brazil is included in European condemnation of this country as the white man's grave. It is useless to point out that in the vast interior are to be found thousands of square miles as healthy as the prairies of Iowa or the wind swept pampas of Argentina. Rio is the home of fever, and is not Rio, Brazil?

The President is a native of São Paulo and has seen what great things even harbour works have done for Santos and wants to imitate them here. By reclaiming the foreshore, formerly the deposit of half the city's filth and foulness, a continuous deep water current has been created along all the front of the city, that prevents accumulations and fever and has converted Santos from the "ante-chamber of death" into an almost model city. Whether the construction of the quays is really the explanation of the improvement and disappearance, almost, of fever from Santos seems, however, somewhat doubtful, and in any case seems scarcely to agree with the newest theories of propagation by mosquitoes. It is true that since the quays have been built fever has greatly diminished; but so has it at Rio, where the harbour works have not yet been even commenced!

However it may be, quays and avenues, drainage, sewage and water supply, are but details of one common scheme of sanitation that aim at making Rio not only beautiful—that it always

was—but healthy and attractive. With unrivalled advantages of position, with a mild climate never in extremes, if only Rio can be made healthy, too, it should become the metropolis of the South, the great distributing centre for an area as big as Europe, and the point to which tourists and visitors who seek a milder climate of years for light and warmth and beauty would turn, as the sunflower to the sun.

From such a point of view, the avenue is but a corollary of the scheme of sanitation. It may be questioned, even so, whether it would not have been preferable to commence with less showy but more essential matters such as drainage, sewage, and water supply, but no doubt these will be attended to, if only the money will reach.

It is easy to criticize and, we must confess, we ourselves are not so convinced of the necessity of the avenue as we should wish to be, but even the most captious must admit that the aim and object of the government is a high one and hope that it may be realized. The conviction that could induce a careful and cautious administrator like Dr. Rodrigues Alves to embark on so tremendous an undertaking, we almost write adventure—must indeed be profound and his courage high to venture to put it into execution!

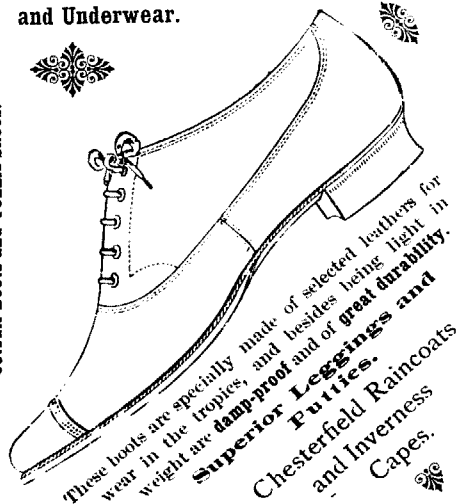
"The Times" on the New Insurance Regulations: "The new regulations for native and foreign insurance companies laid down by the Brazilian Government have recently arrived in this country, and they materially modify the obnoxious regulation of April, 1902, in consequence of which British insurance offices withdrew from Brazil altogether. Under this regulation foreign companies were required not only to make a deposit, but to invest the whole of their surplus in Brazil. The revised rules promulgated by the Brazilian President on December 12 last are now such that several British companies are expected soon to comply with them and once more to do business in the country. The main provisions are as follows:—The companies are to declare the working capital on which business will be based in Brazil and to make a deposit or initial guarantee of 200 contos (£22,500) in cash or in Federal Public Debt stock. They are further required to establish a reserve of not less than 20 per cent. of the annual net profits, such reserve to be invested in Federal stock or bonds, real property, short mortgages, or railway shares in Brazil. If more than one branch of insurance is transacted separate reserves must be kept and a fresh initial guarantee given for each branch. All insurance companies, whether native or foreign, are placed on the same footing and "are equal before the fiscal law". It is satisfactory to note that, after a year's experience of its previous legislation, the Brazilian Government has learned to appreciate the loss caused by the withdrawal of foreign insurance companies, and it may be hoped that other countries which have recently adopted repressive rules may in a similar fashion speedily see fit to modify them."

Ed. B. R. It is true that some of the more obnoxious features have been removed, but that they are not regarded by the companies as satisfactory even yet, is shown by their determination not to accept them but to defy government and legislature and renew operations on the old basis. In fact Messrs. Theodor Wille & Co. the agents for the *Northern* have already commenced.

There can be little doubt that they are right. The best legal opinion agrees that the regulations are contrary to both the letter and spirit of the Constitution, which puts all men, native and alien born, on a similar footing, nor admits disabilities of any kind for foreign capital. The matter is one of principle, and we are glad to see that the companies have at last made up their minds to fight it to an issue. It was, we understand, agreed by all the fourteen or fifteen foreign companies working in this country to renew operations on the same date and advertise to that effect, but so far the *Northern* seems to be the only one with courage to act up to its engagement.

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 **waterproof** and of **great durability**.
Superior Leggings and Furlies.
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 :—



General News

Local Items. The returns of the Director General of Public Health for week ended 6th March are as follow:— Yellow fever, 0; bubonic plague, 0; small-pox, 31; whooping-cough, 0; influenza, 7; typhoid fever, 5; measles, 1; beriberi, 3; leprosy, 0; erysipelas, 1; marsh fevers, 10; pulmonary diseases, 10; other contagious diseases, 12; Total 113. Violence, (including suicides), 0. Non-contagious diseases, 187. Total deaths from all causes, 300; equal to an annual death rate of 19.60 per 1,000 inhabitants. Mortality of contagious diseases to total number of deaths 36%. Under treatment in hospitals: yellow fever, 9; small-pox, 90 and bubonic plague, 15.

The Minister of Public Works is said to be considering proposals for construction of harbours at Pernambuco, Rio Grande and Victoria, for the first and last of which he has already several proposals.

50,189\$ were paid for hat stamps at the capital last year. Why spend so much to cover empty heads?

The Minister of Finance has determined in future the whole of the value of goods sold at auction (*leilões públicos*) by the customs, shall be paid in currency, instead of part in gold and part in currency as hitherto.

The directors of the British Bank of South America have proposed a dividend of 10s. per share, which with 6s. *interim* dividend, will make up 16s. or 8%, for the year. £21,000 will be put to the reserve.

The Emperor of Germany has presented Barão Rio Branco with an engraved copy of his portrait by Franz Lumbach with autograph signature, beautifully framed and surmounted with the imperial crown.

Apocryphos, it is said that Rio Branco will go as Minister to Italy.

The movement of the S. Christovão, Jardim Botânico, and Carris Urbanos tramways during carnival was 855,203 passengers. It is calculated that 175,000 persons visited the city during carnival. Everything was very orderly and proper, the rowdy element being conspicuous by its absence. The police, too, worked very effectively.

The rats in the sewers of the *rua* Ourvidor have been disinfected and the smell that so disturbed *babuias* of the corner of Gonçalves Dias is greatly improved, disinfectants being far superior as a perfume to rats. Where the smell comes from no one knows. The City Improvement's say it is not theirs, whilst the surface-drainage people swear their conduits are irreproachable. But it must come from somewhere and perhaps if some of the connections with the houses were examined, the fault will be found to lie with them, as would be scarcely surprising considering that half the w. c.'s. in the *rua* do Ourvidor have no water at all for ten hours out of twelve.

— Who shall decide when doctors disagree? Naturally, the Minister of Public Works, whose business it is to look after both the drainage and the sewage, neither of which, or both as you like it, are to blame for the smell that has at last roused the indignation of the long-suffering *Jornal* and driven one of our staff off his head. The surface water people, however, say that "the drains are perfectly clean and unobstructed but that there is a bad smell that seems to come from the sewage conduits"; whilst the City Tups protest that their conduits could not be cleaner and that the smell comes from the storm water system. Perhaps when the avenue is inaugurated and he has got that off his mind, Minister Lauro Müller will find out which is to blame. Our own opinion is that it is both!

— On Monday the *Associação dos Empregados no Com-*

ércio celebrated its twenty-fourth anniversary by a reception in the splendid building in the *rua* Gonçalves Dias, at which the President of the Republic and *Club* of Iluminense society were present. Founded twenty-four years ago in a humble way for mutual encouragement and assistance of the clerks and employes of commerce, it has grown to be a power in the state and a recognised centre for the propagation of liberal ideas. The association attends not only to the mental and intellectual welfare of its members, but to their physical development and cares for them when sick. There is no more useful institution in Rio or anywhere else, and we hope that the same modesty and tenacity of purpose that have made it so successful so far, will continue to be its characteristic, and that by this and kindred associations the seed will be sown that will develop later on into financial and economic, aye, and even political reform. The building in the *Rua* do Mergo is a proof of what can be done amongst us by union, when accompanied by tenacity of purpose, and does the greatest credit to the founders of the association some of whom are still directors.

The Chamber of Deputies (*Camara dos Deputados*) ex-*Cadeia Velha* prison is going to be touched up, i. e. the building, not the deputies themselves, who seem long beyond repair!

The Tribunal de Contas auditing tribunal, has reported in favour of a credit of 100,000\$ being opened for purchase of materials requisite for the reconstruction of the Treasury Offices and Custom House at Pernambuco, lately destroyed by fire.

The head-quarters of the fire brigade is a very fine building, as it ought to be, having already cost 600,000\$, and will probably cost 800,000\$ more. One of the novelties is a watch tower 55 metres high that will overlook all the lower city and give immediate warning when fire breaks out. The fire brigade is the best organised of all our services.

The *archivos* who will represent Brazil at the third medical congress of Latin America to be held at Buenos Aires are Drs. Baptista de Lacerda, Aparício Peixoto, Azevedo Sodré, Francisco Fajardo and Belisário de Souza, who will leave in the *Chili* on the 23rd inst.

At the inauguration of the avenue, copies, it is said, of all the daily and weekly newspapers were put into the foundation. If so, when in a thousand years, our *grau* *via* get-out of date and something narrower is wanted, posterity will be puzzled to make out what kind of a people they must have been who laid that stone and could revel in *Jornal do Brazil*, *Correios da Manhã*, *Rio Nas* *Atalayas*, *uniao*, when good solid information could be got by learning English and reading the *Brazilian Review*? No doubt it is an honour to go down thus to posterity in company with the *Jornal do Commercio*, *Gazeta* or even the *Páiz*, sadly qualified however by that of others.

— Its not a rift within the flute this time, but the flute itself that has disappeared bodily from the care of the directors of the *Instituto de Musica* and is not to be found. Consequently an enquiry is to be opened and, unless the flute is forthcoming, discord will reign at that institute for some time to come.

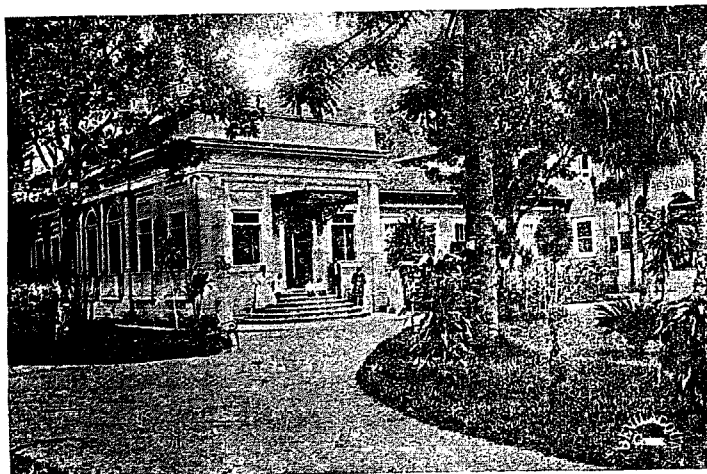
State of Rio de Janeiro. The street scavengers who, it appears have not been paid for months, struck and got two months' back pay. It is a wonder that in a free country like this anyone should be allowed to strike for so paltry a reason. Locking up, not back pay, is what they want to bring them to their senses! According to the *Gazeta*, the electric light has struck too, and refuses to work before 11 p. m. just as people are going to bed.

São Paulo. Three young men, two Italians and one Brazilian, propose to walk to the St. Louis Exhibition. Several

GRAND HOTEL WHITE

THE FORMER RESIDENCE OF COUNT ITAMARATY

ALTO DA TIJUCA RIO DE JANEIRO



Managed by the proprietor, "MARTIN."

The Paradise of Brazil

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.
Billiards. Prices from 10\$ a day.

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

TELEPHONE NO. 1094.

such expeditions started for the Chicago show, but we never heard if they got there.

— A committee of ten members from amongst the most representative and influential firms of Santos has been appointed by the Centro Commercial to negotiate with the Government with regard to the proposal of the Associação to appraise the surtax on cereals on the duties and not on the official values.

— The last voyage of the R. M. S. S. *Douglas* from Montevideo to Santos, took only fifty-nine hours and we believe, beat the record. Under the new agents, Wysard, Wilson & Co., this line seems to be looking up.

— One of the papers say that the S. Paulo railway proposes to extend the Braganfina branch to Amparo and make a junction there with the Mogiana.

— The *Gazeta* says that Dr. Bernardino de Campos will return to São Paulo on the 18th inst., and personally hand over the government to the new president, Dr. Tibiriçá.

— The *Diário Popular* says that the central committee of the Republican party will be constituted by General Glycerio, Drs. Virgilio Rodrigues Alves, Siqueira Campos, Padua Salles and Asdrubal Nascimento.

— A new Italian paper to be called the *Corriere Italiano* will shortly make its appearance under the direction of Cav. Antonio Grandis.

— Three young men, one of whom, Wilfrid Lorel, appears by name to be English, started from the Largo do Rosario for the St. Louis Exhibition, on foot at 7 p. m. on the 7th inst. We wonder how far they will get!

— A commission of Indians from the Itaporanga districts is at São Paulo to ask for protection against aggression by the planters, who not only appropriate their lands but maltreat and persecute them.

This is the country *par excellence* of scribbling, and the quantity of paper and ink that are wasted over what could be perfectly well said in half a dozen words, would go a long way in time, towards paying off the National debt. Nothing can be done without *officinas* counter *officinas* and *informes* that take so long, that when the final decision does come the necessity has often passed. Once an over-scrupulous official whose appropriation was exhausted, petitioned his chief to be allowed to "acquir" a sheet of foolscap. The dispatch occupied twelve folios, delayed six months and meanwhile his work was stopped for want of paper. Another, who petitioned for leave of absence, was dead and buried before the refusal came six months after! All this is suggested by a paragraph in a S. Paulo paper to the effect that, whilst the British pleading of the Guayana frontier, lately delivered to the arbitrators was contained in a single volume of 473 pages, that of Dr. Nabuco for Brazil took up four volumes with 1,200 pages. Prodigious! The sentence will be given by the arbitrators by the 25th August.

— The Inspector of Railways at São Paulo has recommended the Sorocabana Co. to substitute its present rails by heavier ones and lay down stone ballast on certain dangerous sections.

— The final results of the "election" show 47,623 votes for Tibiriçá as president of the State and 47,591 for Mello Oliveira as *vice*, both seeming to have had it all to themselves.

— Stolen or forged stamps to the value of 60,000\$ have been seized by the police at Santos, which is getting a most unsavoury reputation for fraud and forgery.

— The São Paulo tribunal has beat the record this time and granted *habeas-corpus* for a prisoner who is not in prison. The police say they knew nothing of him and so can't "produce the body", and his wife says she knows less and that the last heard of him is that he was in the hands of the police at Sorocaba and has not since turned up. The next best thing to producing him would be to produce the policeman and lock him up until he tells where Joviano is. Still, if people will play at revolution they must take the consequences, else where would be the fun of it?

— Mr. Speers, the Superintendent of the São Paulo Railway, has written to thank the police for their assistance during the strike. We ourselves don't think much of the police or police assistance, and imagine that in his inner consciousness the Superintendent of the São Paulo Railway acknowledges that the best and most efficacious protection is a good cause and clear judgment, that knows when and how to give way or to stick out to the last gasp when right and justice demand it. If there were more of the conciliatory spirit Mr. Speers has shown, there would be fewer strikes and, perhaps, fewer police.

— The amount of money that is spent in this country in keeping in order one of the quietest and most easily managed people in the world is humiliating, and speaks but poorly of the system of government that makes it necessary.

— The *Commercio* de São Paulo states that an important foreign firm has acquired 5,000 shares of the Cia. Machardy. These shares which were quoted at 15\$, have risen to 25\$ without sellers.

— A destructive fire is reported to have broken out on the 10th inst. at *Rancho Grande*, Santos.

— The *Platã* asserts that Captain Joviano is at liberty.

Rio Grande do Sul. Contrary to what might have been expected, the revolution in Uruguay has not proved advantageous to Rio Grande, and cattle are so scarce on the frontier that the Nova Quarany *Narquada* has had to close its doors in the middle of the season.

— Eneuzilhada was lately the scene of a terrible tragedy. A man named Silva was beating his wife, when her father, a well to do *estancieiro*, interferred, but was attacked by his son-in-law. The old man, however, was game and wrested the knife from his son-in-law and killed him. A cousin of the dead man

then came on the scene and was also shot dead, but finally a peon of the *Estancia* turned up and completed the holocaust by shooting the *estancieiro* in his turn!

— The custom house has no stamps of 100 and 200 *reis* and people don't know how to legalise receipts.

— Up to the 10th February entries at the Pelotas *Narquadas* amounted to 48,794 head, being 31,455 more than last year.

— A large quantity of merchandise was destroyed in the fire at Porto Alegre custom house, it is said over 100 packages, which will be handed over to the insurance companies' agents. The merchandise of C. Dugg & Co. was insured for 50,000\$ in the *Northern* and for 12,000\$ in the *Transatlantica*. The buildings utilized for customs deposits were insured for 80,000\$ in the *Porto Alegrensê* company. The factories of Otero Gomes & Co. were insured for 80,000\$ in the *Rio Grandense*, and for 70,000\$ in the *Prussiana* companies. The Porto Alegrensê Co. will lose over 100,000\$. Warehouse No 1 did not suffer at all. Messrs. Otero Gomes, moreover, had a large lot of empty cereal bags in the store of the value of 18,000\$ which were uninsured.

— It will not be the government's fault if illuminations have more water than fat in their lard, as besides the hundred and fifty-seven cases that Messrs. Elejale & Co. have been obliged to refine over again, they have asked leave to withdraw 6,000 cases of the same kind that were waiting in the customs for shipment to Rio. The Rio Grande government is positivist, and sets its face sternly against classification of anything except elections.

The *Rio Grandense* marine and fire insurance company is distributing a dividend of 4 1/2% for the second half of 1903.

— The revenue from the pilot service of the bar for 1903 was 119,336\$ and expenses 73,490\$. The service, however, is very defective, without even a steam tug, fitted for salvage or assistance of distressed vessels. With a surplus of forty six contos, government might at least supply a proper steamer!

— The Austrian s. s. *Florida* on its voyage to the Plate, broke its shaft and was towed by the German s. s. *Reifels* to the Rio Grande bar, where the *Reifels* left it and continued its voyage to Montevideo. The *Florida* was then towed from the bar to the harbour of Rio Grande, a distance of about fifteen miles, by a tug of the *Sudamerikanische* company, who claim £1,000 for salvage! The underwriters have protested.

— Albino & Co., the owners of the Rio Grande Flour Mill, did not do very well in 1903, and only succeeded in paying a dividend of 3% for the year on a capital of 600,000\$. The reason is the competition of low priced Argentine flours, for which Rio Grande is a favourite dumping ground.

— The national s. s. *Aracaty*, ex *Amat Villa* of notorious reputation, stuck on a bank at the entrance to the Rio Grande bar but was got off and towed into harbour by a tug belonging to the harbour works, as the *Sudamerikanische's* price was too high. The *Aracaty* was making a good deal of water and will require serious repairs. What a mercy the Lloyd did not buy her!

Bahia. At the general meeting of the Banco da Bahia held on the 25th ulto. Sr. Souza Campos, was elected director and Messrs. Galdino da Silva, Raul Costa, and Aurelio Ferreira Espinheira were elected members of the fiscal council.

— The government is trying to introduce tobacco cultivation in the Caravellas districts.

— The *Pitangense* Cotton Mills sold all their output in 1903 for 175,287\$, realizing a nett profit of 64,800\$, from which a dividend of 17 to 20% will be distributed.

— At the general meeting of shareholders held on the 25th inst. Col. Laurindo Alves de Oliveira Regis was elected director, and Antonio Manso, João Umbelino Gonçalves and João Vicente Ribeiro *supplentes*. Messrs. Augusto de Faria, Francisco Xavier da Silva Pereira, and Amador Alves de Moura were elected members of the fiscal council.

— History repeats itself and the great fire in the *rua* Julio came almost on the anniversary of that of 1890, which destroyed so much property. Such is the reflection of the *Diário da Bahia*, which forgets to add that the close and beginning of the year are peculiarly fruitful in fires, probably because it is just then that rain is heaviest.

The insurance companies affected by the fire are as follows:

Companhia Aliança.....	314:000\$000
Companhia Royal.....	100:000\$000
Companhia Liverpool.....	100:000\$000
Interesse Publico.....	280:000\$000
Lloyd Americano.....	53:000\$000
Seguranga.....	180:000\$000
Paraense.....	56:000\$000
Northern.....	80:000\$000

During the last three months there have been big fires at Bahia, Pernambuco and Porto Alegre, not to mention Parahyba a short time ago, and the national companies must be very hardly hit and are probably reflecting at this moment that it might be better to keep some eggs in foreign baskets! What would they do if they had to deal with a fire like Baltimore's where half of the commercial quarter was destroyed and £ 50,000,000 were lost? What, indeed, but burst sky high and let the detested foreigner in again!

Alagoas. The sugar is at an end, having given 400,000 bags, of which 130,000 are still to be shipped.

Ceará. General Piragibe has been invited to stand for Governor of the State at the coming election in opposition to the official candidate Senator Accioly.

"Superaris" Good, even for the complexion.

Pernambuco. The returns of the "elections" have been scrutinized by the Legislature, Sr. Sigismundo Gonçalves and Almeida Pernambuco being declared elected president and vice-president of the State, respectively.

There seems to be little doubt that the fire at the Custom House was the work of an incendiary, the police report stating that the doors had been previously forced and the building fired in two places. The whole of the archives and books were destroyed, but it does not appear that any of the cash or valuables are missing from the safe. Indeed, appearances go to show that the fire was intended to cover up the evidence of irregularities in the warehousing or despatch of goods, and not in the treasury department, as contraband and fraud had become so scandalous that a committee of enquiry had been appointed and was about to start from Rio. It is to be hoped that a thorough enquiry will be made and the guilty parties, whosoever they may be, be brought to justice. We are glad to note that they can count on no protection on the part of Dr. Rosa e Silva, the political "boss" at Pernambuco, he having publicly renounced any connection with, or interest in the criminals, and promised to do his best to punish them, as, in spite of our somewhat lax political morality, could scarcely fail to be the case with a politician, who but lately was vice-president and still aspires to be president of the Republic. Still, we have no doubt that others will not be wanting to bring political influence to bear to cover up even arson!

Pará. For want of small change, tram-tickets are circulating as money at Belem, although there seem to be lots of nickel in the local treasury, waiting, we suppose, for a good fire to help put it into circulation. The *Journal* says that small change is "badly wanted in the rubber districts", though what use it can be in places where an egg costs 18 and a chicken 205 apiece is hard to say!

The proportion of recoveries from bubonic plague in which the Yersin serum was used was 8%, not a single case of recovery being recorded without it.

At Pará they are discussing the new duties on rice and don't seem so grateful for much "protection" as they might be. The Banco do Pará proposes to distribute a dividend of 2 1/2% for the year.

Ingenuity has long exhausted itself in discovering new modes of taxation, or "sources of revenue" as they are euphemistically termed here, and so hard-up governments and municipalities have nothing else to do to make ends meet but to copy from each other and pile on the agony as long as people will bear it. Some day, of course, they will kick and down comes the edifice like a pack of cards. At Pará, this seem very imminent, the municipality having apparently lost its senses, and started a stamp of its own to be affixed to all municipal documents, even petitions to the Municipal Council itself being subject to a stamp of 50\$ (£2.10s.). But even that is not enough and the *Tabuleiro* mayor now wants to start a municipal workshop where all the rubber shall be packed and sorted according to regulation and of course pay a fee to the municipality for doing it!

Dealing so much with rubber, they seem at Belem to have lost all idea of the elasticity of things and think that taxes, too, can be stretched indefinitely. But they are wrong, as instance the State of Rio, and even for rubber there is a point where it will stretch no more and parts. But, once more, *quoniam Jupiter vult perire, demerit perire*.

Amazonas. In consequence of the persistence of epidemic pest at Pará, very strict instructions have been issued for regulating the river traffic at Manaus, obliging all cargo from infected ports to be disinfected and prohibiting, entirely, importation of goods not susceptible of disinfection. An isolation hospital will also be erected.

Thirty-four different firms have protested against the surtax on rubber in favour of the Banco Amazonense, and have commissioned Dr. Mello Rezende to take proceedings against the State Treasury for annulment of the tax on the grounds of unconstitutionality.

Foreign Items. CHILE. The irony of sending soldiers to salute the Prince of Peace does not seem to have struck the Chilean government, who has just ordered troops to proceed to the Cordillera to do the "honours" at the inauguration of the monument to Jesus Christ!

"Superaris"

Maybe you're tired?
TRY "Superaris" —
then there'll be no more
aches.

Books Received and Notices

Review of recent construction at the Baldwin's Locomotive Works, No. 7. This number has a detailed description of the tandem compound locomotive now being largely adopted for heavy hauling purposes for which the tandem arrangement of cylinders has many advantages. The Baldwin Loco Works have brought out a design intended to simplify as far as possible the general construction and to make repairs easy. This type is in use on the Atchison Topeka and Santa Fé and other American railroads and has given every satisfaction.

"Superaris" When SELECTING a drink try "Superaris".

Market Reports

Pernambuco, 8th March, 1904.

Sugar. The fortnight has been one of very small movement so far as Rio and Santos are concerned, but even from these a fair enquiry exists still for *branco velho* and *comum*.

Rio Grande and Pará are however firm and *União* have been in good request at higher prices. Liverpool market has improved about 1d. per cwt. from the lowest point, but there are hardly any sugars here suitable for export, almost entire stock consisting of qualities only suitable for home consumption.

Today's quotations are:—

Usinas, regular, 58,500	to	58,000	per 15 kilos on shore. Demand.
Crystal White, 48,200			
Yellow, 38,600			Source.
Whites, 3 1/2, 48,000		45,200	
" 3 1/2, regular, 38,000		38,800	
Somosos, 38,600			Demand
Chayed, 28,400			
Bruto Severo, 28,650		25,100	Source.
" Melado, 18,600			Nomina

Entries in February totalled 187,665 bags as compared with 171,436 bags last year and 361,210 in 1902.

Clearances during fortnight have been 32,624 bags to Rio, and 18,554 bags to Santos and to Liverpool 1,479 bags per *União*.

Cotton after my last was 175000 for a few days, then came advice of recovery in Liverpool to 60/- spot, and on the 3rd inst. market here was cleared of all the available stocks consisting of some 14,000 bags, all of which is destined for Liverpool; after this sellers withdrew, buyers however appeared at 188-200 but sales were trifling, and today a local factory here has bought 1,000 bags at 185.00, at which price there are still a few sellers but so far exporters do not see their way to follow this price. Some people are very pessimistic about remaining crop and estimate that the next six months will not produce over 20,000 bags, should this turn out to be so, prospects for Rio Mills are not very bright and they may have to pay very much higher prices if they want to prevent its being exported to Europe. Entries for February were 37,555 bags last year and 42,400 bags in 1902.

Maize a very weak market and nominal price 120 to 125 *reza* per kilo.

Farinha very dull and market has had serious drop to-day and value only about 85,000 per bag.

Beans after being sold at 228 to 238 per bag, have dropped to 178 and 188 and considerable supplies now offered for interior.

Freights cargo, source, rates by Liverpool liners 108, sugar 108, cottonseed 140, cotton S. S. *Schiller* *Primas* took 8,803 bags cottonseed, and 5,496 coffee from this to New York.

Rains advices from almost every quarter in interior speak of abundant rains, if they continue, we may hope for really good crops for coming season.

Money Market

THE BRAZILIAN REVIEW

Saturday, March 14th, 1904.

Ninety days' bank rate on London opened on Monday 7th at 12 1/2 and fell on Friday to 11 3/4, closing this evening at 12 1/4.

As expected, the rate was far from firm. Tobacco is beginning to furnish some bills at Bahia, but in the North the rubber season is already slackening and in a few weeks will be practically over.

Here and at Santos, the coffee trade might almost as well not exist, for all the good it is to the exchange market, the value of shipments during the past week being smaller than ever, only £75,418 as compared with £193,618 the previous week and £197,916 last year. A drop seems, therefore, almost inevitable, though how far it may go will depend chiefly on the resources that the Bank and Government may have to stop it. This time last year exchange was almost booming, but then the situation was very different as not only was coffee being shipped steadily and in large quantities, but there was a large loan in prospect. Now we have exhausted rubber, and little coffee is being shipped, nor seems likely to be until either the European or our own markets give way as to prices. Unless Government, therefore, again comes to the assistance of the market with a loan or something similar to supplement the supply of bills, we confess that we don't see where the decline may stop. It is possible that the sale of the Sorocabana may bring grist to the mill, but that can scarcely be for some time yet, and meanwhile Government seems to have very considerable remittances to make.

The Commercial Statistics service gave the movement of money up and down the coast for 1900 as follows, since then no further statistics have been published, but it is probable that the movement is approximately the same, the flux and reflux being a little earlier or later according to the state of the rivers in the rubber districts.

MOVEMENT OF PAPER MONEY UP AND DOWN THE COAST IN CONTOS

	REMITTED FROM RIO	ENTERED AT RIO
January	8,509	702
February	13,097	372
March	7,369	1,043
April	1,825	2,754
May	1,730	967
June	1,070	10,591
July	212	8,297
August	948	6,731
September	2,146	4,473
October	5,866	2,633
November	10,958	4,469
December	13,428	1,383
	69,239	44,416

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

Balance Sheets

Banco do Comercio e Industria de S. Paulo
BALANCE SHEET ON FEBRUARY 29TH, 1904
INCLUDING THE TRANSACTIONS OF THE SANTOS
AND CAMPINAS BRANCHES

Bills receivable	127,043\$98
Bills payable	2,000\$00
Receivables for current sundry part-	1,874,351\$00
Accounts current	1,118,282\$11
Debit balance of loan and advances	11,391,141\$10
Guarantees and securities in deposit	
As commercial security for above loans and advances	1,200,000\$00
Securities in deposit for account sundry parties	1,700,000\$00
Directorial guarantee	100,000\$00

Securities in liquidation	71,778\$00
Balance of this account	
Values & funds belonging to the bank	
Propository for the bank	80,000\$00
Applied to the bank	1,000\$00
Shares of the Paulista Railway Co.	1,000,000\$00
Shares of the Matyana R. Co.	125,000\$00
Bank Shares	12,000\$00
Sundry accounts	
Interests general	22,000\$00
By own stamps	12,000\$00
Correspondents here and abroad	1,710,111\$61
Balance in current money at the head office and branches	10,327,121\$02
	81,112,208\$03
Capital	10,000,000\$00
Reserve fund	5,000,000\$00
Provision fund of the staff	500,000\$00
Profit and loss	
Balance at this date	103,112,208\$03

Creditors	1,341,256\$10
Fixed deposits	
Accounts current	
Balance at this head office and branches	
With and without interest	11,200,051\$10
Guarantees and securities pledged	17,000,000\$00
Securities	
Longing to sundry parties and values received	1,000,000\$00
Due for account sundry parties	1,000,000\$00
Directorial guarantee	100,000\$00
Dividends	
Balance unclaimed	1,000,000\$00
Sundry accounts	
Interests	185,000\$00
Correspondents here and abroad	112,000\$00
	81,112,208\$03

L. A. O. E. S. Paulo, March 11th, 1904.—
Antonio Prado, Chairman; J. Quiriz Lacerda Monteiro, Director.

Coffee Market

Rio de Janeiro, Saturday, March 13th, 1904.

Entries at both Rio and Santos during the week ended Friday 11th inst. fell off again, being 10,310 bags under those of the previous week and 89,081 less than for the corresponding week last year, of which they represent 53.1%. The weather has been dry but not very hot, and not altogether unfavourable to the growth and development of the trees, although it might have been better had the rains continued a month longer. Entries at Rio, as was expected, are falling off, and are now well below last year's, as they have been at Santos for a long time, a tendency, that we feel sure will be accentuated towards the end of the crop. Entries for the crop up to 11th March were 800,812 bags less than last year's.

Shipments *embargues* are smaller again, being 63,158 less even than for the previous week and 85,908 under last year's.

Sales were a little more active, 15,000 bags more having been declared than the previous week, but are still 16,000 under last year's figures.

Liquidation of speculation for the rise seems to be proceeding as usual without any of the terrible disasters, in this market at least, that were foretold. In fact the quantity dealt in seems to have never been very big, and it is doubtful if, in reality, there are 50,000 bags still to be settled for.

Prices during the week fell again all round, the average for No. 7 Rio having declined from 58526 for the previous week to 58362, as against 48531 last year; and at New York, from 6.72 to 6.54c spot.

Stocks increased since the previous Friday, 52,872 bags, and compared with the same date last year are 313,799 bags more!

The visible supply on 1st March is estimated at New York at 13,181,000 bags.

Santos, March 11th, 1904.

Business during the week offered very little interest. The U. States were quite out of the market, and Europe though willing to buy still hopes to get in cheaper. On Monday Hamburg sent a fair amount of orders at reasonable limits, say 36s. for Superiors, which could be executed at a small advantage. In general, however, the quantities offered for sale are not sufficient to cover large orders. *Commissarios* who need money, just sell enough to enable them to go on for a fortnight or two without more selling. It may be stated that about half of all *commissarios'* lots are sold with conditions.

Superiors could be bought at 58300 to 58500. Primes 200 réis above. Goods 300 réis to 400 réis lower. Regulars are quoted at 48500 to 48800. Specialities continue neglected with the only exception of Mokas, which show a fair demand. The principal quality of our stock consists of Primes.

Shipments were very small indeed, though entries temporarily were somewhat larger but still can be considered small. Our stock shows an increase against last week, being to day 1,018,273 bags. Declared sales were exaggerated. Business in 4s. is limited.

COFFEE ENTRIES

FOR THE WEEK ENDED FOR THE CROP TO

	Mar. 11 1904	Mar. 4 1904	Mar. 12 1903	Mar. 11 1904	Mar. 12 1903
Rio					
By Central R'y	2,587	3,148	32,252	2,511,496	2,217,522
Methracantones R'y	—	—	—	26,005	30,562
Leopoldina R'y	—	—	—	—	—
Por Trapiche Vapor	3,174	6,108	8,732	541,635	511,407
Foz de Iguaçu	200	170	120	27,046	23,724
Pharolis	—	—	—	1,104	2,891
Conversely discharged	8,571	6,800	8,507	261,751	268,365
Total	14,232	16,226	50,621	3,372,009	3,054,501
Transferred from Rio to Nietheroy	608	503	841	61,688	59,638
Net Entries at Rio	14,840	16,729	51,462	3,433,697	3,114,139
Conversely in transit	—	—	1,000	134,571	118,255
Nietheroy from Rio & Leopoldina R'y	755	3,383	365	114,737	70,782
Total Rio including Nietheroy & transit	15,595	20,112	52,827	3,548,405	3,183,940
SANTOS	19,725	30,731	118,381	5,714,910	6,588,497
Total Rio & Santos	35,320	50,843	171,158	9,263,315	9,772,437

The coast arrivals for the week ended Mar. 11th, were from:—

Victoria	4,583 bags
S. Joao da Barra	3,050 "
Bahia	704 "
Mucury	234 "
Total	8,571 bags

The total entries by the different S. Paulo Railways for the Crop to Mar. 11th, 1904 were as follows:—

	Past	Sorocabana	Total at	Total at	Remaining
	Jundiahy	and others	S. Paulo	Santos	at S. Paulo
1903/1904	4,633,430	1,022,978	5,656,408	5,714,910	58,502
1902/1903	5,219,738	1,398,961	6,618,699	6,888,497	269,798

COFFEE LOADED (EMBARQUES)

	DURING WEEK ENDED			FOR THE CROP TO	
	1904 Mar. 11	1904 Mar. 4	1903 Mar. 12	1904 Mar. 11	1903 Mar. 12
Rio	13,260	18,088	35,708	3,121,049	3,065,865
Nietheroy	1,000	3,963	1,737	112,344	74,027
In transit	—	—	1,000	134,671	118,255
Total Rio including Nietheroy & transit	14,260	22,051	38,445	3,368,064	3,258,147
Santos	28,349	63,746	100,072	6,337,400	6,758,468
Total Rio & Santos	42,609	85,797	138,517	9,705,464	9,996,615

COFFEE PRICE CURRENT For the week ended Mar. 11th, 1904

Table with columns: DESCRIPTION, Mar. 5, Mar. 7, Mar. 8, Mar. 9, Mar. 10, Mar. 11, Averages. Rows include RIO N. 8, Santos superior, N. YORK per lb, HAVRE per 50 kilos, HAMBURG per 50 kg, LONDON per cwt.

SALES OF COFFEE for the week ending

Summary table with columns: Mar. 11 1904, Mar. 1 1904, Mar. 12 1904. Rows: Rio, Santos, Total.

"Superaris" You'll get most pleasure AND profit out of IT.

COFFEE SAILED DURING THE MONTH OF FEBRUARY 1904

Per Destinations

Large table with columns: NAMES, RIO bags, SANTOS bags, TOTAL bags. Lists destinations like New York, London, Hamburg, etc., with corresponding bag counts.

Per Shipping Companies

Table with columns: NAMES, RIO bags, SANTOS bags, TOTAL bags. Lists shipping companies like The Royal Mail Steam Packet Co., Messageries Maritimes, etc.

Per Shippers

Table with columns: NAMES, RIO bags, SANTOS bags, TOTAL bags. Lists shippers like Egen Urban, Pinto & Co, Newton, Alvear & Co, etc.

Up to the end of February, entries in Rio harbour were 114% of last year's and on this basis would give 1,086,655 for the remaining four months...

At Santos, entries to the end of February were 84.5% of last year's and on this basis would give 7,062,638 bags for the whole season. On the basis of the last two months (January and February) the ratio however is only 43.2%...

Advertisement for SUPERARIS featuring a star logo, the text 'SUPERARIS Trade mark - The GREEN Star', and 'The Cintra Hotel and Restaurant Rua do Ouvidor, 33'.

HOURS OF RAINFALL

By favour of the Leopoldina Railway.

Table with columns: MARCH, Stations (e.g., S. Francisco Xavier, Pilar, Marã), Rainfall intensity (Heavy, Light) for each day (4th-10th), and TOTAL.

SAILINGS FROM THE PORT OF RIO DE JANEIRO During the week ended March 12th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, and FOR.

ARRIVALS AT THE PORT OF SANTOS During the week ended March 11th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, and FROM.

Shipping

ARRIVALS AT THE PORT OF RIO DE JANEIRO During the week ended March 12th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, FROM.

SAILINGS FROM THE PORT OF SANTOS During the week ended March 11th, 1904

Table with columns: DATE, NAME OF VESSEL, FLAG, RIG, TONS-SAGE, FOR.

FOREIGN VESSELS AFLOAT IN RIO DE JANEIRO HARBOUR on March 12th, 1904

Table with columns: Steamer, Sailing Vessels, Tons, and Total.

"SUPERARIS" Is "IT".

IN SANTOS HARBOUR
on March 11th, 1904

Steamers	Tons	Agents	Sailing Vessels	Tons
<i>Madagascar</i>	2,856	<i>Prats</i>		255
<i>Madagascar</i>	1,861			
<i>Haraby Castle</i>	2,350			
<i>Cathi de Gouvenad</i>	2,534			
<i>Prata E. Friedrichs</i>	2,821			
Total	12,431	Total		255

The *Indes Reunies* that was lost in the Bay of Biscay, belonged to Wadler & Co. and was bringing coal for the port works.

The Hamburg America Line's fleet comprise thirty-eight steamers, of 30,069 tons register, of which the names of twenty three begin with "A", commencing with *Albatross* with 5,683 tons and ending with *Albatross Victoria* with 8,479, those of eleven other commence with "B", from the *Bahia* with 3,410 tons to the *Batavia* with 11,077, and only four more with 3,874 tons from the *C. Karl Linné* to 2,911 tons to the *Castor*.

NEW LINE OF STEAMERS

The existing navigation of Brazil is about to be augmented by a new line of steamers which has been organised under the title of *Empresa de Locomoção e Navegação Vapor*. The first steamer under the new organization is the *S. S. Antares*, but will only serve as an auxiliary to the larger steamers of the Company which are being now fitted in England with accommodation for one hundred and fifty first class passenger and three hundred third class. All the latest improvements are being added to these boats in the way of luxurious appointments, electric light and ventilators and cool chambers, which will greatly add to the comfort of a voyage in this hot climate. The steamer *Antares*, *Maraca* and *Brasilia* should arrive about the latter end of May to initiate the passenger and cargo service between Rio and Para. The administration of the line is under the care of Mr. Luiz Campos, whose practical experience in the trade will prove to be most advantageous, not only to the interests of the Company, but also to merchants and shippers who utilize the new line. *Antares* line, with good passenger accommodation run on modern principles is badly wanted and cannot fail to receive the support of the travelling public and shippers in general.

THE FREIGHT MARKETS

British. The condition generally of the freight market is anything but satisfactory, for although there is just a slight improvement in home ward rates from the Black Sea direction this improvement is small. Many owners have been anticipating a considerable improvement on the commencement of the war between Russia and Japan, but so far there has been little or no effect produced. We believe that so long as the war is localised, and there is no danger of other Powers being drawn into the dispute, the condition of the freight market will be much about the same as if there was no war at all. As we said last week, owners are perfectly justified in talking up rates of freight and in assuming a more independent attitude, for in times such as the present, with a war going on, the extent of which no one can possibly foresee, it is absurd for boats to be running very much on a philanthropic basis, or, at any rate, with no advantage whatever to their owners. Coal rates from S. Wales to Rio 9s. to 9s. 3d., *Freight*, Feb. 18th.

Argentine. Parcel shipments to Brazilian ports are increasing, rates being maintained at B. to Rio, 14 to Paraquaguá, Sta. Catalina and Rio Grande, 16 to Santos and 22 to Porto Alegre from B. A 3s. extra from up-river ports.

Coal rates from Wales to the River Plate continue at 7s. 6d. an amount of tonnage being offered.

For *Times of Travellers*, Feb. 22nd.

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

Per S. S. <i>Thyphis</i>	for New York	3,800 bags of coffee
<i>Prata E. Friedrichs</i>	Hamburg	2,000
<i>Cathi de Gouvenad</i>	do	1,000
<i>Haraby Castle</i>	Genoa	1,500
<i>Madagascar</i>	Havre	5,000 salted hides at 30 frs. and 40 frs.
do	do	20 tons bones at 20 frs. and 10 frs.

CURRENT COFFEE FREIGHT RATES

FOR THE WEEK ENDED MARCH 11TH, 1904

	Ris	Seatas
Alex. via Trieste	40/- & 5 %	50/- & 5 %
Antwerp 1,000 kilos	35/- & 5 %	25/- & 5 %
Alexandria	35 frs. & 10 %	35 frs. & 10 %
Alicante	61 frs. in full	50 frs. in full
Algiers via Marseilles	51 1/2 frs. & 10 %	51 1/2 frs. & 10 %
Amerique	58.50 frs. in full	—
Aguiles	73.50 frs. in full	—
Algon Bay via New York	40/- & 5 %	—
do via Hamburg	40/- & 2 1/2 %	—
Bassorah	90 frs. & 10 %	99 frs. & 10 %
Barcelona via Hamburg	35 frs. & 10 %	35 frs. & 10 %
do via Trieste	35/- & 2 1/2 %	—
Beira via Southampton	30/- & 2 1/2 %	—
Bilbao	56.50 frs. in full	60.50 frs. in full
Bremen	35/- & 5 %	25/- & 5 %
Bordeaux, 100 kilos	35 frs. & 10 %	25 frs. & 10 %
Bombay via Trieste	50/- & 5 %	50/- & 5 %
Brindisi	57.50 frs. & 10 %	57.50 frs. & 10 %
Buenos Ayres per bag, 60 kilos	40 frs. & 10 %	40 frs. & 10 %
Bryouth	28.00	28.00
Cadiz	70 frs. & 10 %	70 frs. & 10 %
Calcutta via Trieste	35 frs. & 10 %	35 frs. & 10 %
Carthage	55/- & 5 %	55/- & 5 %
Canton	61 frs. in full	50 frs. in full
Columbo	50/- & 5 %	50/- & 5 %

Corfu	55 frs. & 10 %	55 frs. & 10 %
Curacao	50/- & 5 %	50/- & 5 %
Coruna	55.50 frs. in full	55.50 frs. in full
Cavalla	48 frs. & 10 %	58 frs. & 10 %
Christiana	45/9 in full	—
Copenhagen	37/6 & 5 %	27/6 & 5 %
Cape Town via New York	40/- & 5 %	—
do via Hamburg	40/- & 2 1/2 %	—
do via Buenos Aires	45/-	—
do via Southampton	40/-	—
Constantinople	52 1/2 frs. & 10 %	52 1/2 frs. & 10 %
Copimbu	39s. & 5 %	—
do via New York	40/- & 5 %	—
do via Hamburg	40/- & 2 1/2 %	—
do via Trieste	50/- & 5 %	—
Durban	40/- in full	—
do via Southampton	50/- & 2 1/2 %	—
do via New York	60/- & 5 %	—
Delagoa Bay	50/- & 2 1/2 %	—
do via Trieste	55/- & 5 %	—
do via Southampton	50/- & 2 1/2 %	—
East London	45/- & 5 %	—
do via Hamburg	67/6 & 2 1/2 %	—
do via Southampton	50/- & 2 1/2 %	—
Finne	40s. & 5 %	—
Gabatz	62 frs. & 10 %	62 frs. & 10 %
Genoa 1,000 kilos	35 frs. & 10 %	35 frs. & 10 %
Gibraltar via Genoa	65	40 frs. in full
Gijon	50.50 frs. in full	50.50 frs. in full
Hamburg	35/- & 5 %	25/- & 5 %
Havre 500 kilos	30 frs. & 10 %	25 frs. & 10 %
Hongkong via Trieste	60/- & 5 %	60/- & 5 %
Kobe via Trieste	60/- & 5 %	60/- & 5 %
Liverpool	35/- & 5 %	35/- & 5 %
London 1,000 kilos	32/6 & 5 %	25/- & 5 %
do via Southampton	32/6 & 5 %	—
Malaga	35 frs. & 10 %	35 frs. & 10 %
Malta	35 frs. & 10 %	35 frs. & 10 %
Marseilles 1,000 kilos	35 frs. & 10 %	35 frs. & 10 %
Medina	45 frs. & 10 %	45 frs. & 10 %
Metelina	63 frs. & 10 %	63 frs. & 10 %
Montevideo per bag, 60 kilos	28.00	—
Mombassa via Trieste	35/- & 5 %	35/- & 5 %
do via New York	40/- & 5 %	—
Mossel Bay via Hamburg	45/- & 2 1/2 %	—
do via Southampton	50/- & 2 1/2 %	—
Mostaganem via Marseilles	34 frs. & 10 %	34 frs. & 10 %
Naples	43 1/2 frs. & 10 %	43 1/2 frs. & 10 %
New York, Liners per bag	35s. & 5 %	35s. & 5 %
N. Orleans Liners	35s. & 5 %	35s. & 5 %
Odessa	37 frs. & 10 %	37 frs. & 10 %
Oran	51 1/2 frs. & 10 %	51 1/2 frs. & 10 %
Parafes	60.50 frs. in full	—
Palma de Mallorca	50.50 frs. in full	—
Peking via Trieste	60/- & 5 %	60/- & 5 %
Patras	35 frs. & 10 %	35 frs. & 10 %
Piraeus	52 1/2 frs. & 10 %	52 1/2 frs. & 10 %
Port Said	55 frs. & 10 %	55 frs. & 10 %
Port Elizabeth	50/- & 2 1/2 %	—
Rotterdam	35/- & 5 %	25/- & 5 %
Rangoon via Trieste	55/- & 5 %	55/- & 5 %
San Sebastian	—	60 1/2 frs. in full
Santander	50.50 frs. in full	60.50 frs. in full
Samsoun	58 frs. & 10 %	58 frs. & 10 %
Seville	40 frs. in full	50.50 frs. in full
Shanghai via Trieste	65/- & 5 %	65/- & 5 %
Souraya	52 1/2 frs. & 10 %	52 1/2 frs. & 10 %
Southampton 1,000 kilos	29/- & 5 %	29/- & 5 %
Suez via Trieste	50/- & 5 %	50/- & 5 %
Salonica	52 1/2 frs. & 10 %	52 1/2 frs. & 10 %
Safina	55 frs. & 10 %	57 frs. & 10 %
Tabebuano	48s. & 5 %	—
Taragoune	53.50 frs. in full	50 frs. in full
Trebizond	58 frs. & 10 %	58 frs. & 10 %
Trieste	40/- & 5 %	35s. & 5 %
Tunis	55 frs. & 10 %	58 frs. & 10 %
Valencia	53.50 frs. in full	50 frs. in full
Valparaiso	47/- & 5 %	—
Yarna	62 1/2 frs. & 10 %	62 1/2 frs. & 10 %
Venice via Genoa or Marseilles	50 frs. & 10 %	50 frs. & 10 %
do via Trieste	45 shillings & 5 %	40 shillings & 5 %
Vigo	53.50 frs. in full	60.50 frs. in full
Yokohama via Trieste	65/- & 5 %	65/- & 5 %
Zanzibar via Trieste	55/- & 5 %	55/- & 5 %

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

Railway News and Enterprise

SUNDRY TRAFFIC RETURNS

Railway	Latest Earnings Reported		Aggregate to date			
	1904	1903	1904	1903		
Braz. Gt. South. & B.	110	110 Apr.	11,596	10,223	46,222	40,156
Leopoldina	1,119	1,885 Mar. 6	13,567	15,570	130,262	122,266
S. Braz. Rio Grande & B.	176	176 Jan.	216,464	188,682	216,464	188,682

a Earnings reported in pounds, b in mil reis.

"Superaris" NOT sold in bottles — not YET!

March 15th, 1904.]



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, MONTEVIDEU, BUENOS AYRES, ROSARIO DE SANTA FE AND NEW YORK

Also on:

Messrs. Glyn, Mills, Currie & Co.

LONDON.

Messrs. Midel Evers & Co.

PARIS.

Messrs. Schroder & Co., J. H. Schroder & Co.

HAMBURG.

Messrs. Joh. Borenberg, Gossler & Co.

HAMBURG.

Messrs. Grand, Broca & Co.

GENOA.

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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, (Cajeta 108)

Branch-offices in S. Paulo, Santos and Porto Alegre. (Cajeta 520) (Cajeta 184)

Draws on:

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

ENGLAND... { N. M. Rothschild & Sons London, Direction der Discount-Gesellschaft London, Manchester and Liverpool District Banking Company Limited, London, Union of London and Souths 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 Neufville & Co., Paris. }

ITALY... { Banca Commerciale Italiana, Genoa, and branches. }
PORTUGAL... { Banco Lisbon & Ayres and correspondents. }

Opens accounts current.
Pays interest on deposits for a fixed time.
Executes orders for purchases and sales of stocks, shares etc., and transacts every description of banking business.

Theil-Endress
Directors

ab-bb-eg

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THE BRITISH BANK OF SOUTH AMERICA, LIMITED.

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

Capital..... £ 1,000,000
Item 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, Macéio, Victoria, Santa Catharina, Paranaíba, 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. Borenberg Gossler & Co.

HAMBURG.

and correspondents in Germany,

Messrs. Rost & Co.

and correspondents in ITALY

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

NEW YORK.

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

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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.

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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, SANTOS, BUENOS AYRES, MONTEVIDEO, ROSARIO, MENDOZA, BAHIA BLANCA, PAYSANDU, CONCORDIA

Agencies:

MANAOS, MARANHÃO, CEARÁ, BAHIA, VICTORIA, PARANAGUA, RIO GRANDE DO SUL.

PELOTAS, CURITYBA, PORTO ALEGRE, MACÉIO

Draws on Head Office and Paris Branch and on:

London, & County Banking Co., Ltd. LONDON, Banque de Paris et des Pays Bas. PARIS, Banco de Portugal and Agencies. - PORTUGAL. And all the principal cities in Europe.

and on: Farmers Loan & Trust Co. NEW YORK First National Bank of Chicago. CHICAGO

NORDDEUTSCHER LLOYD, BREMEN.

Capital.. 120,000,000 Marks
NEXT DEPARTURES

Date	Steamer	Destination
1904		
Mar. 25	Wittenberg	Bahia, Madeira, Lisbon, Rotterdam, Antwerp and Bremen.
April 8	Aachen	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 120

For further information apply to

HERM. STOLTZ & C., Agents

Rua da Alfandega N. 63

Rio de Janeiro

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H. A. L. American Line

(South American Service)

Next Departures: -

PRINZ SIGISMUND..... 23rd April.
PRINZ WALDEMAR..... 21st May.

The new fine Imperial Mail Steamer

Prinz Eitel Friedrich

6,000 tons

expected from Santos on the 25th March, sails on 26th 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-eg

LIVERPOOL BRAZIL AND RIVER PLATE STEAMERS

LAMPORT & HOLT LINE

Passenger service for NEW YORK

The steamer
BYRON
4,000 tons

Illuminated with electric light sails on 2nd April for

Bahia, Pernambuco and New York

Taking 1st & 2nd class passengers for above ports 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 with it the minimum cost of travel. Average passage to New York 17 days.

Weekly cargo steamers for New York

For freight apply to the Broker

Wm. R. McNiven,

68, RUA F DE MARÇO

For passages and further information apply to the
Agents: NORTON, MEGAW & Co., Ltd.

58, RUA PRIMEIRO DE MARÇO
no-14-ca

WILSON SONS & CO. (LIMITED)

2, Rua de S. Pedro

RIO DE JANEIRO

AGENTS OF THE

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

Repairs to Ships and Machinery

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

Coal.—Wilson, Sons & Co., Limited, have depots 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, Lond., Cardiff, St. Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, Sao Paulo, Montevideo, Buenos Aires, La Plata, Rosario & las P. Inas.

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Hamburg-Südamerikanische Dampfschiffahrts-Gesellschaft

The German Steamer

MENDOZA

Captain Behrman.

Expected from Santos on the 15th March will leave on the 19th March for

Bahia, Lisbon and Hamburg.

at Rio de Janeiro.

All steamers of this Company are illuminated with electric light and have splendid accommodation for 1st and 2nd class passengers.

Free conveyance on board supplied for passengers and luggage.

For freight apply to the Broker.

Wm. R. Mc Niven

68, RUA F DE MARÇO

For passages and further information apply to the agents

E. Johnston & Co.

RUA DE S. PEDRO, 62

BRAZIL ADRIATIC LINE

The Austrian Lloyd's Steam Navigation Company

and

The Royal Hungarian Sea Navigation Company "Adria" Limited

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

DEPARTURES FROM SANTOS

INDIA, 19th April 1904

For freight apply to the Broker

W m. R. Mc Niven,

68, RUA F DE MARÇO.

For passage and further information to the
AGENTS

Rombauer & Co.

RUA GENERAL CAMARA, 24.

Rio de Janeiro.

RUA II DE JUNHO, 1 A.

Santos.

no-14-ca

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SOCIÉTÉ GÉNÉRALE

Transports Maritimes à vapeur de Marseilles

DEPARTURES OF STEAMERS

FOR EUROPE

ITALIE, 23 March 1904

AQUITAINE, 7 April

for

Marseilles, Barcelona, Genoa, and Naples

Through fares to Paris 1st class, f. 674

do do 2nd class, f. 502

do do 3rd class, f. 399

Through fares to Paris return 1st class, f. 1,100

do do do 2nd class, f. 882

do do do 3rd class, f. 794

Marseilles, Genoa, Naples, 2nd class, f. 410

Barcelona 2nd class, f. 415

Agent.— **Antunes dos Santos & C.**

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

S. Paulo. — 29 Rua S. Bento

Santos. — 1 Praça da Republica

e-he-ca

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THE BRAZILIAN COAL COMPANY, LIMITED

Representatives of

CORY BROTHERS & C. LD

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 despatch.

OFFICES:

Edificio da Bolsa Salas 26 and 27

Entrance, Rua Gen. Camara.

Depot: ILHA DOS FERREIROS

Rua de São Pedro

Rio de Janeiro

Lighterage Company Limited

All kinds of Maritime harbour transport.

Loading and discharge of vessels, Towage.

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

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

Office: Rua Primeiro de Março N. 62

C. LAUFER

Manager

ROYAL MAIL STEAM PACKET COMPANY

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

TABLE OF DEPARTURES

Date	Steamer	Destination
March 24	France	Buenos Aires & Montevideo.

March 26	Santa Cruz	Bahia, Pernambuco, Madeira, Lisbon, Vigo, Cherbourg and Southampton.
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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 NAVIGATOR or MESSAGERIES MARITIMES Comp's Steamers.

For freight, passages, and other information apply.

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

J. C. CAZALY, Superintendent.

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GRAND HOTEL INTERNACIONAL

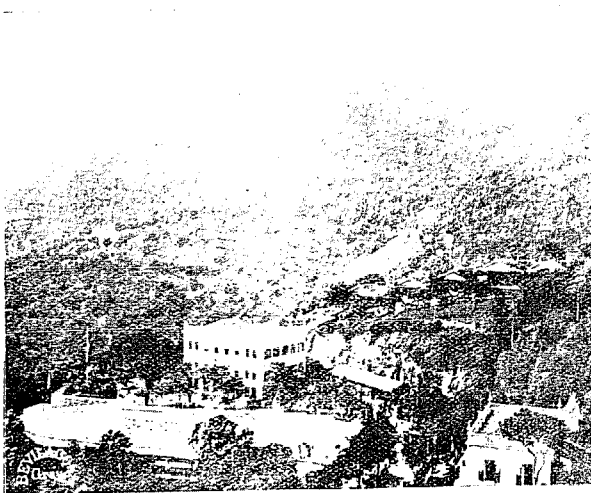
RUA DO AQUEDUCTO No. 108

SANTA THERESA

RIO DE JANEIRO Telephone No. 114.

1,000 FEET ABOVE THE SEA.

Telegraphic Address: **MINTGES—RIO.**



Grand Hotel Internacional

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 service. Trains pass the door.

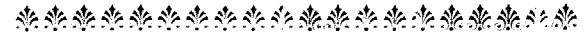
Manager.

Proprietor.

FRANK DA COSTA.

FERDINAND MENTGES.

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



SPLENDIDLY SITUATED on one of the HIGHEST POINTS and in the HEALTHIEST PART of Rio, thus 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, AIRY and QUIET.

Baths: plunge and shower.

Noted for its EXCELLENT CUISINE and its WELL-SELECTED WINES.

Specialties: LIQUEURS, WHISKY, COCK-TAILS, BILLS and refreshing drinks of the BEST QUALITY.

All meals served at separate table.

Spacious dining, music, smoking and BILLIARD-ROOMS.

ROOM FOR BANQUETS, BALS, etc. *Service de Luxe*

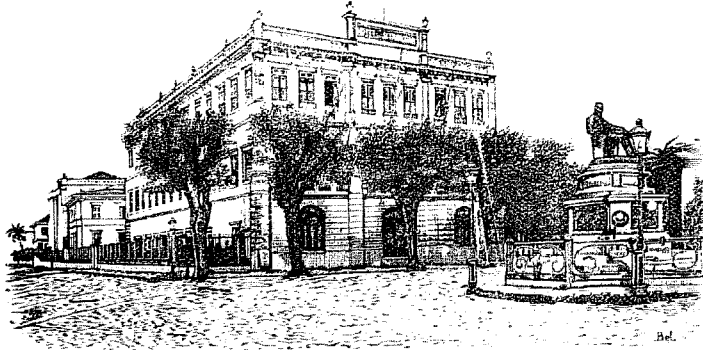
LIBRARY with all the principal NEWSPAPERS.

GARDENS.

Electric-Trains pass the door every 20 minutes.



View taken from the HOTEL INTERNACIONAL



The Strangers Hotel

HOTEL DOS Estrangeiros

DOS

THE BEST IN RIO DE JANEIRO

PRAÇA JOSÉ DE ALENCAR No. 1

PETROPOLIS Branch

(Formerly Hotel Internacional)

Rua Primeiro de Março No. 6

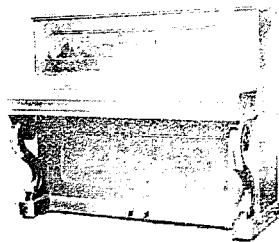
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E. BEVILACQUA & CO.

RUA DOS OURIVES No. 43

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

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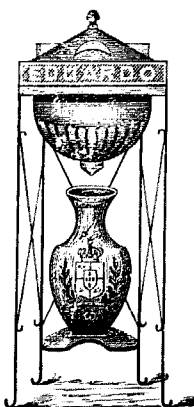
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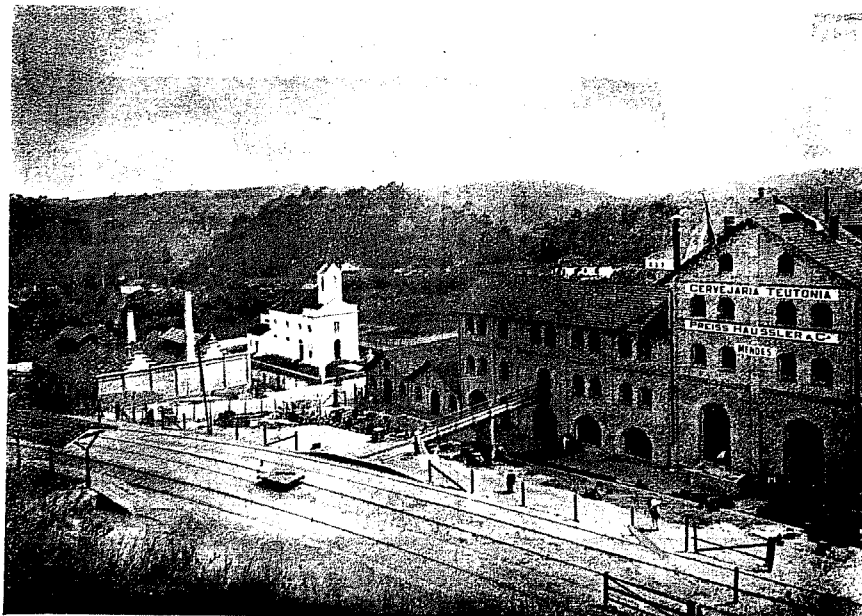
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